



VISION STANDARDS FOR A DRIVER'S LICENSE

Effective March 1, 2015

Revised February 25, 2022



Vision Standards For a Driver's License

Alberta currently enforces the Canadian Council of Motor Transport Administrators (CCMTA) Driver Fitness Programs and the CCMTA Medical Standards for Drivers. The CCMTA is an organization comprised of representatives from the Federal Government and all provinces and territories. CCMTA's Vision is to have the safest and most efficient movement of people and goods by road in the world.

In the past, all medical standards were based on the "diagnostic model" (i.e. standards were based on how a medical condition may affect the functions necessary to drive safely for the vast majority of those with the condition – not the specific individual).

The current CCMTA Medical Standards are based on an individual's functional ability to drive (i.e. how the individual's medical condition affects that specific individual's ability to drive safely by examining the individual's ability to compensate for the condition). Therefore, the CCMTA Vision Standards listed below are considered a starting point for decision-making, but they may be waived depending on how the specific individual compensates for their vision or medical condition.

The Alberta College of Optometrists recommends that all optometrists follow the CCMTA Vision Standards and deviate only in those special and rare circumstances where a driver exhibits exceptional ability to compensate for their condition.

For a full and detailed description of all medical standards, please visit:

<https://www.ccmta.ca/web/default/files/PDF/NSC-FULL/NSC%20-%20FULL%20SET%20ENGLISH%20MARCH%202022.pdf>

We wish to acknowledge the CCMTA and Alberta Transportation for their previously published Vision and Medical Standards for Drivers.

To print an Alberta Visual Referral Report, please print the form on the next page or click on the following link: <https://www.alberta.ca/assets/documents/tr-visual-referral-report-form.pdf>

Affix Microfilm Sticker Here

This information is being collected for the purposes of motor vehicle records in accordance with the *Traffic Safety Act*, administered by Alberta Transportation. Questions about the collection of this information can be directed to Alberta Transportation, Driver Fitness and Monitoring, Main Floor, Twin Atria Building, 4999 - 98 Avenue, Edmonton, Alberta T6B 2X3, 780-427-8230.

The basic vision test given shows that your vision may not meet the required standard, and further testing is necessary. Please present this form to an optometrist or ophthalmologist of your choice. (Alberta Transportation will not refer clients to any particular vision specialist). Following the examination, send the completed form to Alberta Transportation, Driver Fitness and Monitoring, Main Floor, Twin Atria Building, 4999 - 98 Avenue, Edmonton AB T6B 2X3 or via Fax: 780-422-6612.

Client Information and Authorization

Name of Client (Last, First, Second) Date of Birth yyyy-mm-dd

Address

City or Town Province Postal Code Driver's Licence Number

I authorize a vision specialist to report their findings to Alberta Transportation, Driver Fitness and Monitoring. Date yyyy-mm-dd Signature of Client

Certificate of Examination

The person named above has taken the basic vision test and may not meet the standard required to retain an Alberta Operator's Licence. Further vision testing is therefore required. Please complete this form and return it to the client.

I, _____, being licensed to practise _____ in the Province of Alberta, have examined the person named above and find the following:

ACUITY RATING

Without Glasses	With Present Glasses	With Best Possible Correction
Right Eye 6/	Right Eye 6/	Right Eye 6/
Left Eye 6/	Left Eye 6/	Left Eye 6/
Both Eyes 6/	Both Eyes 6/	Both Eyes 6/

PERIPHERAL VISION

Both Eyes Open, Examined Together
Class 1, 2, 3, 4, 5, 6 and 7
Both Eyes °

This vision report must include formal binocular visual field testing results. Full Field 120 Point Screening Test.

Drivers operating emergency vehicles require full field 150 point screening. Please have the results, along with this form, submitted to Driver Fitness and Monitoring.

Are corrective glasses recommended for driving purposes? Yes No

Is there evidence of eye disease or injury? (please explain)

Does the patient meet the vision standards for driving in the class of driver's licence they wish to hold as per the

[CCMTA Visions Standards](#) (Chapter 22: Vision Impairment)? Yes No

If not, have they had time to compensate for their loss? Yes No

Do you support their continued operation of a Motor Vehicle? Yes No

Address City or Town Province Postal Code

Telephone Number Date of Examination yyyy-mm-dd Signature of Examiner

For DFM use only



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Vision Standards

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 5	Class 6	Class 7
Type of Vehicle	Tractor Semi- Trailer	Large Bus	Single Vehicle with 3 or more axles	Small Bus, Taxi, Ambulance or Police	Regular License	Commercial License	Motorcycle License	Learner's License
Minimum Age	18	18	16	18	16	16	16	14
Minimum VA Both Eyes Open and Examined Together	6/9	6/9	6/9	6/12	6/15	6/12	6/15	6/15
Minimum VA Worse Eye	6/30	6/30	6/30	6/60 (taxi) or 6/30 (emergency vehicles)	N/A	6/18	N/A	N/A
Minimum Continuous Visual Field Along Horizontal Meridian	150°	150°	150°	120°	120°	120°	120°	120°
Minimum Continuous Degrees Above AND Below Horizontal Meridian	20°	20°	20°	15° (taxi) 20° (emergency vehicles)	15°	15°	15°	15°

Notes:

1. Uncorrected diplopia within the central 40° of primary gaze not permitted for any class.
2. Visual Fields measured with both eyes open and examined together.

Goals

It is the goal of every optometrist to:

1. Be familiar with the CCMTA Vision Standards for Driver's and be able to make an informed decision on your patient's ability to drive safely.
2. Collaborate and communicate with provincial licensing authorities, patients, legal guardians and/or other health care practitioners involved in the patient's care on an individual patient's ability to drive safely.

General Guidelines

1. **Reporting Patients** - Although optometrists are not required by law to report patients who do not meet provincial drivers vision standards, it is recommended that they communicate with the provincial driver licensing authorities, patient, legal guardian, other health care practitioners involved in the patient's care on how the patient's condition affects their visual acuity, visual field, contrast sensitivity, glare recovery and/or perception and thus, their ability to drive safely as per Section 1.8 of the ACO Standards of Practice.
2. **Low Vision and Telescopic Visual Aids** – No low vision or telescopic aids can be used to meet the Alberta Driver Vision Standards.
3. **Stereoscopic Depth Perception** – No minimum requirement; however, the driver must be able to compensate for any loss of stereoscopic depth perception.
4. **Diplopia** – The diplopia must be corrected using prism lenses so the driver no longer has diplopia within the central 40 degrees of primary gaze and is able to compensate for any loss of functional ability required to drive safely; or, be able to drive safely with monocular vision.
5. **Nystagmus** – No minimum requirement; however, the driver must be able to compensate for any vision impairment caused by the nystagmus.
6. **Colour Vision** – No minimum requirement; however, drivers must be able to discriminate between different traffic lights.
7. **Contrast Sensitivity** – No minimum requirement; however, contrast sensitivity is often a better indicator of visual performance in driving than Snellen acuity. Depending on the cause, a loss of contrast sensitivity may or may not be associated with a corresponding loss of visual acuity. Declines in contrast sensitivity are usually associated with normal aging. Acceptable testing procedures include: Pelli-Robson contrast sensitivity chart, either the 25% or 11% Regan low-contrast acuity chart, Bailey-Lovie low-contrast acuity chart or the VisTech contrast sensitivity test.

Specific Guidelines

1. **Static Visual Acuity** – Each eye must be tested separately as well as with both eyes open together using a Snellen Chart (or equivalent) at the distance appropriate for the chart under bright photopic lighting conditions of 275 to 375 lux (or greater than 80 candelas/m). Although dynamic visual acuity is considered more relevant to driving, it is not used as an indicator of driving performance due to the limited research on appropriate minimum standards.
2. **Visual Field** – Acceptable testing procedures include:
 - a) For Driver's License Classes 5-7, the binocular Humphrey Esterman is preferred, but each of the following techniques are acceptable:
 - i. Goldmann III/4e and V4e isopters
 - ii. Humphrey Esterman
 - iii. Humphrey 81, 120, 135, or 246 point screener. Set test strategy to single intensity or 3 zone and all other parameters to standard. Two zone Humphrey testing is inadequate.
 - iv. Medmont 700 Driving Field
 - b) For Driver's License Classes 1-4, the Goldmann, Esterman and Humphrey are the only tests that will test 150 degrees of horizontal vision.
3. **Minimum Frequency of Medical Review:**
 - a) Class 1, 2, 3, 4
 - On application
 - At least every 5 years to age 45
 - Thereafter every 3 years to age 65
 - Annually at age 65 and older
 - b) Class 5 & 6
 - At age 75 and 80
 - Every 2 years over age 80
4. **Exceptional Cases** – If an optometrist believes a patient (who does not meet the minimum vision standard) is able to compensate for their impairment adequately to drive safely, the matter should be referred to Driver Fitness, Alberta Transportation for a final decision. In order to assist in the decision, the following information should be forwarded:
 - Favourable report from the optometrist
 - Good driving record
 - Stability of the condition
 - No other significant medical contraindication
 - Other references (e.g. professional, employment, etc.)
 - Functional assessment

References

1. The Canadian Council of Motor Transport Administrators Medical Standards for Drivers
2. <https://www.ccmta.ca/web/default/files/PDF/NSC-FULL/NSC%20-%20FULL%20SET%20ENGLISH%20FEBRUARY%202021.pdf>
3. The Alberta *Traffic Safety Act* and its Regulations replaced the *Highway Traffic Act*, *Motor Vehicle Administration Act* and its Regulations on May 20, 2003. It can be accessed at <http://www.qp.alberta.ca/>