

# Motor Vehicle Inspection Programs

## Canadian Jurisdictional Scan

Department of Transportation and Infrastructure  
November 18, 2024

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## Introduction

In Canada, the frequency of motor vehicle inspection (MVI) varies by province and territory, as vehicle inspection programs are regulated at the provincial and territorial level. The following synopsis<sup>1</sup> outlines the cost, frequency and variations in those requirements for passenger vehicles. In addition, information on the correlation between regular MVIs and private vs public vehicle insurance is offered.

### The Territories

Periodic inspection of a passenger vehicle is not required in the Yukon, Northwest Territories or Nunavut for registration or transfer of ownership. An exception exists in the Yukon and Northwest Territories for vehicles involved in a collision: if the vehicle status changes to 'salvaged' or 'rebuilt', an MVI is required. For vehicles being imported into the Northwest Territories, an MVI may be required depending on the age of the vehicle.

### Western Canada

Periodic inspection of passenger vehicles is not required, and new vehicles are exempt. The New West Trade Partnership Agreement recognizes vehicle inspection reciprocity between British Columbia, Alberta, Saskatchewan and Manitoba for vehicles under 4 years of age. However, vehicles coming in from other Canadian jurisdictions or imported from another country, require an MVI.

In all western provinces, an MVI is only required on change of vehicle ownership and salvage vehicle inspections are mandatory for vehicles that are 'rebuilt' and intended for on-highway use. In Alberta, dealers of used vehicles are required to provide a Mechanical Fitness Assessment (MFA) to potential buyers regardless of the age of the vehicle; the MFA is not considered a representation of 'roadworthiness' requiring the purchaser to have an MVI completed to ensure the vehicle is safe and mechanically sound.

The cost of MVIs in western Canada are set by the inspection facility and can range from \$100 to \$250. Cost is not regulated by Government.

Western provinces have not realized a noticeable connection between MVIs and collisions; British Columbia and Alberta noting mechanical components as the cause of a collision being very low. With respect to the relationship between their respective MVI programs and vehicle insurance, either recent studies have not been completed or data for analysis is not presently accessible.

### Ontario

Ontario is akin to the western provinces in that new vehicles are exempt, MVIs are required for all transfers of vehicle ownership, whether the car originates from outside or inside the province. If a used vehicle is being transferred to a spouse, an MVI is not required. Certifying a salvage vehicle as rebuilt requires an MVI as do vehicles changing status from unfit to fit.

The cost of an MVI in Ontario is set by the inspection facility and can range from \$75 to \$200. There was no connection identified between Ontario's MVI program and incidences of mechanical failure leading to traffic-related collisions. Nor was there a correlation between MVIs and vehicle insurance rates.

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<sup>1</sup> Information for this section is largely based on a Canadian jurisdictional scan of the Canadian Council of Motor Transport Administrators (CCMTA) member provinces and territories and carried out between June - July, 2024.

## Quebec

In Quebec, mechanical inspections are only required if the vehicle was previously salvaged and rebuilt, if a used vehicle is imported into Quebec (regardless of origin), or if the vehicle was off the road for more than 12 months, including vehicles that were stored for more than 12 months.

In Quebec, there was no connection identified between the provincial MVI program and incidences of mechanical failure leading to traffic-related collisions. Nor was there a correlation made between MVIs and vehicle insurance rates. While not mandatory for private sales within Quebec, pre-purchase inspections are highly recommended and can range from \$65 to \$135 depending on the inspection facility.

## Atlantic Canada

The cost of an MVI is regulated by the provincial government in all four Atlantic provinces with PEI being the only remaining province in Canada to require a mandatory annual MVI.

**Newfoundland and Labrador** eliminated annual MVIs in 1994 when the government at the time deemed them unnecessary. This decision was based on road safety statistics that demonstrated a small percentage of collisions were related to mechanical problems. Anecdotally, other reasons offered were public complaints on the cost of an MVI and public concerns that garages were gouging consumers. NL receive regular requests to bring back annual inspections, but crash statistics are still showing driver condition, behavior or error as the most common cause of collisions. There has been no appetite for changing this.

Cars, light trucks, vans and three-wheeled vehicles require an inspection before transfer of ownership but not required if a vehicle changes hands to an immediate family member as a gift. Inspection is required for vehicles imported from the United States or elsewhere. As with other jurisdictions, salvage vehicles must be inspected before being rebranded. NL did not wish to comment on a correlation between the cost of passenger vehicle insurance and the absence of a regular MVI program, or on a measurable connection between collisions and vehicle inspection. The cost is set at \$69.95.

## Nova Scotia and New Brunswick

**Nova Scotia** moved to biennial inspections in 2009 to "reduce the burden on vehicle owners without compromising road safety or consumer protection". As well, the government of the day stated, "the program's re-design brings it more in line with national and international programs." Effective April 1, 2009, new passenger vehicles that had a dealer pre-delivery inspection were no longer required to have an MVI for the first three years. Other passenger vehicles require an inspection every two years. A second phase was implemented in June of 2009<sup>i</sup> where the number of items to be inspected was reduced and the number of road-side vehicle checks was to increase.

A used vehicle must be inspected prior to transfer of ownership. A vehicle entering Nova Scotia from another jurisdiction must pass inspection within 30 days of entering the province and before registration is completed. An exemption exists for ownership transfer between immediate family members and MVIs issued by New Brunswick or Prince Edward Island are valid in Nova Scotia until expiry.

Nova Scotia has not realized anything out of the ordinary regarding less frequent MVIs and a noticeable increase or decrease in collisions based on mechanical issues. No connection was noted between the cost of vehicle insurance and the provincial MVI program. The cost of an MVI is \$29.15

and stations can charge extra for a PDI (pre-delivery dealer inspection) when an MVI sticker is applied to a new vehicle.

Nova Scotia completed a review of their MVI program in early 2024 with the ruling government deciding to maintain the biennial calendar for passenger vehicle inspections. The impetus for the review was not released. A government member inferred that while there were no statistics to qualify safer roads or a reduction in collisions due to mechanical issues, common sense recognizes the utility of regular vehicle maintenance and road safety.<sup>ii</sup>

### New Brunswick

New Brunswick moved to biennial inspections in January of 2020 with new vehicles requiring an MVI 3-years from the date of vehicle purchase. The cost is \$45 and similar to Nova Scotia, stations can charge extra for a PDI (pre-delivery dealer inspection) when an MVI sticker is applied to a new vehicle. Vehicles imported from outside the province must pass inspection with 14 days of being registered in New Brunswick and MVIs issued in Nova Scotia and Prince Edward Island are valid until expiry

Based on a government-issued News Release<sup>iii</sup>, the decision was made to align with other Canadian jurisdictions as well as a lack of collision data to suggest that less frequent MVIs represent more unsafe vehicles on the road. Anecdotally, there has been an increase in major defects when investigating motor vehicle accidents. However, data to support this assertion is not available.

### Law Enforcement Perspective

A representative of municipal police as well as an RCMP officer were asked for their professional opinion on the benefits of an annual motor vehicle inspection program and how reducing the frequency of such would impact road safety on PEI. Both conversations highlighted the dual purpose of vehicle inspections: ensuring vehicle safety and serving as a means to uncover additional traffic violations.<sup>iv</sup>

1. **Role of Vehicle Inspections:** The team frequently pulls over vehicles with expired inspections as part of routine traffic enforcement.
2. **Potential for Additional Violations:** Expired inspections often lead to discovering other violations, such as unregistered or uninsured vehicles.
3. **Impaired Driver Prevention:** Vehicle stops for expired inspections can result in the identification of impaired drivers, improving road safety.
4. **Public Perception:** There is a common belief among the public that vehicle inspections should not be required every year, particularly for newer vehicles.
5. **Need for Inspections:** Despite public skepticism, law enforcement sees value in inspections, especially given the presence of questionable or poorly maintained vehicles on the road.
6. **Inspections as a Tool:** The expired inspection sticker often serves as an effective tool for law enforcement to initiate traffic stops, leading to broader safety benefits.
7. **Potential Changes to MVI Program:** If the current MVI program was to change, consider biennial inspections for newer vehicles (e.g. every 2 years); retain annual inspections for older vehicles to ensure road safety; and require an MVI for any new vehicles purchased off-Island.

## Academic Research Perspective

From a research perspective, regular inspections enhance vehicle safety but making a direct correlation between annual inspections and benefits is difficult to quantify.

### Journal of Transportation Engineering

The Journal of Transportation Engineering published a paper on the impact of inspection programs on fatalities in the US based solely on fatal accident data and found “jurisdictions experience lower road fatality rates due to the presence of an active safety program for passenger vehicles.<sup>2</sup> Mandatory mechanical standards (air bags, child restraint anchors) have lowered collision-related fatalities. However, government agencies have long recognized that vehicles must continue to meet these standards. The incorporation of modern safety technologies are not intended to actually regulate the proper use and maintenance of these components once the vehicles comes off the assembly line. “We posit that safety inspections will only become more important as advanced driver assistance systems (ADAS) and autonomous vehicle (AV) technology become more prevalent”. (JTE, 2023)

### International Journal of Environmental Research and Public Health

In 2021, the International Journal of Environmental Research and Public Health released a comparative study on MVIs and collisions. The *Effect of Periodic Vehicle Inspection on Road Crashes and Injuries: A Systematic Review*. Authors were challenged to find causal evidence for possible effects of regular MVIs on highway collision rates; this was primarily due to differences in methodological requirements. Despite this, “the general pattern of findings suggests that periodic inspections is associated with a slight reduction in road crashes”. One road crash is one too many. (IJERPH, 2021 Jun 15)

A 2015 paper entitled *Vehicle Safety Inspections*, conducted by the US Government Accountability Office, found that inspections remove unsafe vehicles from the road, however, “vehicle component failure is a factor in about 2 to 7 percent of crashes”.<sup>v</sup> (GAO, 2015) Although somewhat dated, the incidence rate is similar to Canadian statistics at the national level as well.

## Motor Vehicle Insurance Rates

Vehicle insurance costs vary from province to province across Canada as well as from city to city within provinces. British Columbia (ICBC), Saskatchewan and Manitoba provide public insurance for

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<sup>2</sup> Models used in the study showed that the average reduction in fatality rates for states with inspection and maintenance programs in comparison to those without was found to be between 2.8% and 5.5%.

passenger vehicles while Alberta, Ontario, Quebec and the Atlantic Provinces provide private insurance. The Alberta Automobile Insurance Rate Board (AIRB) regulates insurance rates, but the coverage itself is offered by private companies. For private insurance, PEI has the lowest rates while Alberta has the highest.

#### Ernst & Young LLP Comparative Study

The Insurance Corporation of British Columbia (ICBC) commissioned Ernst & Young LLP in the fall of 2022 to conduct a comparative study of automobile insurance rates across Canada for a specified set of customer profiles. Data for Quebec was not included. The following section is based on data from the *Canadian Private Passenger Vehicle Insurance Rate Comparisons<sup>vi</sup>* to show comparisons in insurance rates across Canada based on age, gender, years licensed, type of license, claim, and vehicle details. Each comparison is based on a single operator and automobile profile for light passenger vehicles.

#### Profile #1

##### Operator and Vehicle Profile

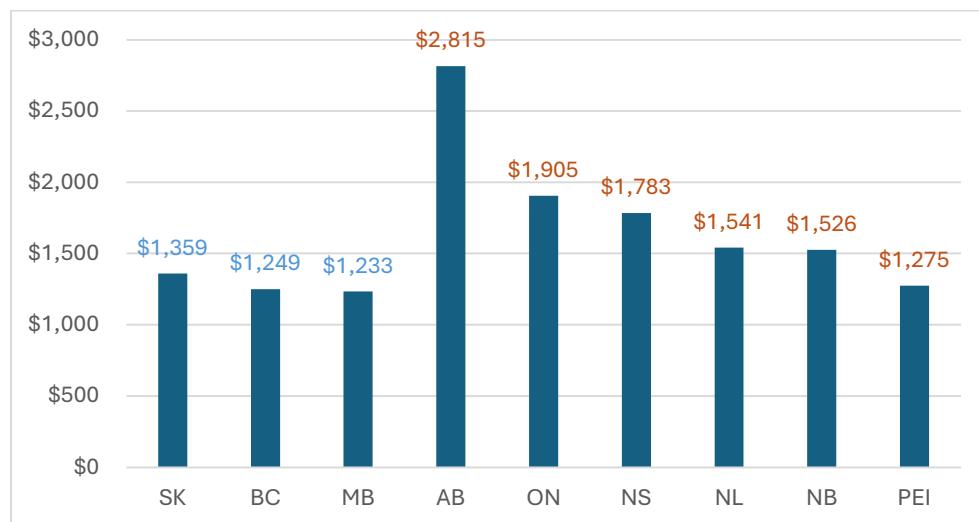
|                  |                       |
|------------------|-----------------------|
| Gender:          | Male                  |
| Age:             | 45                    |
| Years Licensed:  | 29                    |
| Type of License: | Full License          |
| Claim/Offence:   | Claim/Conviction Free |
| Vehicle:         | Ford F150 XLT FWD     |
| Vehicle Year:    | 2018                  |
| Annual KMs:      | 30,000 KM             |
|                  |                       |

##### Provincial Insurance Rates (average premiums)

|                  |         |
|------------------|---------|
| Saskatchewan     | \$1,359 |
| British Columbia | \$1,249 |
| Manitoba         | \$1,233 |
| Alberta          | \$2,815 |
| Ontario          | \$1,905 |
| NS               | \$1,783 |
| NL               | \$1,541 |
| NB               | \$1,526 |
| PEI              | \$1,275 |

■ Public Insurance  
■ Private Insurance

#### Rate Comparison by Province – Profile #1



## Profile #2

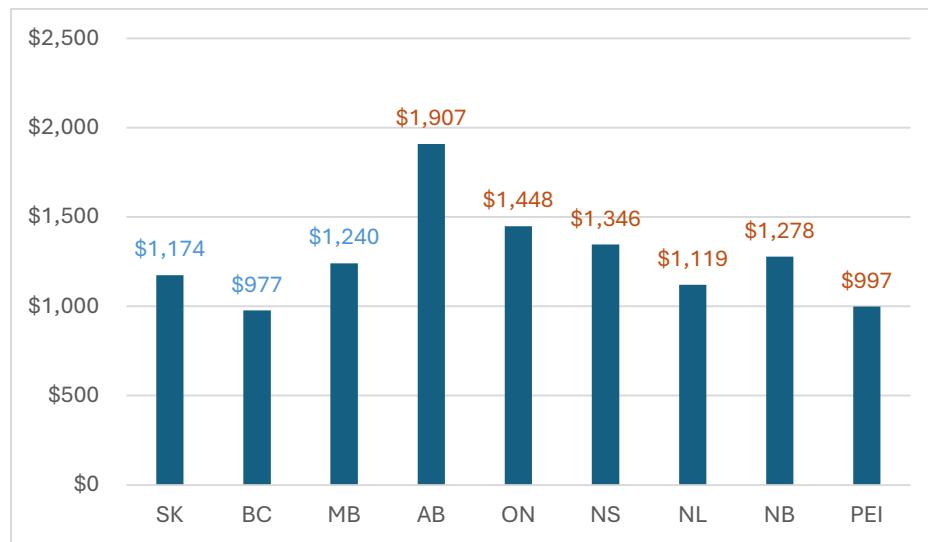
### Operator and Vehicle Profile

|                  |                       |
|------------------|-----------------------|
| Gender:          | Male                  |
| Age:             | 58                    |
| Years Licensed:  | 42                    |
| Type of License: | Fully Licensed        |
| Claim/Offence:   | Claim/Conviction Free |
| Vehicle:         | Honda CR-V EX 4DR AWD |
| Vehicle Year:    | 2018                  |
| Annual KMs:      | 20,000                |

### Provincial Insurance Rates

|                  |         |
|------------------|---------|
| Saskatchewan     | \$1,174 |
| British Columbia | \$977   |
| Manitoba         | \$1,240 |
| Alberta          | \$1,907 |
| Ontario          | \$1,448 |
| NS               | \$1,346 |
| NL               | \$1,119 |
| NB               | \$1,278 |
| PEI              | \$997   |

### Rate Comparison by Province – Profile #2



## Profile #3

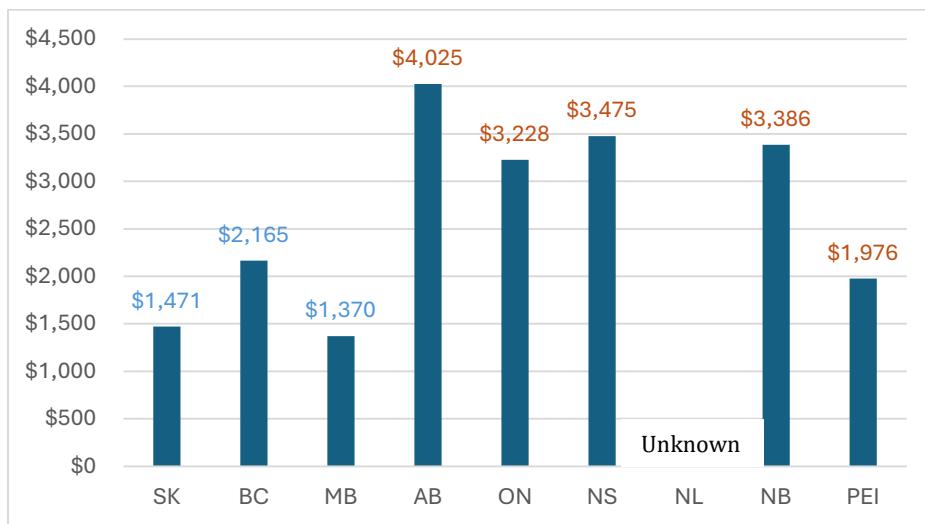
### Operator and Vehicle Profile

|                  |                  |
|------------------|------------------|
| Gender:          | Male             |
| Age:             | 22               |
| Years Licensed:  | 6                |
| Type of License: | Fully Licensed   |
| Claim/Offence:   | Accident         |
| Vehicle:         | Honda Civic EX-L |
| Vehicle Year:    | 2008             |
| Annual KMs:      | 15,000 km        |

### Provincial Insurance Rates (averages)

|                  |         |
|------------------|---------|
| Saskatchewan     | \$1,471 |
| British Columbia | \$2,165 |
| Manitoba         | \$1,370 |
| Alberta          | \$4,025 |
| Ontario          | \$3,228 |
| NS               | \$3,475 |
| NL               | Unknown |
| NB               | \$3,386 |
| PEI              | \$1,976 |

## Rate Comparison by Province – Profile #3



## Profile #4

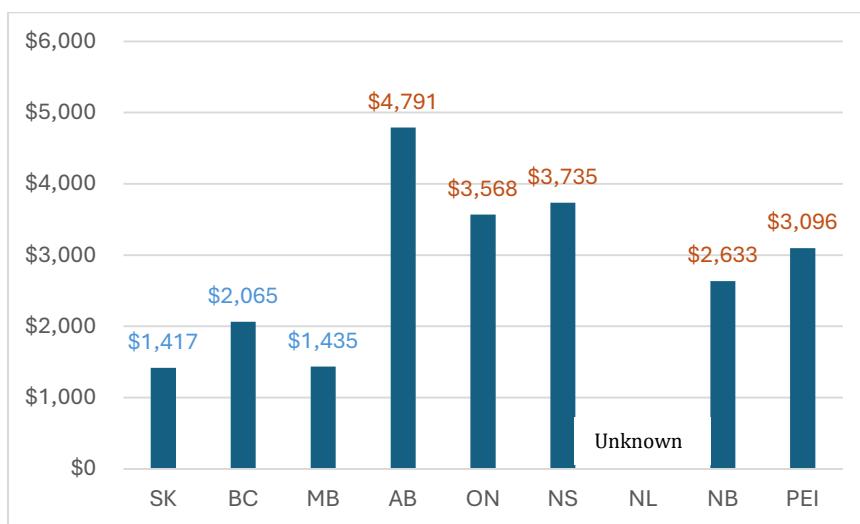
### Operator and Vehicle Profile

|                  |                  |
|------------------|------------------|
| Gender:          | Male             |
| Age:             | 30               |
| Years Licensed:  | 14               |
| Type of License: | Fully Licensed   |
| Claim/Offence:   | Accident         |
| Vehicle:         | Ford F350 SD XLT |
| Vehicle Year:    | 2019             |
| Annual KMs:      | 20,000           |

### Provincial Insurance Rates (averages)

|                  |         |
|------------------|---------|
| Saskatchewan     | \$1,417 |
| British Columbia | \$2,065 |
| Manitoba         | \$1,435 |
| Alberta          | \$4,791 |
| Ontario          | \$3,568 |
| NS               | \$3,735 |
| NL               | Unknown |
| NB               | \$2,633 |
| PEI              | \$3,096 |

## Rate Comparison by Province – Profile #4



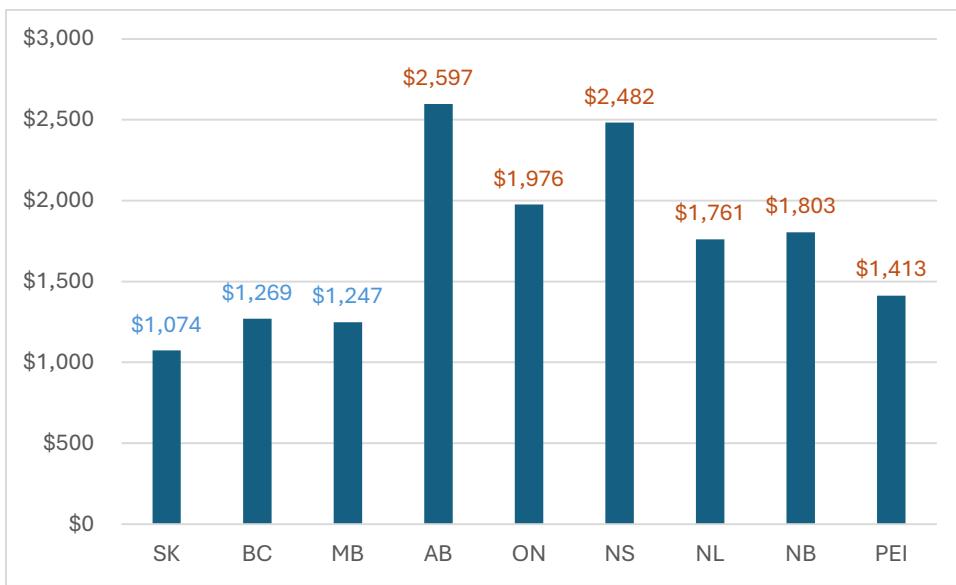
## Profile #5

### Operator and Vehicle Profile

|                  |                       |
|------------------|-----------------------|
| Gender:          | Male                  |
| Age:             | 35                    |
| Years Licensed:  | 19                    |
| Type of License: | Fully Licensed        |
| Claim/Offence:   | Major Conviction      |
| Vehicle:         | Volkswagen Tiguan 2.0 |
| Vehicle Year:    | 2018                  |
| Annual KMs:      | 20,000                |

### Provincial Insurance Rates (averages)

|                  |         |
|------------------|---------|
| Saskatchewan     | \$1,074 |
| British Columbia | \$1,269 |
| Manitoba         | \$1,247 |
| Alberta          | \$2,597 |
| Ontario          | \$1,976 |
| NS               | \$2,482 |
| NL               | \$1,761 |
| NB               | \$1,803 |
| PEI              | \$1,413 |



## Key Findings

1. Driving Record
  - Drivers with a claim-free driving record enjoy lower premiums compared to those with convictions or accidents.
  - The rate discrepancy is more pronounced in private insurance markets.
2. Cost
  - Prince Edward Island offers the most competitive rates for private insurance while claim-free records and driving experience are reflected in lower rates by the public insurance providers.
  - Public insurance rates are generally consistent across profiles compared to variations in price within the private insurance market.
  - Alberta rates are often several times higher than the lowest provincial rate for the same profile.
3. Vehicle Age
  - Newer vehicles generally have higher rates. However, driving experience and a clean claim record can significantly alter the insurance rate.

#### 4. Lowest and Highest Rates

- Citing data from the Ernst & Young report, "Canadian Private Passenger Vehicle Insurance Rate Comparisons", the lowest overall rate was \$545 for a 51-year old driver with a claim-free record, driving a 1998 Ford F150 Super Cab. The same profile in public insurance provinces was \$383 in Manitoba (The Pas).
- The highest overall rate was \$5,936 for an 18-year old driver in Alberta who was in Stage 2 of the Graduated Driver Licensing Program.
- Over three different profiles, PEI rates consistently lower than the other private insurance providers.

**A. Male (45), conviction free, claim free**

- Most expensive private: Alberta / Least expensive private: PEI
- Most expensive public: Saskatchewan / Least expensive public: Manitoba

**B. Male (37), minor conviction**

- Most expensive private: Alberta / Least expensive private: PEI
- Most expensive public: British Columbia / Least expensive public: Saskatchewan

**C. Male (22), accident**

- Most expensive private: Alberta / Least expensive private: PEI
- Most expensive public: British Columbia / Least expensive public: Manitoba

## Car Insurance Rates and Regular MVIs

A correlation between vehicle insurance and regular MVIs is a challenge simply because data is not gathered in such a way as to make a clear comparison. Following the Nova Scotia Government's review of their MVI program (April – May 2024), IBC polled member companies in NS on a possible impact to car insurance if the biennial program was altered or discontinued.

The consensus was that insurance companies would likely encourage vehicle owners to maintain regular maintenance and/or rules would be put in place to require proof of an MVI under certain circumstances (age of vehicle, resale, rebrand, etc.).

- If inspection were removed, like in ON, insurers may implement a rule that they require proof of an MVI in certain conditions (i.e. once the vehicle hits a certain age). Some insurers have implemented this in ON.
- Industry would encourage car owners to ensure that they complete vehicle maintenance to promote safe roads for all. Safer vehicles with responsible driving behaviours lead to reduced claims frequency and severity. If the removal of MVIs mean that cars will be less maintained and less safe overall, this will have an impact on claims if collisions increase.
- One member mentioned that they hoped that if such a change were to take place, that it would mirror ON when it comes to the treatment of commercial vehicles: they require an inspection at least every year.
  - That same member inquired as to whether the change would also apply to motorcycles (i.e. would only require an MVI at sale, resale or rebrand).
  - The province may also want to consider mandatory MVI for cars that drive for ridesharing programs. Taxi's would fall under commercial vehicles.

- An inspection on re-sale could help support anti-fraud action and/or identify vehicles that have been branded according to the provincial branding program (i.e. re-built, salvage etc.). This would keep the confidence of purchasers of previously owned vehicles.
- While there is no direct correlation between inspection frequency and insurance rates, improved vehicle safety from regular inspections helps reduce accident risk, which can influence insurance companies to adjust premiums based on the overall claims environment.

## MVI Programs Across Atlantic Canada

### New Brunswick

- Implemented in 2020
- New Vehicles: 3 years from date of purchase
- Used Vehicles : Every 2 years
- \$45

### Nova Scotia

- Implemented in 2009
- New Vehicles: 3 years from date of purchase
- Used Vehicles: Every 2 years
- \$29.15

### Newfoundland and Labrador

- Implemented in 1994
- MVI required only on transfer of vehicle ownership
- \$70

## Motor Vehicle Inspection Program of PEI

On Prince Edward Island, annual inspections are mandated under the *Highway Traffic Act* to ensure passenger vehicles meet the required safety standards. The underlying reason is to mitigate potential traffic-related collisions due to mechanical failure. Annual inspections help identify vehicles with safety problems and result in repair or removal of unsafe vehicles from the roads.

Vehicle equipment failure has been identified as a causal factor in 3.5% of collisions across Canada<sup>vii</sup>. For newer vehicles purchased from a dealership, Canadian jurisdictions rely on the dealer pre-delivery inspection; a pre-delivery inspection is not an MVI. The reliability of mechanical systems like braking and steering provide security and comfort to not only you and your passengers but knowing that the car coming towards you on the highway has been inspected in the last 12 months significantly reduces the potential for that vehicle to be the cause of an accident.

While that 3.5% might seem small, those numbers represent real-life impacts. Each of those collisions could potentially be fatal or cause serious injury. Regular inspections can catch problems before they become hazards, potentially saving lives.

## Benefits of Annual Inspections:

1. Preventative maintenance: Regular inspections ensure that vehicles are in good working condition, which can prevent major repairs and accidents.
2. Climate and Terrain Considerations: In PEI, the combination of coastal weather, salt exposure, and fluctuating temperatures may cause more wear on vehicles compared to other areas of Canada, justifying regular inspections.
3. Public Confidence in Road Safety: Annual inspections can increase trust in the safety of vehicles on the road, as Islanders can be confident that all passenger vehicles (cars and light trucks) are being regularly checked.
4. Insurance and Liability: Regular inspections can help lower insurance premiums by demonstrating that vehicles are well-maintained and less likely to be involved in accidents. See below for further information on the relationship between MVI and insurance rates.

## Motor Vehicle Statistics 2022-2023

| Year              | Collisions | Fatalities | Total Vehicle Inspections | Total Vehicles under 10 Years of Age | Defects | Failed Inspection | Failed Inspection - over 10 years old |
|-------------------|------------|------------|---------------------------|--------------------------------------|---------|-------------------|---------------------------------------|
| 2023 <sup>3</sup> | 1,510      | 14         | 98,893                    | -                                    | -       | 2,299             | 1,157 (50%)                           |
| 2022              | 1,539      | 18         | 116,285                   | 47,568                               | 49,536  | 3,508             | 1,870 (47%)                           |
| 2021              | 1,482      | 15         | 120,182                   | 55,345                               | 37,966  | 2,947             | 1,773 (40%)                           |
| 2020              | 1,368      | 13         | 122,081                   | 61,494                               | 48,629  | 2,743             | 1,760 (36%)                           |

Research into Prince Edward Island's MVI program<sup>viii</sup> reveal significant insights from the 2022 inspection data. These statistics make it clear that an annual motor vehicle inspection program is critical to protecting the safety of all road users. The presence of significant numbers of vehicles with safety defects shows a clear need for regular monitoring.

- 59% of vehicles inspected (47,568) were under 10 years of age
- Of the vehicles failing inspection, 47% (1,870) were over 10 years of age
- 13,443 vehicles had defective brakes
- 7,628 vehicles had defective suspension systems
- 5,906 vehicles had defective tires and wheels
- 9,266 vehicles had defective steering, exhaust or body frame issues

## Conclusion

The MVI program on PEI demonstrates that mechanical issues are being detected on a regular and consistent basis which may have a significant impact on insurance premiums.

<sup>3</sup> 2023 MVI data is still being processed, figures are expected to be higher for the number of vehicle inspections, vehicle issues, failed inspections, and vehicles over 10 years of age that have failed inspection.

Further research and consultation would be required to present location-specific data from private insurers on PEI. Motor vehicle inspections are vital for ensuring safe, reliable, and environmentally friendly transportation systems. They help prevent accidents, promote proper maintenance, and ensure compliance with both safety and environmental regulations.

**Table 1**

Comparison of motor vehicle inspection cost, frequency, and related variations by Province and Territory for passenger vehicles.

| Jurisdiction | Cost           | Frequency     | Notes  |
|--------------|----------------|---------------|--|
| PEI          | \$30           | Annual        | <ul style="list-style-type: none"> <li>▪ All passenger vehicles</li> <li>▪ MVI from NB, NS recognized</li> </ul>   |
| NS           | \$29.15        | Every 2 years | <ul style="list-style-type: none"> <li>▪ New vehicles 3 years from DOP</li> <li>▪ MVI from NB, PEI recognized</li> </ul>   |
| NB           | \$45           | Every 2 years | <ul style="list-style-type: none"> <li>▪ New vehicles 3 years DOP</li> <li>▪ MVI from NS, PEI recognized</li> </ul>  |
| NL           | \$70           | Situational   | <ul style="list-style-type: none"> <li>▪ Required only on transfer of ownership or import</li> </ul>   |
| QC           | Set by Station | Situational   | <ul style="list-style-type: none"> <li>▪ Not required for new vehicles</li> <li>▪ Requirements based upon vehicle age and odometer.</li> <li>▪ Vehicles in storage or off the highway for 12 months</li> </ul> |
| ON           | \$75 - \$150   | Situational   | <ul style="list-style-type: none"> <li>▪ Required on transfer of ownership or import</li> </ul>  |
| MB           | \$100 - \$200  | Situational   | <ul style="list-style-type: none"> <li>▪ Required on transfer of ownership or import</li> </ul>  |
| SK           | \$129 - \$250  | Situational   | <ul style="list-style-type: none"> <li>▪ Required on transfer of ownership or import</li> </ul>  |
| AB           | \$100 - 200    | Situational   | <ul style="list-style-type: none"> <li>▪ Required on transfer of ownership or import</li> </ul>  |
| BC           | \$180 - \$240  | Situational   | <ul style="list-style-type: none"> <li>▪ Required on transfer of ownership or import</li> </ul>  |
| YK           | N/A            | N/A           | Not required for Passenger Vehicle   |
| NT           | Set by Station | N/A           | Only after collision or branding   |
| NU           | N/A            | N/A           | Not required for Passenger Vehicle   |

DOP: date of purchase

## End Notes

<sup>i</sup> News Release. Government of Nova Scotia. *Changes to Motor Vehicle Inspection Program*. 26 February 2009. Online: <https://news.novascotia.ca/en/2009/02/26/changes-motor-vehicle-inspection-program>

<sup>ii</sup> CTV News Atlantic. Nova Scotia will keep requirement for motor vehicle safety inspections following review Canadian Press. May 2, 2024.

Online:

<https://atlantic.ctvnews.ca/nova-scotia-will-keep-requirement-for-motor-vehicle-safety-inspections-following-review-1.6870956#:~:text=Nova%20Scotia%20will%20keep%20requirement%20for%20motor%20vehicle%20safety%20inspections%20following%20review&text=Nova%20Scotia's%20public%20works%20minister,vehicle%20inspection%20requirement%20in%20place.>

<sup>iii</sup> News Release. Government of New Brunswick. *Changes to Motor Vehicle Inspections in New Brunswick*

Online: [https://www2.gnb.ca/content/gnb/en/departments/public-safety/community\\_safety/content/drivers\\_vehicles/content/changes-to-motor-vehicle-inspections-in-new-brunswick.html](https://www2.gnb.ca/content/gnb/en/departments/public-safety/community_safety/content/drivers_vehicles/content/changes-to-motor-vehicle-inspections-in-new-brunswick.html)

Frequently Asked Questions. Government of New Brunswick.

Online: [https://www2.gnb.ca/content/gnb/en/departments/public-safety/community\\_safety/content/drivers\\_vehicles/content/changes-to-motor-vehicle-inspections-in-new-brunswick/frequently-asked-questions.html](https://www2.gnb.ca/content/gnb/en/departments/public-safety/community_safety/content/drivers_vehicles/content/changes-to-motor-vehicle-inspections-in-new-brunswick/frequently-asked-questions.html)

<sup>iv</sup> Conversations were held with the Chief of Police, Kensington Detachment and the Traffic Services Corporal for PEI, L Division,

<sup>v</sup> Vehicle Safety Inspections. Report to the Honorable Claire McCaskill, U.S. Senate. US Government Accountability Office.

Online: <https://www.gao.gov/assets/gao-15-705.pdf>

<sup>vi</sup> Insurance Bureau of British Columbia. *Canadian Private Passenger Vehicle Insurance Rate Comparisons*, October 2022. Ernst & Young LL.

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