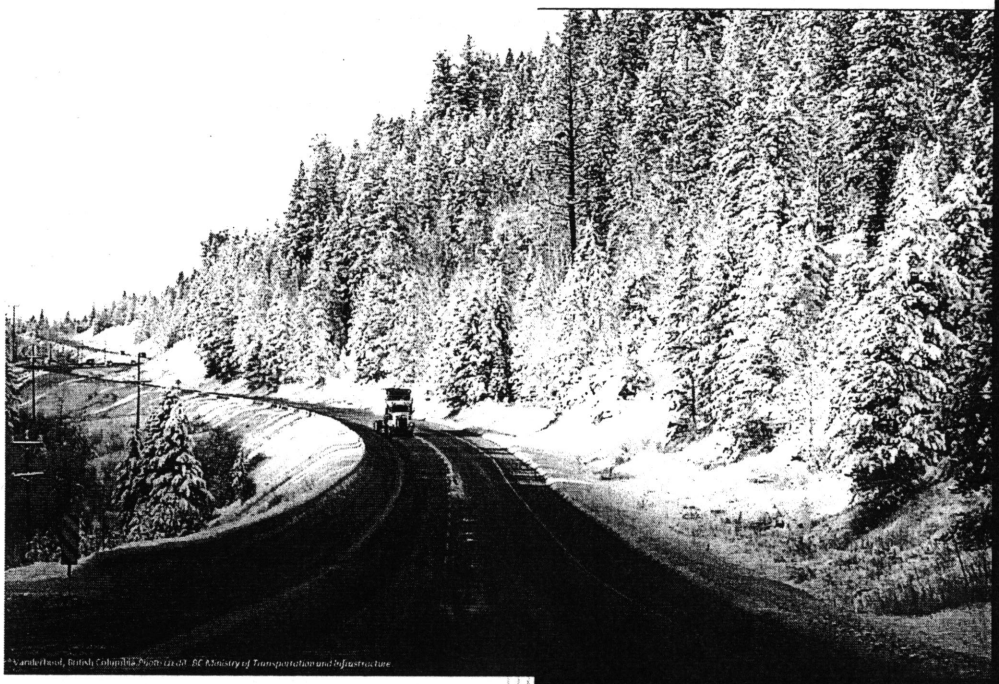
C2-5

2008 to 2012

Motor Vehicle Fatalities in British Columbia: Statistics



British Columbia Ministry of Justice
Office of the Superintendent of Motor Vehicles
Research and Data Unit – Road User Safety
Policy and Strategic Initiatives Branch

August 2013
RAD 2013-151

Web www.pssg.gov.bc.ca/osmv/
Twitter http://twitter.com/roadsafetybc
You Tube www.youtube.com/RoadSafetyBCGov

Contents

Introduction and Definitions 3
Fatal Victims by Month 4
Fatal Victims by Region 5
Fatal Victims by Crash at Intersections and Non-intersections 6
Fatal Victims by Age Range 7
Fatal Victims by Role and Gender 8
Fatal Victims Motorcyclists 9
Unrestrained Fatal Victims 10
Fatal Victims of Crashes Involving Heavy Vehicles 11
Fatal Victims of Crashes Involving Alcohol and/or Drug 12
Fatal Victims of Crashes Involving Speed 13
Fatal Victims of Crashes Involving Distraction 14

Introduction and Definitions

This report presents the preliminary count of fatal victims of motor vehicle crashes in British Columbia for the period 2008 to 2012. The report will be updated every year.

Information on all traffic collisions reported in the Province (police reports and self-reports) is compiled in British Columbia's Traffic Accident System.

Information on traffic collisions supports road safety programs, enforcement campaigns, policy development, and it is used to evaluate provincial road safety initiatives, such as the Immediate Roadside Prohibitions for drivers affected by alcohol.

The fatality data presented in this report is based on a reconciliation of police data, coroner's data and RCMP data. Fatality data usually require at least one year to settle. Therefore, counts for 2012 should be considered preliminary. If a few late cases are reported, the numbers will be updated in subsequent reports, on an annual basis. This will not affect the general trends.

Definitions:

Fatality: A fatality refers to a road user who died within 30 days after an injury sustained in a collision involving at least one motor vehicle on a 'highway' as defined in the *Motor Vehicle Act* (largely any public roadway). The *Motor Vehicle Act* does not apply to forest-service roads, industrial roads and private driveways. Fatal victims of off-road snowmobile accidents, homicides, or suicides are excluded from this report.

Road User: Is a driver, passenger, pedestrian or cyclist who is travelling on a 'highway' as defined in the *Motor Vehicle Act.*

Notes about the data:

Data as of July 31, 2013.

Traffic Accident data is gathered from reports completed by police or submitted by individuals to police. The data is entered and reconciled in the Traffic Accident System.

Data has been reconciled with the B.C. Coroner's data and the RCMP data.

When comparing this fatality report with editions published in a different year, counts may differ due to further development of data, rounding, late reporting or corrections.

Long-term trends may differ from the 5-year trends presented on the graphs.

"Unknown" or "other" is listed when data was missing or incomplete.

Due to rounding, 5-year averages may not add up.

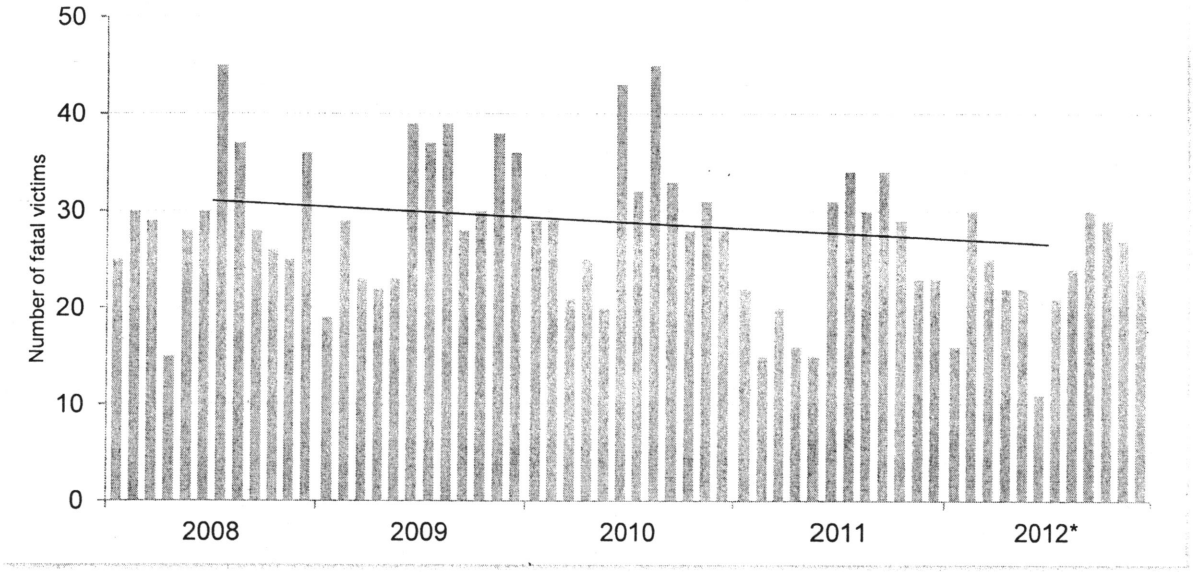
Fatal Victims by Month

Table 1: Fatal victims by month

	2008	2009	2010	2011	2012*	5-year average**
January	25	19	29	22	16	**23**
February	30	29	29	15	30	**27**
March	29	23	21	20	25	**24**
April	15	22	25	16	22	**20**
May	28	23	20	15	22	**22**
June	30	39	43	31	11	**31**
July	45	37	32	34	21	**34**
August	37	39	45	30	24	**35**
September	28	28	33	34	30	**31**
October	26	30	28	29	29	**29**
November	25	38	31	23	27	**29**
December	36	36	28	23	24	**30**
Total per Year	**354**	**363**	**364**	**292**	**281**	**331**

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit.

Figure 1: Fatal victims by month



Fatal Victims by Region

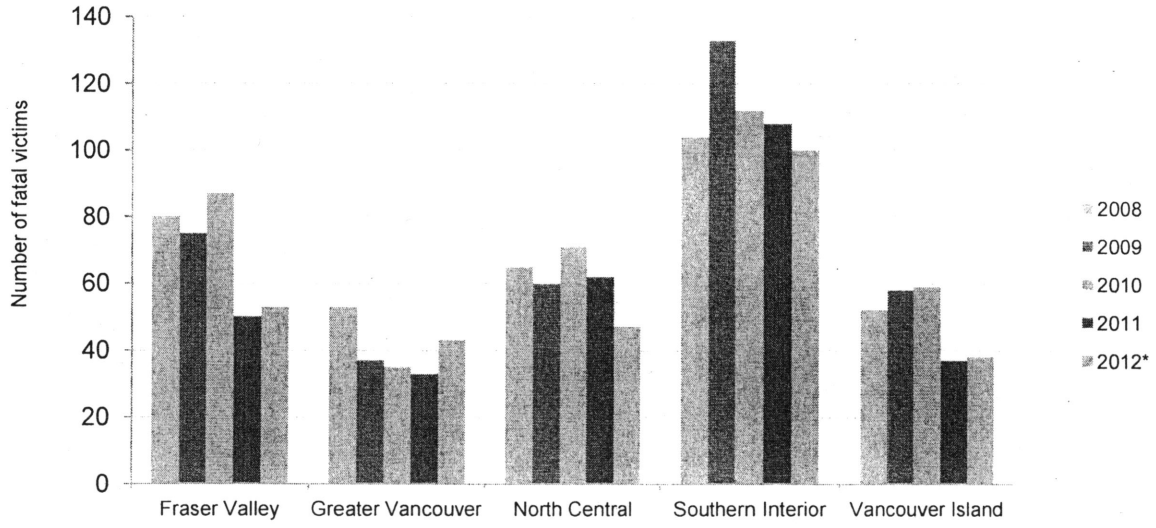
Table 2: Fatal victims by region

	2008	2009	2010	2011	2012*	5-year average**
Fraser Valley	80	75	87	50	53	69
Greater Vancouver	53	37	35	33	43	40
North Central	65	60	71	62	47	61
Southern Interior	104	133	112	108	100	111
Vancouver Island	52	58	59	37	38	49
Unknown	0	0	0	2	0	0
British Columbia Total	**354**	**363**	**364**	**292**	**281**	**331**

*Counts are preliminary. ** Fatal victim averages are rounded up to the next whole number.

British Columbia's regions include the following:
- Vancouver Island: Encompasses the Gulf Islands and the Mainland coastal community of Powell River.
- Southern Interior: Includes the southern third of the province, including the Kamloops area, the Okanagan and Kootenay regions, as far west as Boston Bar and Lillooet.
- North Central: Includes the Central Interior as far south as 100 Mile House, the Peace River district, Prince Rupert, Haida Gwaii, and all points north.

Figure 2: Fatal victims by region



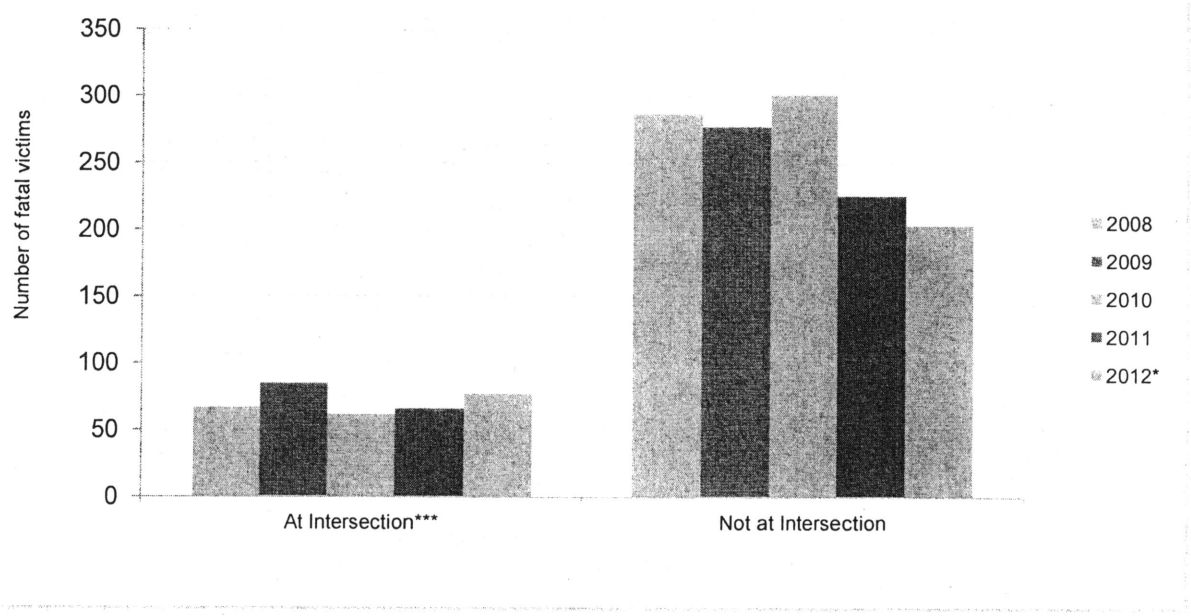
Fatal Victims by Crash at Intersections and Non-intersections

Table 3: Fatal victims by crash at intersections and non-intersections

	2008	2009	2010	2011	2012*	5-year average**
At Intersection***	67	85	62	66	77	72
Not at Intersection	287	278	302	226	204	260
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victim was in a crash at an intersection.

Figure 3: Fatal victims by crash at intersections and non-intersections



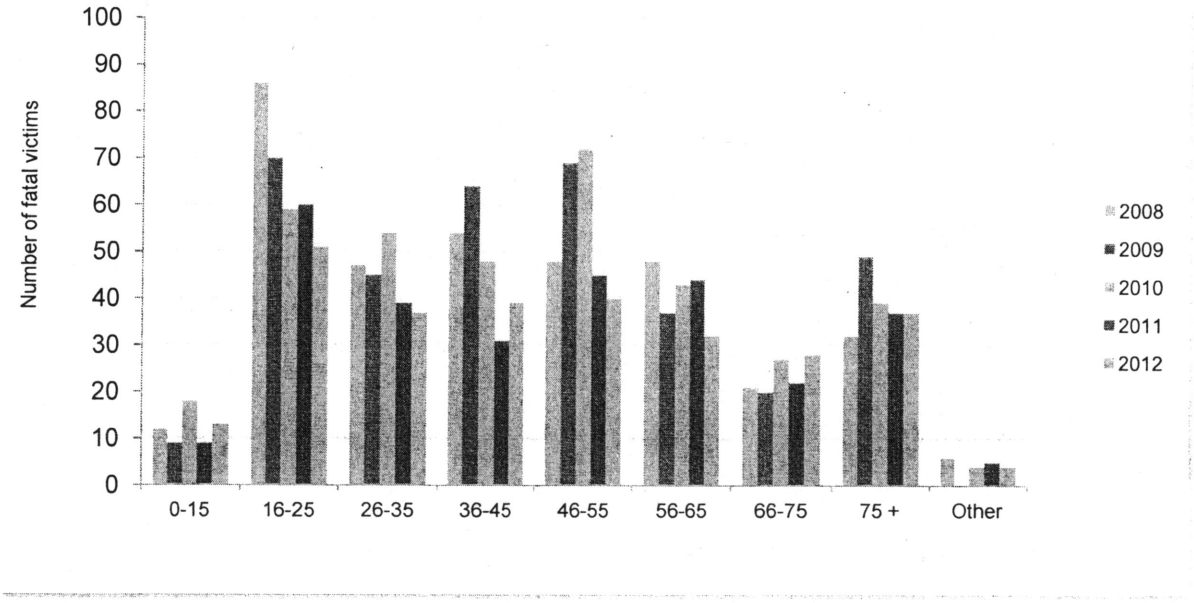
Fatal Victims by Age Range

Table 4: Fatal victims by age range

	2008	2009	2010	2011	2012*	5-year average**
0-3	0	3	6	1	3	**3**
4-7	4	0	1	2	1	**2**
8-12	4	3	3	6	1	**4**
13-15	4	3	8	0	8	**5**
16-18	25	21	13	13	17	**18**
19-21	23	18	24	21	17	**21**
22-25	38	31	22	26	17	**27**
26-35	47	45	54	39	37	**45**
36-45	54	64	48	31	39	**48**
46-55	48	69	72	45	40	**55**
56-65	48	37	43	44	32	**41**
66-75	21	20	27	22	28	**24**
75 +	32	49	39	37	37	**39**
Unknown	6	0	4	5	4	**4**
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit.
Note: Child fatalities on private driveways are not included in those statistics.

Figure 4: Fatal victims by age range



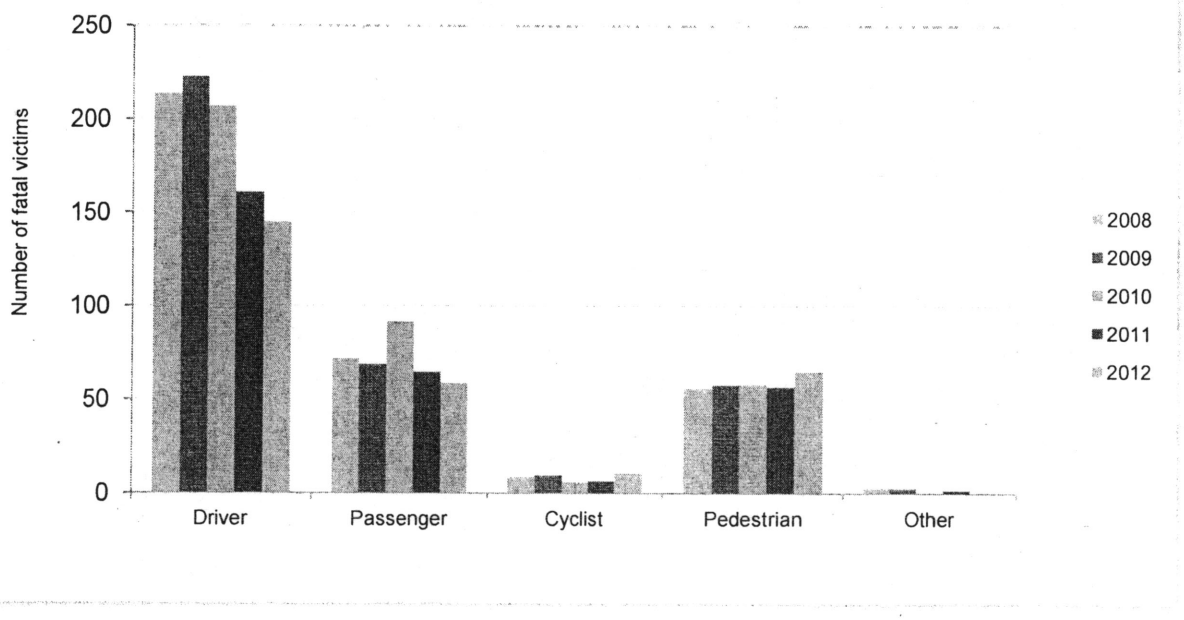
Fatal Victims by Role and Gender

Table 5: Fatal victims by role and gender

		2008	2009	2010	2011	2012*	5-year average**
Driver* **	Female	55	48	49	34	24	**42**
	Male	159	175	158	127	121	**148**
Passenger	Female	36	36	46	33	36	**38**
	Male	36	33	46	32	23	**34**
Cyclist	Female	1	2	0	1	3	**2**
	Male	8	8	6	6	8	**8**
Pedestrian	Female	22	20	30	21	29	**25**
	Male	34	38	28	35	36	**35**
	Unknown	0	0	0	1	0	**1**
Other	Female	0	0	0	1	0	**1**
	Male	2	3	1	0	1	**2**
	Unknown	1	0	0	1	0	**1**
Grand Total		**354**	**363**	**364**	**292**	**281**	**331**

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Includes motorcyclist drivers.

Figure 5: Fatal victims by role



* Includes motorcyclists drivers

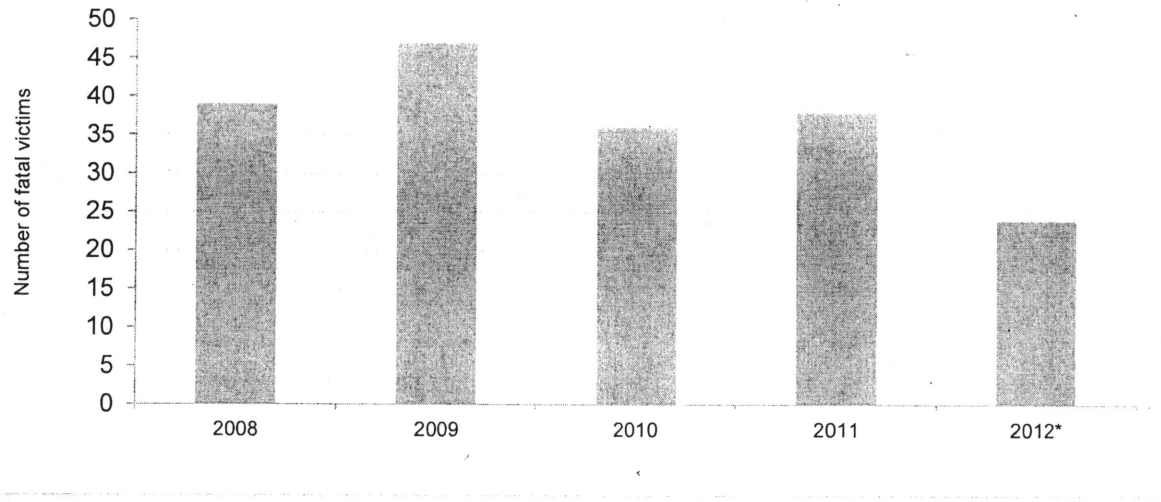
Fatal Victims Motorcyclists

Table 6: Fatal victims motorcyclists

	2008	2009	2010	2011	2012*	5-year average**
Motorcycle driver or passenger***	39	47	36	38	24	**37**
Non Motorcyclists	315	316	328	254	257	**294**
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

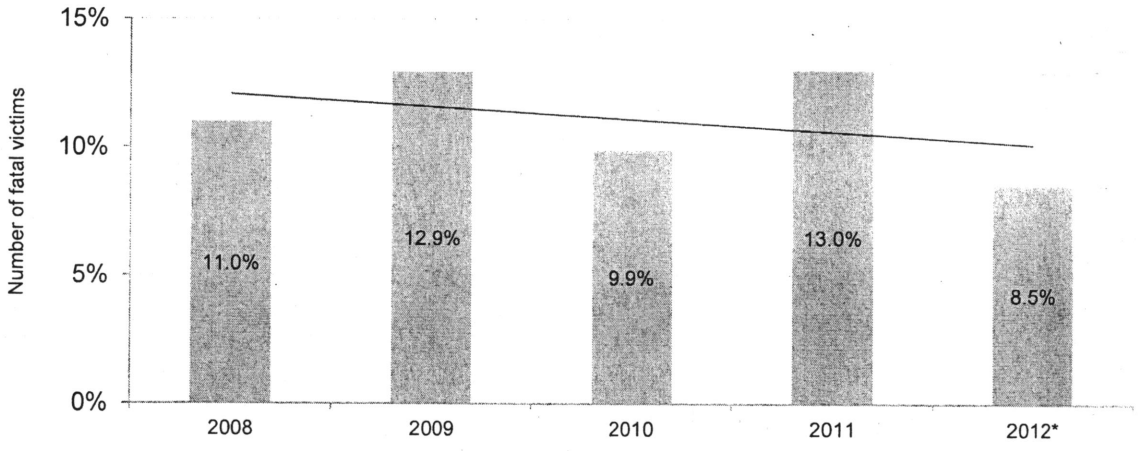
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Includes motorcycles and moped.

Figure 6: Fatal victims motorcyclists



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 7: Fatal victims motorcyclists as a proportion of all fatal victims



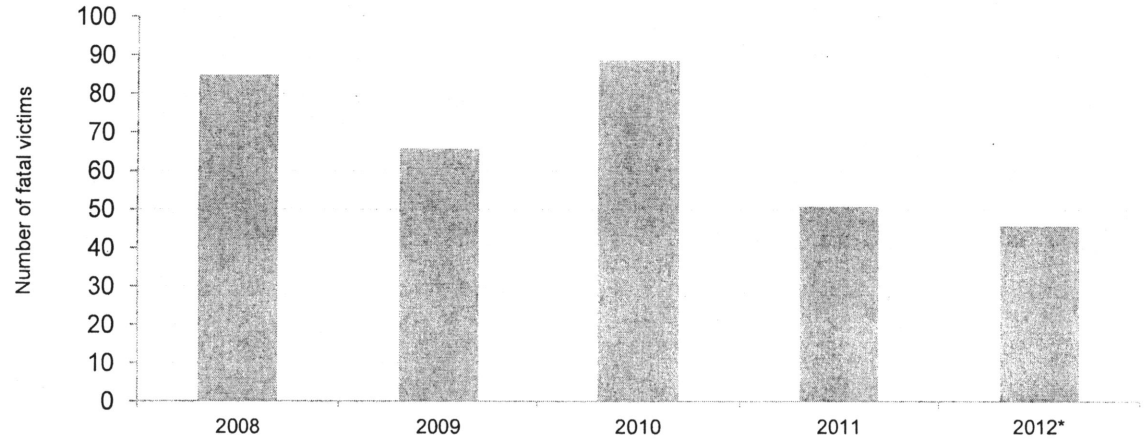
Unrestrained Fatal Victims

Table 7: Unrestrained fatal victims

	2008	2009	2010	2011	2012*	5-year average**
Unrestrained***	85	66	89	51	46	**68**
Restrained	269	297	275	241	235	**264**
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

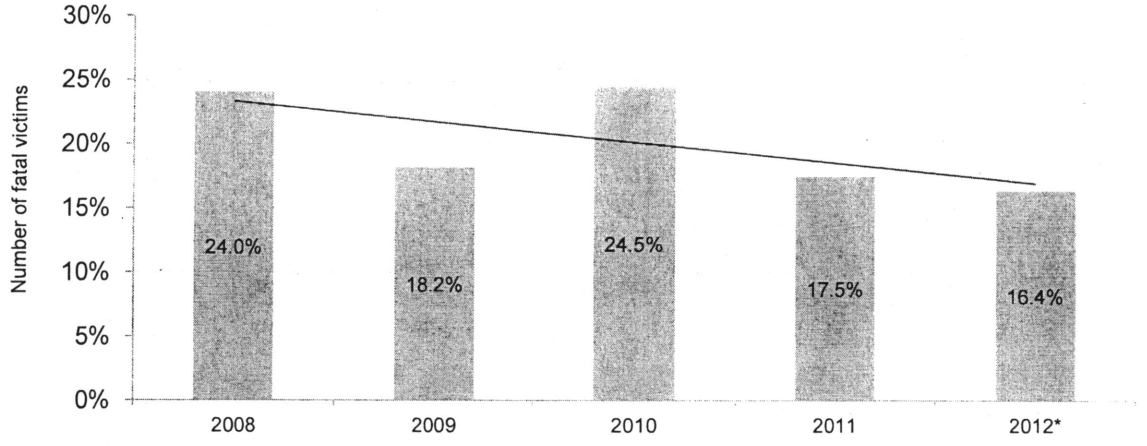
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victim was not wearing a restraint (seatbelt, lap belt, infant /child restraint system, booster seat).

Figure 8: Unrestrained fatal victims



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 9: Unrestrained fatal victims as a proportion of all fatal victims



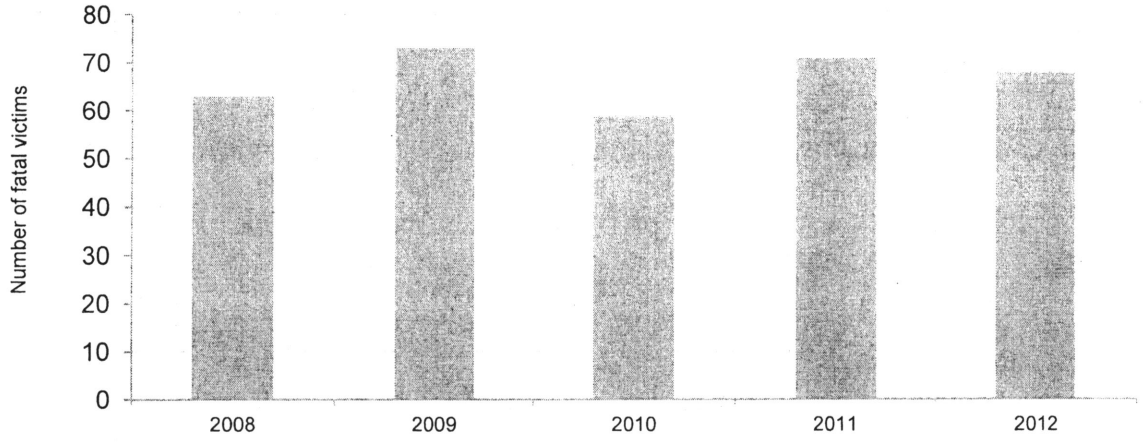
Fatal Victims of Crashes Involving Heavy Vehicles

Table 8: Fatal victims of crashes involving heavy vehicles

	2008	2009	2010	2011	2012	5-year average**
Heavy vehicles*** involved	63	73	59	71	68	**67**
Heavy vehicles NOT involved	291	290	305	221	213	**264**
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

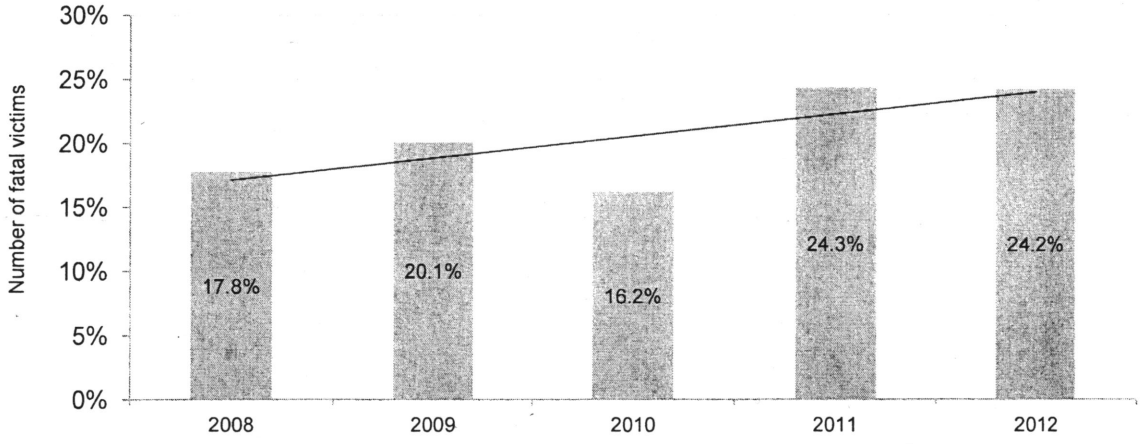
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Heavy vehicles include: single unit truck / heavy (code 21); combination unit truck / light (code 30); comb unit truck / heavy (code 31); combination unit tractor / trailer (code 32); combination unit tractor/trailer & pup [4-wheel trailer] (code 33); log truck & pole trailer (code 34); tow truck (code 35); combination unit truck/pull trailer/5th wheeler (code 36); bus - local transit (code 41); bus - intercity (code 42); road construction (grader, paver, roller) (code 91); general construction (code 92); mobile crane (code 94).

Figure 10: Fatal victims of crashes involving heavy vehicles



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 11: Fatal victims of crashes involving heavy vehicles as a proportion of all fatal victims



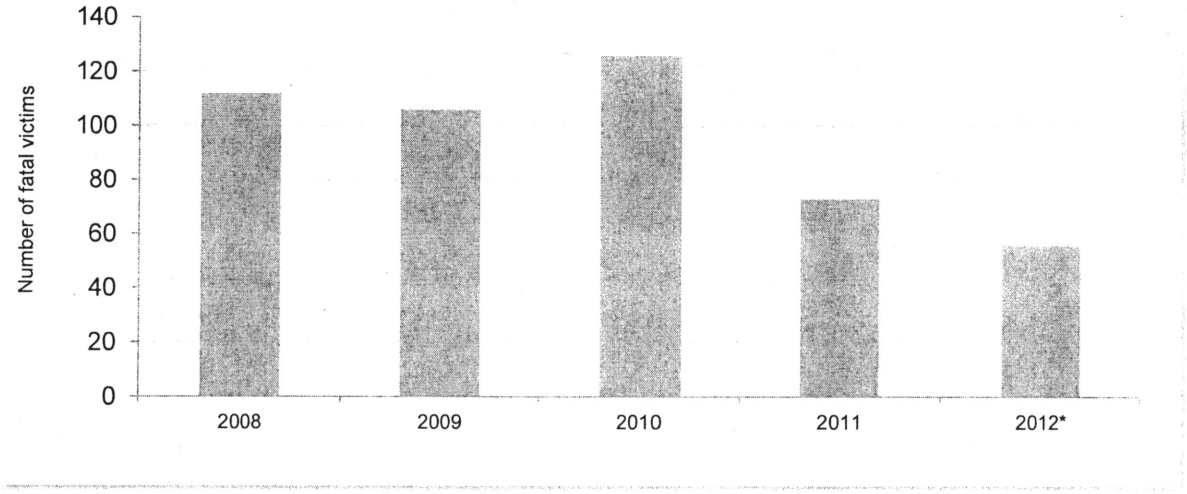
Fatal Victims of Crashes Involving Alcohol and/or Drug

Table 9: Fatal victims of crashes involving alcohol and/or drug

	2008	2009	2010	2011	2012*	5-year average**
Alcohol and/or drug involved***	112	106	126	73	56	**95**
Alcohol and/or drug NOT involved	242	257	238	219	225	**237**
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

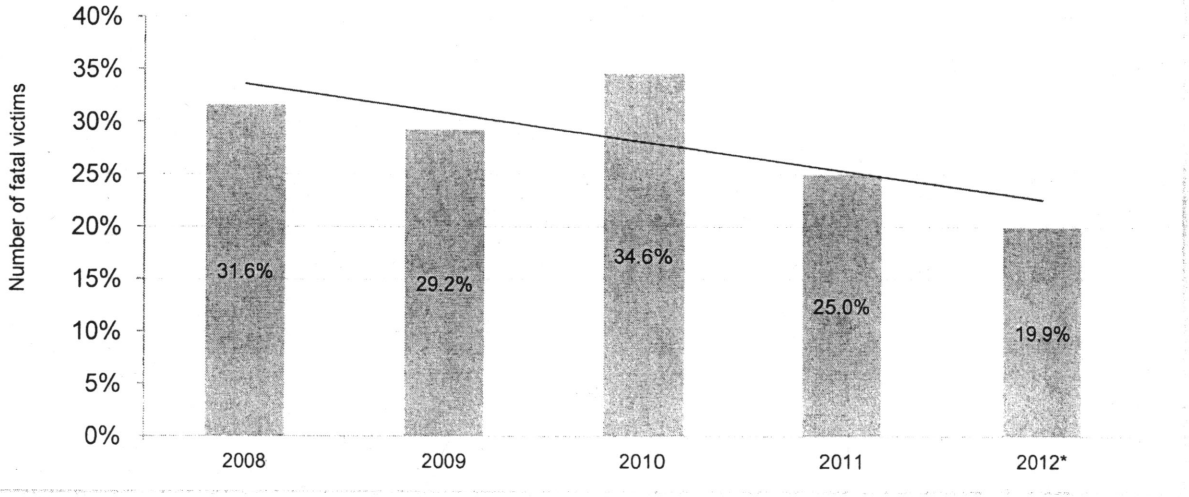
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: alcohol involvement (code 10); ability affected by alcohol (code 80); alcohol suspected (code 81); drugs illegal (code 15); ability affected by drugs (code 82); drugs suspected (code 83); and ability affected by medication (code 84). Up to 4 different contributing factors may be assigned to each entity (vehicle, motorcycle, cyclist or pedestrian) involved in a motor vehicle crash. Therefore some victims in this table may be included in the other "contributing factors" tables on this document (tables 9 to 11).

Figure 12: Fatal victims of crashes involving Alcohol and/or Drug



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 13: Fatal victims of crashes involving alcohol and/or drug as a proportion of all fatal victims



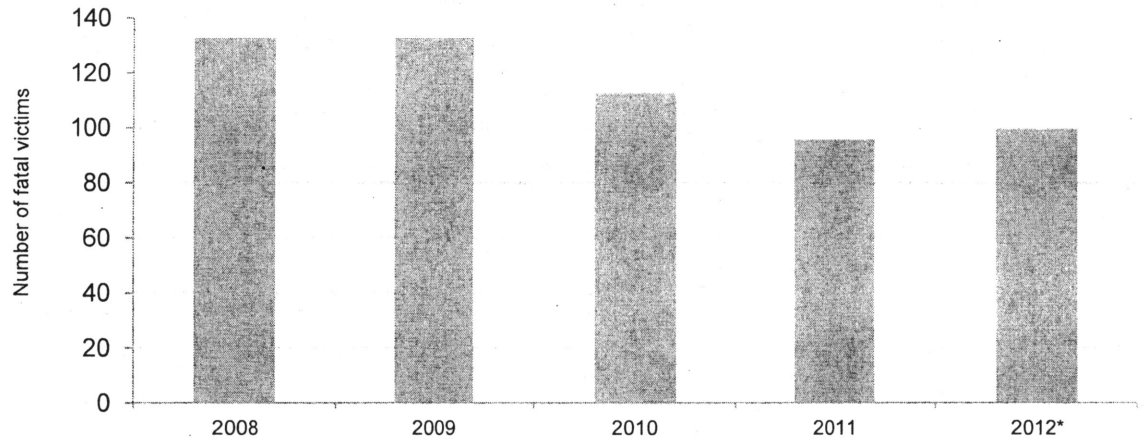
Fatal Victims of Crashes Involving Speed

Table 10: Fatal victims of crashes involving speed

	2008	2009	2010	2011	2012*	5-year average**
Speed***	133	133	113	96	100	**115**
Speed NOT involved	221	230	251	196	181	**216**
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

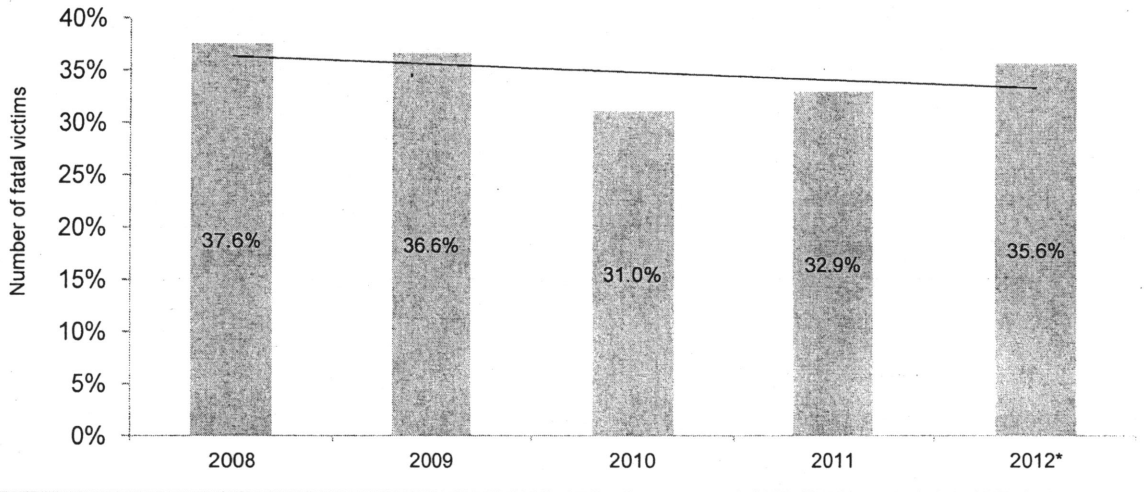
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: unsafe speed (code 31); exceeding speed limit (code 35); excessive speed over 40 km/h (code 36); and driving too fast for conditions (code 37). Up to 4 different contributing factors may be assigned to each entity (vehicle, motorcycle, cyclist or pedestrian) involved in a motor vehicle crash. Therefore some victims in this table may be included in the other "contributing factors" tables on this document (tables 9 to 11).

Figure 14: Fatal victims of crashes involving speed



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 15: Fatal victims of crashes involving speed as a proportion of all fatal victims



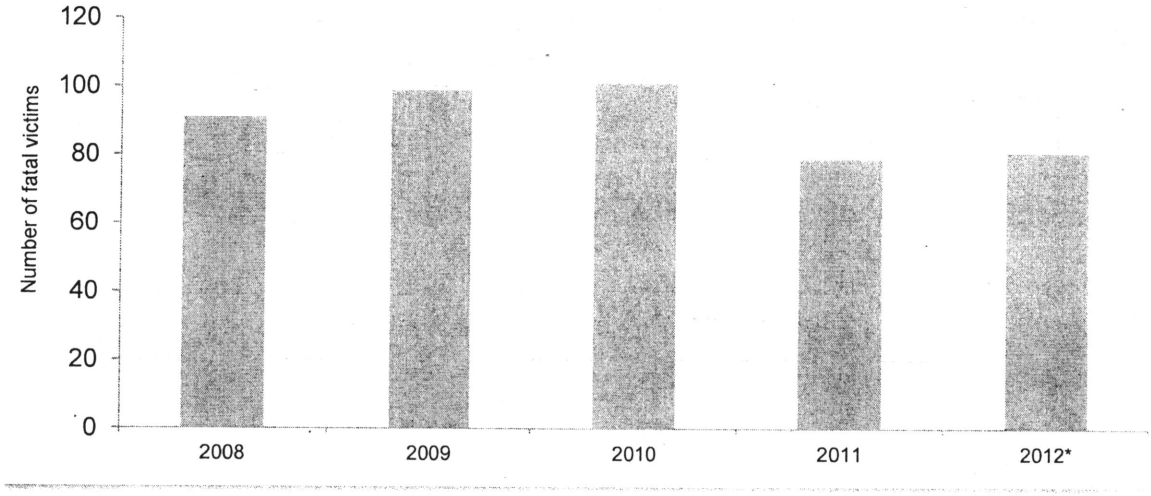
Fatal Victims of Crashes Involving Distraction

Table 11: Fatal victims of crashes involving distraction

	2008	2009	2010	2011	2012*	5-year average**
Inattention/Distraction***	91	99	101	79	81	**91**
Inattention/Distraction NOT involved	263	264	263	213	200	**241**
Grand Total	**354**	**363**	**364**	**292**	**281**	**331**

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: communication/video equipment (code 34), driver inattentive (code 85), and driver internal/external distraction (code 86). "Driver inattentive (code 85)" represents the majority of these three codes.
Up to 4 different contributing factors may be assigned to each entity (vehicle, motorcycle, cyclist or pedestrian) involved in a motor vehicle crash. Therefore some victims in this table may be included in other "contributing factors" tables on this document (tables 9 to 11).

Figure 16: Fatal victims of crashes involving distraction



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

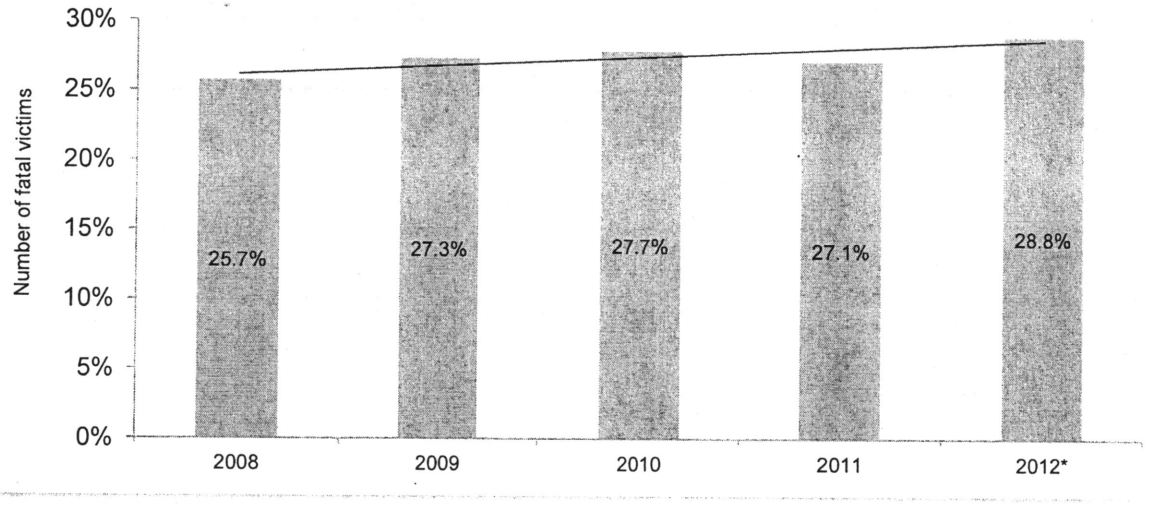



Figure 17: Fatal victims of crashes involving distraction as a proportion of all fatal victims