

PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT
of the
MOTOR-VEHICLE
BRANCH

FOR THE YEAR

1971



Printed by K. M. MACDONALD, Printer to the Queen's Most Excellent Majesty
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1972

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1911-12
VICTORIA, B. C.
1912

*To Colonel the Honourable JOHN R. NICHOLSON, P.C., O.B.E., Q.C., LL.D.,
Lieutenant-Governor of the Province of British Columbia.*

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present the Annual Report of the Motor-vehicle Branch for the year 1971.

ALEXANDER BARRETT MACDONALD

Attorney-General

*Attorney-General's Department,
Victoria, B.C., November 1972.*

To Colonel J. Edgar Hoover, Director, Federal Bureau of Investigation, U. S. Department of Justice, Washington, D. C.

My dear Sir:

The enclosed report is being submitted to you for your information and for your consideration in connection with the report of the Committee on the Administration of the Government, dated June 1, 1947.

Very truly yours,
ALEXANDER BARRETT, JACOB L. D.

Enclosure
1. Report of the Committee on the Administration of the Government, dated June 1, 1947.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1971

*The Honourable A. B. Macdonald, Q.C.,
Attorney-General, Victoria, British Columbia.*

SIR: I have the honour to submit the Annual Report of the Motor-vehicle Branch for 1971. The Report deals with the activities of the Branch during 1971 and provides an accounting for the various aspects of licence issuance for the 1971 licence-year which ended on February 29, 1972.

Indicative of the volume of business transacted by the Branch in 1971 are the following issuance totals: Motor-vehicle registrations, which include motor-cycles, reached a total of 1,019,523, an increase of 6.52 per cent over the 1970 licence-year. Trailer registrations of all types reached a total of 141,978, an increase of 9.3 per cent over the 1970 registrations. Licensed drivers increased to 1,289,440, which is an increase of 4.5 per cent over the 1970 total. Revenue collected by the Motor-vehicle Branch from licences, permits, motor-vehicle inspection, and other services, and the payment of social services tax, amounted to \$41,908,970.45 in the 1971 licence-year, which is an increase of 9.83 per cent over the previous licence-year.

This Report includes a section which deals with motor-vehicle accidents and provides a number of tables in statistical form setting out the information gathered from accident reports. Traffic fatalities totalled 636 in 1971, an increase of 12 per cent over the 1970 total of 559. Deaths per 100 million miles travelled on British Columbia highways was at the rate of 6.51 in 1971, compared to the rate of 6.70 in 1970. The number of accidents reported during 1971 was 59,745, compared to 60,778 in 1970. Part of the reduction is due to the change in the property-damage accident-reporting level which was altered on July 1, 1970, from the previous minimum of \$100 to \$200, and which new reporting level was adopted by all the Canadian provinces in 1970.

This Report includes tables of offences against the Criminal Code, Canada, and the *Motor-vehicle Act* and the Motor-vehicle Act Regulations which concern the operation of motor-vehicles. It also includes information as to the activities of the Driver Improvement Programme of the Branch, which is designed to deal with persons who have committed offences against the various traffic laws. The Drivers' Examination Division conducted 145,882 drivers' examinations during 1971. The Drivers' Examination Division was also involved in the implementation of the Classified Driver Licence Programme which commenced on September 1. This programme sees all drivers now holding one licence of a category which indicates the type of vehicle they are licensed to operate.

The activities of the Motor-vehicle Inspection Programme continued to expand in 1971 by bringing into service in October the Burnaby Inspection Station. The new station is additional to the Vancouver Inspection Station and the Richmond Inspection Station in serving the Greater Vancouver area. The Branch continues to operate a motor-vehicle inspection station in Victoria to serve the metropolitan area. The total of vehicles inspected during 1971 was 448,065, an increase of 51 per cent over the 1970 vehicle inspection total of 296,222.

A summary is included of the activities of the Central Registry, which is responsible for the filing of bills of sales, conditional sales, and other documents involving

motor-vehicles and other personal chattels. Indicative of the increased volume of work handled by the Central Registry in 1971 is the registration of 286,298 documents, an increase of 30,359 or 12 per cent when compared with the 1970 calendar year. Similar rates of increase were noticed in volumes of searches and other activities of the Central Registry.

The various activities of the Branch are dealt with under the following headings:

1. Licences.
2. Accidents and Convictions.
3. Driving.
 - (a) Driver Improvement Programme.
 - (b) Examination of Drivers.
 - (c) Motor-vehicle Inspection.
4. Central Registry.
5. School Buses.
6. Permits for Flashing Red and Amber Lights, Sirens, and Theft Alarms.
7. Staff.

1. LICENCES

Motor-vehicles licensed in British Columbia in 1971 reached the total of 1,084,184, as compared to 1,019,085 in 1970, an increase of 65,099 (6.39 per cent).

Motor-vehicles and motor-cycles licensed in British Columbia in 1971 reached the total of 1,109,523, as compared to 1,041,585 in 1970, an increase of 67,938 (6.52 per cent).

Passenger-type motor-vehicles licensed in 1971 numbered 856,086, an increase of 44,496 over the 1970 total of 811,590. Commercial-vehicle registrations increased by 20,603. For 1971, total for commercial vehicles was 228,098. In comparison, the 1970 total for commercial vehicles was 207,495.

The increase in motor-cycle registrations of 2,839 from the 1970 total of 22,500 to the 1971 total of 25,339 (12.62 per cent) indicates the general motoring public are still continuing to be interested in using the motor-cycle as a means of transportation.

Trailer registrations are still continuing to increase. The 1971 total of 141,978 is an increase of 12,114 over the 129,864 total of 1970. The camping and boat-type trailers account for the majority of this increase and would indicate that the residents of British Columbia are still continuing to enjoy and spend more of their leisure hours out-of-doors.

The comparative statement of licences, permits, etc., for motor-cycles, trailers, and chauffeurs covers the volumes in these categories during the licence-years 1964 to 1971.

*Comparative Statement of Licences, Permits, Etc., Issued During the
Licence-years 1964 to 1971, Inclusive*

Licences Issued	1964	1965	1966	1967	1968	1969	1970	1971
Motor-vehicles—								
Passenger (new).....	76,388	94,190	89,427	89,817	94,333	107,504	90,262	108,584
Passenger (renewal).....	495,419	529,552	575,364	612,186	646,646	682,989	721,328	747,502
Total passenger	571,807	623,742	664,791	702,003	740,979	790,493	811,590	856,086
Commercial (new).....	16,604	20,367	20,009	20,329	25,171	30,564	26,727	32,973
Commercial (renewal).....	116,969	123,560	133,311	142,885	152,462	167,191	180,768	195,125
Total commercial	133,573	143,927	153,320	163,214	177,633	197,755	207,495	228,098
Total motor-vehicles	705,380	767,669	818,111	865,217	918,612	988,248	1,019,085	1,084,184
Nonresident touring motor-vehicle permits	1,446	1,212	1,222	1,067	929	590	540	550
Nonresident special motor-vehicle permits	111	86	45	34	32	19	10	1
Nonresident commercial motor-vehicle permits—								
Single trip.....	13,221	14,250	15,260	13,209	15,690	20,696	21,596	33,880
Quarterly permits.....	2,746	2,228	1,968	1,912	2,408	3,029	3,156	4,488
Totals	15,967	16,478	17,228	15,121	18,098	23,725	24,752	38,368
Extra-Provincial prorated trucks	2,203	2,072	2,693	2,775	2,713	3,231	3,093	3,699
Temporary operation permits—								
Passenger.....	11,237	12,961	14,076	15,717	17,599	20,260	20,805	23,814
Commercial.....	30,368	36,360	35,995	37,057	42,128	49,665	52,831	69,648
Totals	41,605	49,321	50,071	52,774	59,727	69,925	73,636	93,462
Transporter—								
Original.....	9	17	20	26	27	30	38	44
Additional.....	67	82	88	81	68	87	95	141
Motor-cycles—								
New.....	4,209	5,630	4,263	4,063	3,780	5,181	6,083	7,749
Renewal.....	4,803	8,016	11,124	13,166	14,684	15,724	16,417	17,590
Totals	9,012	13,376	15,387	17,229	18,464	20,905	22,500	25,339
Trailers	66,725	73,152	81,703	91,627	102,068	114,420	129,864	141,978
Extra-Provincial prorated trailers...	4,042	4,275	5,246	6,743	7,859	8,009	6,640	7,335
Motor-dealers—								
Original licences.....	1,057	1,105	1,097	1,086	1,140	1,173	1,204	1,205
Additional plates.....	966	1,097	1,238	1,306	1,332	1,538	1,490	1,538
Original motor-cycle dealer licences.....	91	124	124	118	120	124	141	148
Additional motor-cycle dealer licences.....	24	31	84	92	85	95	84	134
Salesmen's licences.....	1,296	1,404	1,347	1,196	1,191	1,163	1,246	1,130
Transfers—								
Passenger.....	304,487	337,369	337,860	341,859	351,092	383,477	347,879	405,928
Commercial.....	47,618	52,423	54,598	57,193	62,370	71,858	70,522	86,003
Motor-cycle.....	5,312	8,171	9,614	10,872	11,391	13,447	15,334	17,278
Trailer.....	4,489	5,810	7,225	8,654	9,637	12,003	14,337	19,167
Total transfers	361,906	403,773	409,297	418,578	434,490	480,785	448,072	528,376
Chauffeurs¹—								
Original Class A.....	5,910	6,310	7,059	7,065	7,972	8,324	8,714	8,433
Original Class B.....	5,432	5,785	6,435	6,876	7,078	7,768	8,459	7,658
Original Class C.....	72,484	80,977	83,853	83,091	83,323	90,476	91,723	82,506
Searches	1,619,396	1,145,251	1,659,586	1,692,128	1,701,655			
Safety responsibility insurance certificates filed	15,563	17,707	13,080	13,459	15,884	12,908		

¹ To August 31, 1971: End of programme.

DRIVERS' LICENCES

Original drivers' licences issued during the 1971 licence-year totalled 82,867, an increase from the 1970 total of 78,103.

Licensed drivers in British Columbia at the end of 1971 totalled 1,289,440, an increase of 55,491 over the 1970 total of 1,233,949. Male drivers comprised 62.3 per cent of the total in the amount of 803,598, leaving the remaining 485,842 to be the number of licensed female drivers.

The following table sets out statistical information on the number of drivers in the various age-groups and provides for the number of male and female drivers in each age-group:

Drivers' Licences—Statistical Information by Age-groups

Age	Year of Birth	Male	Female	Total	Per Cent
16-20 years	1952-1956	67,667	41,967	109,634	8.502
21-24 "	1948-1951	82,973	55,667	138,640	10.751
25-30 "	1942-1947	124,004	84,604	208,608	16.174
31-35 "	1937-1941	86,433	57,332	143,765	11.149
36-40 "	1932-1936	80,192	49,845	130,037	10.079
41-45 "	1927-1931	77,133	47,679	124,812	9.671
46-50 "	1922-1926	69,670	45,594	115,264	8.933
51-55 "	1917-1921	58,146	37,116	95,262	7.396
56-60 "	1912-1916	53,424	29,299	82,723	6.422
61-65 "	1907-1911	41,152	18,388	59,540	4.619
66-69 "	1903-1906	24,876	8,555	33,431	2.595
70-75 "	1897-1902	21,672	6,811	28,483	2.208
76-80 "	1892-1896	9,645	2,162	11,807	0.924
81-85 "	1887-1891	4,934	674	5,608	0.435
86-90 "	1882-1886	1,411	128	1,539	0.119
Over 90 years	1880 and prior	266	21	287	0.023
Totals		803,598	485,842	1,289,440	100.000
Male		803,598			62.321
Female			485,842		37.679

CHAUFFEURS' LICENCES

The comparative statement of licences and permits shows the number of licensed chauffeurs in 1971 to be 98,597, a decrease of 10,299 over the 1970 total of 108,896. The number of Class A category chauffeurs licensed to drive buses decreased to 8,433 from 8,714 in 1970. The Class B category chauffeurs licensed to drive taxis decreased to 7,658 from 8,459 in 1970. The Class C category chauffeurs licensed to drive trucks showed a decrease in 1971 to 82,506 from the total of 91,723 in 1970.

The over-all decrease in chauffeurs' licences can be attributed to implementation of the "classification" of drivers' licences in British Columbia which became effective September 1, 1971. This classification of drivers' licences is a uniform change that was designed to affect each province in Canada.

On September 1, 1971, all drivers' licences issued in British Columbia were classified according to the demonstrated ability of the driver. Special tests are given to drivers of large trucks, buses, and taxis. The separate chauffeur's licence which had been used in British Columbia for many years was abandoned. The chauffeur's licence was tied to the concept of employment purposes for driving large vehicles so that nonemployment driving of a large vehicle (i.e., voluntary driving of a Sunday school bus or driving a large vehicle to move personal effects) did not necessitate the driver having a chauffeur's licence. Now all drivers of large vehicles, regardless of the purpose for driving, must be qualified and licensed for the vehicle being driven.

MOTOR-DEALERS' LICENCES

Motor-dealers' licences issued by the Branch are required by individuals or firms whose business involves the buying and selling of motor-vehicles, motor-cycles, or trailers. During the 1971 licence-year, 1,205 motor-dealers' licences permitting

the sale of motor-vehicles and trailers and 148 motor-cycle dealers' licences permitting the sale of motor-cycles and trailers were issued.

A prerequisite for the issuance of a motor-dealers' licence or the retention of such a licence is that an insurance bond be supplied to the Superintendent of Insurance in the amount of \$5,000, or security be filed with the Minister of Finance in a similar amount. The insurance bonds are filed with the Branch on behalf of the Superintendent of Insurance, and 407 dealers' bonds were filed in 1971, of which 227 were original bonds for new motor-dealers and 180 were replacement bonds. There were 372 bonds cancelled during 1971. Security was filed with the Minister of Finance by five motor-dealers.

A process of investigation is carried out for each new motor-dealer. Information in connection with the proposed operation, previous businesses, corporate formation, business intentions, premises, and compliance with municipal zoning regulations are considered before a licence is authorized.

DISTRIBUTION OF MOTOR-VEHICLES

The distribution of motor-vehicles in the various centres of the Province is always of interest. The following table gives information concerning the numbers of licences issued through the principal licence offices. Since vehicle-owners move frequently from one area to another, and vehicles are often sold to new owners residing in different locations from the previous owners, the table cannot be regarded as an accurate population count of vehicles in the various parts of the Province. However, the table does provide a guide as to the distribution of vehicles throughout the Province, and it is of use to groups concerned with community planning projects and development.

DISTRIBUTION OF MOTOR-VEHICLES

Summary of Passenger Motor-vehicle Licences Issued Under Motor-vehicle Act and Commercial Motor-vehicle Licences Issued Under Department of Commercial Transport Act, by Issuing Office, During the 1971 Licence-year.

Issuing Office	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used Registrations	New Registrations	Renewals	Total	Used Registrations	New Registrations	Renewals	Total	
Abbotsford	406	1,250	11,626	13,282	110	444	3,615	4,169	17,451
Alberni	131	843	9,579	10,553	28	340	2,761	3,129	13,682
Ashcroft	127	59	1,439	1,625	32	64	784	880	2,505
Atlin	8	24	40	72	27	21	115	163	235
Burnaby ¹	273	1,411	23	1,707	33	307	5	345	2,052
Burns Lake	49	100	1,280	1,429	29	82	977	1,088	2,517
Chilliwack	551	1,267	14,910	16,728	90	506	4,754	5,350	22,078
Clinton	10	7	532	549	5	8	335	348	897
Cloverdale	1,003	2,084	28,225	31,312	184	732	8,448	9,364	40,676
Courtenay	599	1,229	14,785	16,613	96	509	4,616	5,221	21,834
Cranbrook	635	1,010	7,841	9,484	159	473	3,408	4,040	13,524
Creston	184	237	2,702	3,123	70	137	1,523	1,730	4,853
Dawson Creek	325	671	4,707	5,703	202	542	3,102	3,846	9,549
Duncan	223	832	11,262	12,317	48	298	3,596	3,942	16,259
Fernie	691	366	2,560	3,617	273	261	1,504	2,038	5,655
Fort Nelson	169	91	950	1,210	143	131	1,019	1,293	2,503
Fort St. John	342	538	4,477	5,357	211	543	3,747	4,501	9,858

¹ Vancouver (includes issuance from Motor Licence offices at 1730 West Georgia Street, 2410 Nanaimo Street, 6237 West Boulevard, 574 Minoru Boulevard, Richmond, 4705 Wayburne Drive, Burnaby (new office opened October 25, 1971), mail-order issuance to the Vancouver area from Victoria, and includes temporary office at Burnaby during the rush period; does not include issuance at North Vancouver; issuance of 5,775 passenger plates and 2,206 commercial plates issued at Gibsons, Pemberton, Sechelt, and Squamish, who account through Vancouver, has been deducted): Passenger, 280,568; commercial, 45,507.

Summary of Passenger Motor-vehicle Licences Issued Under Motor-vehicle Act and Commercial Motor-vehicle Licences Issued Under Department of Commercial Transport Act, by Issuing Office, During the 1971 Licence-year—Continued.

Issuing Office	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used Registrations	New Registrations	Renewals	Total	Used Registrations	New Registrations	Renewals	Total	
Ganges.....	35	7	1,300	1,342	8	6	478	492	1,834
Golden.....	266	223	1,822	2,311	178	153	1,143	1,474	3,785
Grand Forks.....	69	181	2,519	2,769	18	63	1,274	1,355	4,124
Haney.....	182	1,112	10,512	11,806	40	349	2,586	2,975	14,781
Invermere.....	141	105	1,233	1,479	51	68	843	962	2,441
Kamloops.....	1,314	2,443	18,085	21,842	428	1,231	7,543	9,202	31,044
Kaslo.....	24	8	378	410	15	5	235	255	665
Kelowna.....	1,400	1,413	17,779	20,592	285	563	5,404	6,252	26,844
Kitimat.....	144	324	3,588	4,056	20	74	878	972	5,028
Lillooet.....	18	47	743	808	4	32	468	504	1,312
Merritt.....	86	147	2,143	2,376	46	160	1,150	1,356	3,732
Mission.....	77	166	4,111	4,354	21	92	1,435	1,548	5,902
Nanaimo.....	434	1,765	19,211	21,410	99	717	5,106	5,922	27,332
Nelson.....	359	710	10,333	11,402	100	256	3,901	4,257	15,659
New Westminster ²	2,079	7,312	78,625	88,016	323	1,840	12,678	14,841	102,857
North Vancouver.....	1,236	5,636	36,567	43,439	108	873	3,789	4,770	48,209
Oliver.....	80	121	3,107	3,308	32	51	1,387	1,470	4,778
Penticton.....	568	1,257	11,271	13,096	228	504	3,367	4,099	17,195
Pouce Coupe.....	56	17	353	426	285	53	449	787	1,213
Powell River.....	108	369	5,893	6,370	25	125	1,640	1,790	8,160
Prince George.....	1,023	2,584	18,051	21,658	312	1,270	8,132	9,714	31,372
Prince Rupert.....	222	386	5,111	5,719	35	96	1,755	1,886	7,605
Princeton.....	57	11	1,166	1,234	10	19	659	688	1,922
Quesnel.....	219	519	4,056	4,794	104	361	2,589	3,054	7,848
Revelstoke.....	172	183	2,366	2,721	46	138	1,140	1,324	4,045
Richmond ¹	805	2,080	28,038	30,923	72	389	4,071	4,532	35,455
Rossland.....	25	24	1,162	1,211	5	8	341	354	1,565
Salmon Arm.....	342	342	4,567	5,251	176	208	2,300	2,684	7,935
Smithers.....	110	349	3,184	3,643	43	190	1,939	2,172	5,815
Terrace.....	114	526	4,181	4,821	26	334	2,395	2,755	7,576
Trail.....	181	768	6,907	7,856	35	202	1,684	1,921	9,777
Vancouver ¹	3,637	12,140	108,615	124,392	316	2,100	20,696	23,112	147,504
Vancouver East ¹	2,226	10,039	58,297	70,562	405	3,943	10,551	14,899	85,461
Vancouver-Pt. Grey ¹	1,402	5,217	46,251	52,870	109	723	3,319	4,151	57,021
Vanderhoof.....	149	41	2,395	2,585	59	48	1,777	1,884	4,469
Vernon.....	498	1,312	11,904	13,714	149	680	5,146	5,975	19,689
Victoria ³	2,786	7,212	89,442	99,440	309	2,639	22,686	25,634	125,074
Williams Lake.....	211	890	5,298	6,399	107	640	3,882	4,629	11,028

¹ Vancouver (includes issuance from Motor Licence offices at 1730 West Georgia Street, 2410 Nanaimo Street, 6237 West Boulevard, 574 Minoru Boulevard, Richmond, 4705 Wayburne Drive, Burnaby (new office opened October 25, 1971), mail-order issuance to the Vancouver area from Victoria, and includes temporary office at Burnaby during the rush period; does not include issuance at North Vancouver; issuance of 5,775 passenger plates and 2,206 commercial plates issued at Gibsons, Pemberton, Sechelt, and Squamish, who account through Vancouver, has been deducted): Passenger, 280,568; commercial, 45,507.

² New Westminster (includes mail-order issuance to the New Westminster area from Victoria and issuance of 11,966 passenger and 2,674 commercial plates at Port Coquitlam, which accounts through New Westminster; temporary office at Guilford during the rush period is also included): Passenger, 89,027; commercial, 15,120.

³ Victoria (does not include mail-order issuance to other areas; does not include 1,595 passenger and 5,411 commercial plates for Provincial Government vehicles that operate throughout British Columbia; issuance of 402 commercial plates to prorated vehicles has been deducted; issuance of 2,399 passenger plates and 1,406 commercial plates issued at Alert Bay, Bella Coola, Port Alice, Port Hardy, and Port McNeill, who account through Victoria, has been deducted; issuance at Sidney, which also accounts through the Victoria office, is included): Passenger, 85,366; commercial, 14,591.

REVENUE

Revenue collected by the Motor-vehicle Branch from licences, permits, motor-vehicle inspection, and other services, and in the payment of social services tax, increased by 9.83 per cent to \$41,908,970.45 in the 1971 licence-year. The increase was \$3,749,919 over the 1970 total of \$38,159,051.45. Social services tax collections amounted to \$4,237,531.48, as compared to \$3,404,601.19 in 1970. These

collections cover motor-vehicle and trailer taxes on transactions which do not involve licensed motor-dealers. The motor-dealers make their payment of tax collections directly to the Consumer Taxation Branch of the Department of Finance.

Offices of this Branch and Motor-vehicle Inspection (Victoria, Vancouver, Burnaby, and Richmond) collected 66.42 per cent of the total collections, in the amount of \$27,836,686.13. Offices of the Department of Finance, which carry out our licence-issuing service in areas not served by the Motor-vehicle Branch, collected the balance of 33.58 per cent. These percentages show no appreciable change on the 1970 licence-year figures.

The location of Motor-vehicle Branch offices are listed and the 1971 revenue collection at each office is shown:

Motor Licence Offices, With Corresponding Revenue
(Alphabetically)

	\$		\$
Abbotsford	653,241.97	Nanaimo	867,383.64
Alberni	445,075.24	Nelson	545,064.61
Ashcroft	104,864.88	New Westminster	3,336,169.00
Atlin	61,087.40	North Vancouver	1,327,907.08
Burnaby ¹	148,605.96	Oliver	160,948.94
Burns Lake	105,902.52	Penticton	572,006.83
Chilliwack	911,662.31	Pouce Coupe	270,815.41
Clinton	37,865.97	Powell River	247,557.08
Cloverdale	1,607,099.31	Prince George	1,475,330.67
Courtenay	734,464.39	Prince Rupert	279,311.35
Cranbrook	576,314.46	Princeton	94,594.96
Creston	209,314.71	Quesnel	391,306.26
Dawson Creek	600,855.69	Revelstoke	182,496.52
Duncan	609,514.46	Richmond	1,196,227.46
Fernie	367,762.39	Rossland	49,125.73
Fort Nelson	216,445.83	Salmon Arm	308,820.78
Fort St. John	693,164.55	Smithers	263,778.78
Ganges	58,865.32	Terrace	372,441.75
Golden	505,311.68	Trail	332,719.66
Grand Forks	167,993.49	Vancouver	6,285,978.08
Haney	463,863.69	Vancouver East	3,243,707.67
Invermere	103,719.35	Vancouver-Point Grey	1,532,764.70
Kamloops	1,325,220.51	Vanderhoof	234,594.70
Kaslo	28,900.76	Vernon	760,229.54
Kelowna	1,024,486.44	Victoria	4,655,106.10
Kitimat	174,722.15	Williams Lake	550,487.19
Lillooet	51,264.87		
Merritt	168,948.72		
Mission	215,556.94		
		Total	41,908,970.45

¹ Burnaby open, October 1971.

Motor Licence Offices, With Corresponding Revenue—Continued
(By Amount)

	\$		\$
Vancouver	6,285,978.08	Trail	332,719.66
Victoria	4,655,106.10	Salmon Arm	308,820.78
New Westminster	3,336,169.00	Prince Rupert	279,311.35
Vancouver East	3,243,707.67	Pouce Coupe	270,815.41
Cloverdale	1,607,099.31	Smithers	263,778.78
Vancouver-Point Grey	1,532,764.70	Powell River	247,557.08
Prince George	1,475,330.67	Vanderhoof	234,594.70
North Vancouver	1,327,907.08	Fort Nelson	216,445.83
Kamloops	1,325,220.51	Mission	215,556.94
Richmond	1,196,227.46	Creston	209,314.71
Kelowna	1,024,486.44	Revelstoke	182,496.52
Chilliwack	911,662.31	Kitimat	174,722.15
Nanaimo	867,383.64	Merritt	168,948.72
Vernon	760,229.54	Grand Forks	167,993.49
Courtenay	734,464.39	Oliver	160,948.94
Fort St. John	693,164.55	Burnaby ¹	148,605.96
Abbotsford	653,241.97	Burns Lake	105,902.52
Duncan	609,514.46	Ashcroft	104,864.88
Dawson Creek	600,855.69	Invermere	103,719.35
Cranbrook	576,314.46	Princeton	94,594.96
Penticton	572,006.83	Atlin	61,087.40
Williams Lake	550,487.19	Ganges	58,865.32
Nelson	545,064.61	Lillooet	51,264.87
Golden	505,311.68	Rossland	49,125.73
Haney	463,863.69	Clinton	37,865.97
Alberni	445,075.24	Kaslo	28,900.76
Quesnel	391,306.26		
Terrace	372,441.75	Total	41,908,970.45
Fernie	367,762.39		

Recapitulation of Motor-vehicle Branch Licence Offices
(66.42 per cent of total revenue)

	\$		\$
Vancouver	6,285,978.08	Chilliwack	911,662.31
Victoria	4,655,106.10	Abbotsford	653,241.97
New Westminster	3,336,169.00	Dawson Creek	600,855.69
Vancouver East	3,243,707.67	Haney	463,863.69
Cloverdale	1,607,099.31	Trail	332,719.66
Vancouver-Point Grey	1,532,764.70	Mission	215,556.94
North Vancouver	1,327,907.08	Burnaby ¹	148,605.96
Kamloops	1,325,220.51		
Richmond	1,196,227.46	Total	27,836,686.13

¹ Burnaby open, October 1971.

REFUNDS

Legislation provides for refunding of licence fees in several instances where licences are surrendered to this Branch.

Refunds are made where a vehicle is removed from the Province, and where a vehicle has been burned, junked, or damaged beyond repair.

Refunds are obtainable by the seller on commercial-vehicle licences when vehicles are transferred. In these instances, the new owner is required to relicence the vehicle, based on the gross vehicle weight at which he intends to operate the vehicle.

Refunds may be obtained for vehicles located east of the Cascade Mountains, which are not operated in winter months (November, December, January). Due to the ability to operate vehicles on an all-year basis in practically all areas of the Province now, the applications for these seasonal refunds are declining each year.

The fee for the unexpired full years of the five-year drivers' licences is refundable under the following circumstances upon surrender of the licence to this Branch:

- (a) The licence has been suspended due to the failure of the licensee to qualify in a driver's examination.
- (b) The licensee has taken up residence outside the Province.
- (c) The licensee has died.
- (d) The licensee has voluntarily surrendered his driver's licence.

The following table sets out the number of refunds and amount of money refunded for the 1971 licence-year:

<i>Refunds, 1971/72 Fiscal Year</i>			
Type of Refund	Number	Amount	
General refunds—			
<i>Motor-vehicle Act—</i>		\$	\$
Passenger	1,402	17,115.88	
Drivers	250	1,244.00	
Chauffeurs	6	6.00	
<i>Department of Commercial Transport Act—Commercial</i>	546	34,289.66	
	2,204		52,655.54
Relinquishment refunds—			
<i>Motor-vehicle Act—</i>			
Passenger	8,149	51,565.70	
Drivers	1,406	4,353.50	
Dealers	20	184.85	
<i>Department of Commercial Transport Act—Commercial</i>	1,539	60,242.24	
	11,114		116,346.29
Seasonal refunds—			
<i>Motor-vehicle Act—Passenger</i>	248	1,399.40	
<i>Department of Commercial Transport Act—Commercial</i>	431	17,187.15	
	679		18,586.55
Refund on transfer—			
<i>Department of Commercial Transport Act—Commercial</i>	308	61,592.67	
	308		61,592.67
Total refunds	14,305		249,181.03

2. ACCIDENTS AND CONVICTIONS

MOTOR-VEHICLE ACCIDENTS

The following table gives a summary of the accident frequency during the period 1962 to 1971:

Year	Motor-vehicles Registered	Number of Accidents	Accidents per 1,000 Vehicles Registered	Injuries	Deaths	Deaths per 10,000 Vehicles Registered	Average Property Damage	Deaths per 100 Million Miles	Fatal Accidents	Fatal Accidents per 100 Million Miles
							\$			
1962.....	609,215	29,077	44.65	13,382	385	6.3	489.05	7.96	322	6.66
1963.....	648,303	30,924	47.82	14,585	360	5.6	503.65	7.00	309	6.01
1964.....	700,048	38,368	54.81	16,911	393	5.6	523.39	6.90	345	6.06
1965.....	764,353	40,262	52.68	17,574	500	6.5	561.96	8.00	421	6.73
1966.....	817,348	44,177	54.05	19,449	520	6.4	592.91	7.60	445	6.51
1967.....	864,348	49,750	57.56	19,500	559	6.5	565.58	7.67	461	6.33
1968.....	917,872	58,300	63.51	20,945	574	6.2	570.87	7.36	460	5.90
1969.....	989,196	70,624	71.39	22,535	542	5.4	586.29	6.39	467	5.50
1970.....	1,024,738	60,778	59.35	22,568	559	5.5	731.63	6.70	471	5.64
1971.....	1,087,992	59,745	54.91	22,340	636	5.8	775.60	6.51	538	5.54

The total number of motor-vehicle accidents recorded decreased during 1971 over the year 1970. However, one must keep in mind that the reporting of accidents was changed as of July 1, 1970. From that date on accidents were reported if property damage was in excess of \$200, compared to \$100 previously, or if there was death or personal injury. The number of persons killed increased considerably to 636 from 559 in 1970, while the number of injuries decreased slightly.

Fatal accidents increased in 1971 over 1970 from 471 to 538, a similar ratio to that number of persons killed. The total accidents is down slightly from 60,778 in 1970 to 59,745 in 1971.

The total property damage resulting from these accidents was \$47,438,491.01, compared to \$44,467,327.60 in 1970. This increase would be a result of an increasing cost to repair vehicles.

It is difficult to make a proper comparison with the statistics in 1970 due to the change in accident reporting midway through the year. This change will not affect the fatality figure and, although the increase is significant, there is a slight decrease in fatal accidents per 100 million miles driven.

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Statistical Summary of Motor-vehicle Accidents in

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford-Sumas							54	61	12.0
Agassiz Detachment	4	4	—	1	4	300.0	72	65	—9.0
Airport Detachment							4	1	—75.0
Alert Bay Detachment							9	4	—55.0
Alexis Creek	1	2	100.0	1	2	100.0	24	19	—20.0
Armstrong City							2	11	450.0
Armstrong Detachment	3	2	—33.0	1	1	—	20	23	15.0
Ashcroft Detachment	5	5	—	4	5	25.0	83	79	—4.0
Atlin Detachment							3	1	—66.0
Barriere	2	2	—	2	2	—	43	48	11.0
Bella Coola Detachment	1		—100.0	1		—100.0	14	9	—35.0
Blue River	3	1	—66.0	3	1	—66.0	29	31	6.0
Boston Bar	3	8	166.0	2	7	250.0	66	80	21.0
Burnaby Municipality	9	14	55.0	6	12	100.0	1,150	1,082	—5.0
Burns Lake Detachment	2	2	—	2	1	—50.0	36	42	16.0
Campbell River Detachment	1	2	100.0	1	2	100.0	82	68	—17.0
Campbell River Village	1		—100.0	1		—100.0	77	78	1.0
Cassiar	1		—100.0	1		—100.0	8	20	150.0
Castlegar Detachment	1	2	100.0	1	2	100.0	66	78	18.0
Central Saanich		1	100.0		1	100.0	49	35	—28.0
Chase Detachment	1	1	—	1	1	—	65	52	—20.0
Chemainus Detachment	3		—100.0	3		—100.0	63	53	—15.0
Chetwynd	2	2	—	2	2	—	28	25	—10.0
Chilliwack Municipality	1	1	—	1	1	—	78	50	—35.0
Chilliwack Township	5	6	20.0	5	5	—	152	125	—17.0
Clearwater	3	3	—	3	2	—33.0	39	37	—5.0
Clinton	8	4	—50.0	7	4	—42.0	55	74	34.0
Colwood Detachment	3	3	—	3	3	—	182	226	24.0
Courtenay Detachment	4	6	50.0	4	6	50.0	191	159	—16.0
Cranbrook City							50	63	26.0
Cranbrook Detachment	4	6	50.0	4	6	50.0	92	64	—30.0
Crescent Valley Detachment	2	1	—50.0	2	1	—50.0	43	30	—30.0
Creston Detachment	5	5	—	4	5	25.0	126	94	—25.0
Dawson Creek City							58	47	—18.0
Dawson Creek Detachment	2	2	—	2	2	—	68	65	—4.0
Delta Municipality	7	8	14.0	5	7	40.0	163	213	30.0
Duncan City	4	5	25.0	4	5	25.0	124	143	15.0
Duncan Detachment	3	2	—33.0	3	2	—33.0	66	52	—21.0
Enderby Detachment	1	1	—	1	1	—	60	40	—33.0
Esquimalt Municipality							76	49	—35.0
Falkland	1	2	100.0	1	1	—	12	23	91.0
Fernie City	1	1	—	1	1	—	15	25	66.0
Fernie Detachment	1	2	100.0	1	2	100.0	62	50	—19.0
Field	1		—100.0	1		—100.0	22	28	27.0
Fort Nelson	5	6	20.0	5	4	—20.0	97	83	—14.0
Fort St. James Detachment	2		—100.0	2		—100.0	10	17	70.0
Fort St. John	3	6	100.0	3	6	100.0	121	100	—17.0
Fraser Mills							3		—100.0
Freeway Patrol A	2	4	100.0	2	4	100.0	218	196	—10.0
Freeway Patrol B	8	19	137.0	7	12	71.0	240	344	43.0
Freeway Patrol C	17	10	41.0	10	7	—30.0	110	133	20.0
Fruitvale Detachment	2	1	—50.0	1	1	—	39	43	10.0
Ganges Detachment							27	39	44.0
Gibsons Landing Detachment	3	2	—33.0	3	2	—33.0	64	37	—42.0
Gold River		1	100.0		1	100.0	45	26	—42.0
Golden	3	15	400.0	2	9	350.0	94	107	13.0
Grand Forks Detachment	4	7	75.0	4	5	25.0	75	55	—26.0
Haney Municipality	9	5	—44.0	8	5	—37.0	222	261	17.0
Hazelton Detachment	5	2	—60.0	5	2	—60.0	34	45	32.0
Hope Detachment	8	23	187.0	7	16	128.0	176	244	38.0
100 Mile House	9	4	—55.0	6	4	—33.0	86	100	16.0
Houston	1	4	300.0	1	3	200.0	51	44	—13.0
Hudson Hope	1		—100.0	1		—100.0	19	6	—68.0
Invermere Detachment	4	4	—	3	3	—	44	47	6.0
Kamloops City	8	3	—62.0	5	3	—40.0	196	291	48.0

¹ The minimum property-damage limit for reporting accidents changed from \$100 to \$200, July 1, 1970.

the Province for the Calendar Years 1970 and 1971

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage ¹		
1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
38	32	—15.0	225	219	—2.0	142	132	—7.0	91,188.52	177,201.51	94.0
43	29	—32.0	179	148	—17.0	126	105	—16.0	103,554.32	85,827.46	—17.0
4	1	—75.0	39	49	25.0	21	26	23.0	11,059.03	18,473.00	67.0
8	3	—62.0	28	21	—25.0	21	13	—38.0	14,504.59	10,525.00	—27.0
15	4	—73.0	46	26	—43.0	34	23	—32.0	31,245.00	21,142.00	—32.0
2	6	200.0	28	34	21.0	20	21	5.0	13,942.00	15,042.25	7.0
15	14	—6.0	93	80	—13.0	61	57	—6.0	69,023.64	49,117.62	—28.0
43	48	11.0	218	308	41.0	150	211	40.0	241,575.22	316,305.52	30.0
2	1	—50.0	7	3	—57.0	5	2	—40.0	3,475.00	4,750.00	36.0
23	22	—4.0	85	109	28.0	65	80	23.0	221,379.29	86,155.00	—61.0
7	6	—14.0	35	34	—2.0	27	22	—18.0	36,885.00	18,578.90	—49.0
16	16	-----	84	57	—32.0	64	45	—29.0	81,479.38	39,547.00	—51.0
39	44	12.0	153	219	43.0	108	139	28.0	144,187.25	166,976.56	15.0
765	749	—2.0	6,614	6,635	0.3	3,479	3,423	—1.0	2,274,794.99	2,488,683.39	9.0
25	20	—20.0	152	140	—7.0	114	96	—15.0	94,667.40	117,975.89	24.0
53	42	—20.0	253	219	—13.0	182	150	—17.0	152,145.38	130,582.30	—14.0
53	54	1.0	330	306	—7.0	188	184	—2.0	110,229.34	137,043.84	24.0
5	8	60.0	49	43	—12.0	32	30	—6.0	48,320.00	39,798.11	—17.0
39	49	25.0	198	278	40.0	136	181	33.0	99,238.60	143,375.57	44.0
27	21	—22.0	126	102	—19.0	74	69	—6.0	56,510.78	61,843.89	9.0
38	33	—13.0	127	155	22.0	98	111	13.0	110,244.40	203,777.64	84.0
29	34	17.0	164	167	1.0	112	108	—3.0	115,667.20	80,464.90	—30.0
18	16	—11.0	69	95	37.0	57	74	29.0	74,645.00	122,271.50	63.0
44	38	—13.0	330	229	—3.0	198	137	—30.0	128,756.84	85,824.29	—33.0
92	86	—6.0	568	594	4.0	352	374	6.0	252,925.42	247,557.44	—2.0
23	22	—4.0	90	115	27.0	72	90	25.0	106,200.00	111,688.39	5.0
36	38	5.0	160	175	9.0	128	128	-----	136,065.80	169,601.84	24.0
110	161	46.0	714	800	12.0	419	455	8.0	263,537.99	354,969.52	34.0
116	104	—10.0	645	569	—11.0	426	370	—13.0	308,605.58	314,773.35	1.0
38	47	23.0	333	377	13.0	184	200	8.0	132,731.00	147,397.69	11.0
42	42	-----	224	206	—8.0	165	156	—5.0	152,364.11	149,014.57	—2.0
24	18	—25.0	88	110	25.0	69	76	10.0	64,254.25	57,801.87	—10.0
73	50	—31.0	281	282	0.3	202	195	—3.0	189,262.36	196,415.33	3.0
38	31	—18.0	342	257	—24.0	194	139	—28.0	112,716.00	85,649.50	—24.0
45	41	—8.0	173	167	—3.0	126	122	—3.0	283,250.23	204,663.64	—27.0
98	143	45.0	730	883	20.0	437	520	18.0	330,977.11	358,600.78	8.0
73	80	9.0	466	456	—2.0	277	266	—3.0	166,728.51	297,791.31	78.0
42	34	—19.0	170	153	—10.0	114	98	—14.0	90,017.56	77,378.89	—14.0
32	26	—18.0	138	132	—4.0	101	90	—10.0	78,519.15	88,461.72	12.0
60	40	—33.0	378	341	—9.0	214	187	—12.0	100,191.73	118,867.74	18.0
9	12	33.0	58	69	18.0	48	51	6.0	92,365.41	122,824.27	32.0
8	18	125.0	102	139	36.0	55	74	34.0	33,406.23	53,742.49	60.0
31	29	—6.0	188	147	—21.0	131	106	—19.0	171,744.41	110,094.09	—35.0
8	15	87.0	42	55	30.0	28	41	46.0	37,219.00	43,289.01	16.0
61	52	—14.0	363	357	—1.0	269	252	—6.0	420,580.60	457,108.75	6.0
7	13	85.0	72	92	27.0	50	62	24.0	24,987.00	49,043.96	96.0
70	62	—11.0	496	508	2.0	321	322	0.3	423,579.63	362,153.59	—37.0
2	-----	-----	4	4	-----	3	3	-----	1,800.00	2,365.00	31.0
125	126	0.8	684	755	10.0	351	389	10.0	312,024.97	391,429.59	25.0
121	197	62.0	628	1,117	77.0	382	636	66.0	398,317.22	625,857.68	57.0
55	72	30.0	197	219	11.0	141	151	7.0	157,730.31	222,702.79	41.0
21	20	—4.0	88	105	19.0	56	65	16.0	45,052.70	59,591.75	32.0
16	29	81.0	88	108	22.0	61	80	31.0	35,112.37	48,697.50	38.0
46	28	—39.0	137	157	14.0	94	100	6.0	63,484.71	71,928.55	13.0
22	19	—13.0	141	114	—19.0	113	84	—25.0	86,262.00	70,000.04	—18.0
59	57	—3.0	294	351	19.0	208	245	17.0	253,871.76	303,672.97	19.0
45	30	—33.0	197	174	—11.0	148	124	—16.0	127,666.18	113,510.58	—11.0
136	171	25.0	706	902	27.0	421	517	22.0	316,688.25	402,859.55	27.0
21	24	14.0	108	109	0.9	84	86	2.0	72,554.44	78,261.62	7.0
97	128	31.0	598	677	13.0	371	417	12.0	379,832.06	539,079.11	41.0
45	53	17.0	231	326	41.0	174	235	35.0	163,448.30	260,593.38	59.0
33	33	-----	159	167	1.0	119	125	5.0	111,800.28	145,688.20	30.0
9	6	—33.0	26	19	—26.0	20	18	—10.0	26,943.34	17,125.00	—36.0
21	22	4.0	139	125	—10.0	101	83	—17.0	132,296.73	86,321.47	—34.0
136	213	56.0	1,398	1,500	7.0	743	785	5.0	563,314.77	574,304.02	1.0

Statistical Summary of Motor-vehicle Accidents in the

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Kamloops Detachment	14	14	—	10	11	10.0	208	229	10.0
Kaslo Detachment							17	5	—70.0
Kelowna City	1	6	500.0	1	6	500.0	117	137	17.0
Kelowna Detachment	8	7	—12.0	7	6	—14.0	180	163	—9.0
Kelsey Bay							7	3	—57.0
Keremeos	1	4	300.0	1	4	300.0	48	41	—14.0
Kimberley City	1		—100.0	1		—100.0	22	28	27.0
Kimberley Detachment	5	3	—40.0	4	2	—50.0	44	41	—6.0
Kitimat Detachment	1	3	200.0	1	2	100.0	30	17	—43.0
Kitimat Municipality		2	100.0		1	100.0	52	35	—32.0
Ladner							5	3	—40.0
Ladysmith Detachment	7	2	—71.0	3	1	—66.0	56	81	44.0
Lake Cowichan	3	1	—66.0	2	1	—50.0	26	38	46.0
Langley	2	8	300.0	2	6	200.0	204	151	—25.0
Lillooet Detachment	4	2	—50.0	4	2	—50.0	29	30	3.0
Lions Gate Bridge Patrol							35	37	5.0
Lumby Detachment							18	12	—33.0
Lytton Detachment	5	9	80.0	5	6	20.0	55	63	14.0
McBride Detachment	2	1	—50.0	2	1	—50.0	50	30	—40.0
McKenzie	2	12	500.0	2	8	300.0	27	39	44.0
Maillardville	2	5	150.0	2	5	150.0	348	347	—0.2
Masset Detachment		1	100.0		1	100.0	6	2	—66.0
Matsqui Municipality	2	1	—50.0	2	1	—50.0	125	137	9.0
Merritt Detachment	2	3	50.0	2	2	—	64	80	25.0
Mica Creek	2	2	—	2	2	—	16	24	50.0
Midway Detachment	3	3	—	2	2	—	35	26	—25.0
Mission Detachment							57	54	—5.0
Mission Municipality	2	6	200.0	2	4	100.0	77	69	—10.0
Nakusp Detachment	1	2	100.0	1	2	100.0	12	24	100.0
Nanaimo City	2	1	—50.0	2	1	—50.0	127	143	12.0
Nanaimo Detachment	5	6	20.0	4	6	50.0	165	198	20.0
Nelson City							32	26	—18.0
Nelson Detachment	4	4	—	3	4	33.0	47	35	—25.0
New Denver Detachment	1		—100.0	1		—100.0	19	14	—26.0
New Westminster		5	100.0		5	100.0	519	535	3.0
North Vancouver Detachment	2	3	50.0	2	3	50.0	248	198	—20.0
North Vancouver Municipality	3	1	—66.0	3	1	—66.0	258	230	—10.0
Oak Bay Municipality	1		—100.0	1		—100.0	58	54	—6.0
Ocean Falls Detachment		1	100.0		1	100.0	4		—100.0
Oliver	2	5	150.0	2	2	—	48	46	—4.0
Osoyoos	2	1	—50.0	2	1	—50.0	45	53	17.0
Parksville Detachment	4	3	—25.0	4	3	—25.0	84	129	53.0
Pemberton Detachment		1	100.0		1	100.0	35	23	—34.0
Penticton City	2	1	—50.0	2	1	—50.0	125	99	—20.0
Penticton Detachment	5	5	—	5	4	—20.0	46	59	28.0
Port Alberni City	3	3	—	3	3	—	128	147	14.0
Port Alberni Detachment		4	100.0		3	100.0	83	92	10.0
Port Alice Detachment	2		—100.0	1		—100.0	7	8	14.0
Port Coquitlam	1	1	—	1	1	—	116	123	6.0
Port Edward Detachment	1	3	200.0	1	2	100.0	28	19	—32.0
Port Hardy Detachment	1		—100.0	1		—100.0	43	42	—2.0
Port Moody City	2	1	—50.0	2	1	—50.0	58	78	34.0
Powell River Detachment	2	2	—	2	2	—	36	49	36.0
Powell River Municipality	1		—100.0	1		—100.0	69	71	2.0
Prince George City	6	2	—66.0	6	2	—66.0	244	263	7.0
Prince George Detachment	18	18	—	15	15	—	313	302	—3.0
Prince Rupert City	4	1	—75.0	2	1	—50.0	84	59	—29.0
Prince Rupert Detachment	1		—100.0	1		—100.0	8	7	—12.0
Princeton Detachment	5	6	20.0	4	5	25.0	96	107	11.0
Qualicum Detachment		6	100.0		2	100.0	25	18	—28.0
Quesnel Detachment	6	12	100.0	5	12	140.0	132	213	61.0
Queen Charlotte Detachment		1	100.0		1	100.0	16	4	—75.0
Radium Hot Springs	2	1	—50.0	2	1	—50.0	37	26	—29.0
Revelstoke City							10	19	90.0
Revelstoke Detachment	8	5	—37.0	5	5	—	57	82	43.0

¹ The minimum property-damage limit for reporting accidents changed from \$100 to \$200, July 1, 1970.

Province for the Calendar Years 1970 and 1971—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage ¹		
1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
125	135	8.0	677	739	9.0	458	504	10.0	454,947.49	554,950.81	21.0
13	3	-76.0	47	18	-61.0	39	15	-61.0	41,020.00	10,180.00	-75.0
77	100	29.0	693	698	0.7	372	374	0.5	245,802.12	338,739.13	37.0
113	106	-6.0	672	646	-3.0	412	408	-0.9	369,939.43	337,461.00	-8.0
4	2	-50.0	25	2	-92.0	17	2	-88.0	13,089.00	1,600.00	-87.0
20	24	20.0	101	111	9.0	71	83	16.0	73,078.00	87,391.97	19.0
16	21	31.0	142	136	-4.0	85	82	-3.0	49,173.71	62,422.19	26.0
27	23	-14.0	132	100	-24.0	92	76	-17.0	115,977.55	90,152.00	-22.0
17	10	-41.0	90	122	35.0	67	72	7.0	64,067.25	61,320.67	-4.0
42	20	-52.0	263	191	-27.0	149	109	-26.0	107,201.12	133,968.06	24.0
3	3	-----	42	17	-59.0	23	11	-52.0	13,580.44	6,441.00	-52.0
33	45	36.0	170	215	26.0	111	124	11.0	150,770.31	165,117.23	9.0
17	28	64.0	101	146	44.0	69	104	50.0	51,722.00	75,780.23	46.0
143	95	-33.0	737	507	-31.0	446	307	-31.0	297,045.76	242,196.27	-18.0
15	14	-6.0	115	94	-18.0	83	70	-15.0	57,945.48	60,989.35	5.0
23	22	-4.0	163	204	25.0	72	90	25.0	50,586.91	73,004.40	44.0
12	9	-25.0	83	81	-2.0	62	57	-8.0	48,403.71	57,167.62	18.0
31	23	-25.0	111	126	13.0	81	81	-----	122,730.64	160,587.59	30.0
27	20	-25.0	106	80	-24.0	87	70	-19.0	92,706.00	88,935.06	-4.0
18	24	33.0	135	176	30.0	98	114	16.0	128,658.10	139,126.50	8.0
240	235	-2.0	1,471	1,437	-2.0	810	789	-2.0	462,877.28	519,516.55	12.0
4	2	-50.0	24	29	20.0	16	21	31.0	15,955.00	16,150.00	1.0
70	96	37.0	508	527	3.0	308	322	4.0	281,521.79	221,349.67	-21.0
39	52	33.0	250	264	5.0	179	180	0.5	176,709.17	188,407.91	6.0
10	12	20.0	51	69	35.0	40	51	27.0	36,305.00	72,347.76	99.0
28	17	-39.0	98	111	13.0	80	89	11.0	70,912.67	83,259.86	17.0
26	28	7.0	184	134	-27.0	117	87	-25.0	66,720.56	77,594.13	16.0
47	46	-2.0	180	212	17.0	122	135	10.0	80,203.93	83,534.99	4.0
9	17	88.0	64	73	14.0	51	57	11.0	66,066.05	59,997.09	-9.0
87	108	24.0	801	805	0.4	433	424	-2.0	256,314.42	286,151.45	11.0
105	117	11.0	592	684	15.0	364	410	12.0	284,143.26	390,609.94	37.0
17	17	-----	217	195	-11.0	127	112	-11.0	79,991.65	88,828.36	11.0
28	19	-32.0	104	96	-7.0	73	72	-1.0	68,627.75	82,585.81	20.0
11	12	9.0	46	42	-8.0	38	34	-10.0	30,675.00	23,577.00	-23.0
338	393	16.0	2,728	2,857	4.0	1,407	1,451	3.0	854,987.94	1,045,811.31	22.0
175	156	-10.0	1,491	1,295	-13.0	786	662	-15.0	498,347.30	445,746.50	-10.0
177	170	-3.0	1,718	1,451	-15.0	936	791	-15.0	532,288.27	561,844.82	5.0
44	46	4.0	307	261	-14.0	168	149	-11.0	147,749.50	94,043.22	-36.0
4	-----	-100.0	18	18	-----	14	12	-14.0	7,535.00	8,275.00	9.0
31	34	9.0	117	145	23.0	80	98	22.0	147,872.41	80,992.18	-45.0
29	34	17.0	112	136	21.0	87	96	10.0	93,520.11	78,543.11	-16.0
47	82	74.0	251	300	19.0	154	191	24.0	127,322.74	228,529.53	79.0
29	13	-55.0	75	61	-18.0	63	45	-28.0	68,545.89	28,888.07	-57.0
83	63	-24.0	549	478	-12.0	301	259	-13.0	207,662.14	176,957.07	-14.0
23	28	21.0	132	125	-5.0	97	80	-17.0	82,016.70	139,564.00	70.0
88	99	12.0	706	733	3.0	392	395	0.7	247,683.98	269,635.36	8.0
58	60	3.0	277	235	-15.0	200	165	-17.0	204,734.43	143,876.11	-29.0
7	4	-42.0	52	43	-17.0	31	28	-9.0	18,794.50	26,597.06	41.0
84	91	8.0	536	492	-8.0	302	270	-10.0	167,573.77	229,234.55	36.0
18	9	-50.0	111	76	-31.0	79	59	-25.0	151,163.00	74,120.00	-50.0
25	25	-----	144	180	25.0	105	128	21.0	98,794.28	119,316.29	20.0
42	50	19.0	304	349	14.0	167	176	5.0	121,331.17	137,328.96	13.0
27	30	11.0	158	156	-1.0	107	102	-4.0	92,866.15	80,873.78	-12.0
41	40	-2.0	294	201	-31.0	172	122	-29.0	120,586.40	89,241.63	-25.0
149	178	19.0	1,601	1,521	-4.0	844	816	-3.0	548,980.42	711,410.47	29.0
177	169	-4.0	859	839	-2.0	571	551	-3.0	588,362.84	627,126.19	6.0
48	44	-8.0	563	360	-36.0	306	200	-34.0	248,384.70	183,139.85	-26.0
3	5	66.0	11	9	-18.0	9	7	-22.0	13,047.00	4,500.00	-65.0
57	64	12.0	306	345	12.0	222	243	9.0	211,501.17	258,011.10	21.0
16	9	-43.0	72	36	-50.0	49	27	-44.0	35,550.43	37,475.00	5.0
83	124	49.0	593	715	20.0	387	448	15.0	422,759.66	452,120.53	6.0
11	4	-63.0	46	23	-50.0	33	17	-48.0	25,285.00	12,459.00	-50.0
19	14	-26.0	82	88	7.0	66	67	1.0	65,958.58	55,664.65	-15.0
9	12	33.0	126	129	2.0	72	76	5.0	75,077.25	44,186.37	-41.0
32	43	34.0	208	226	8.0	156	174	11.0	196,999.55	213,970.17	8.0

Statistical Summary of Motor-vehicle Accidents in the

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Richmond Municipality	6	11	83.0	6	11	83.0	433	396	—8.0
Rossland Detachment		1	100.0		1	100.0	16	20	25.0
Saanich Municipality	11	6	—45.0	7	6	—14.0	385	392	1.0
Salmo Detachment	3	2	—33.0	2	2	—	27	38	40.0
Salmon Arm City	1	8	700.0	1	8	700.0	61	73	19.0
Salmon Arm Detachment	3	3	—	2	3	50.0	68	49	—27.0
Sechelt Detachment		4	100.0		4	100.0	38	53	39.0
Shawnigan Lake Detachment	4	4	—	3	4	33.0	82	102	24.0
Sicamous Detachment	2	2	—	2	1	—50.0	52	40	—23.0
Sidney	3	4	33.0	3	3	—	72	71	—1.0
Smithers Detachment	2	1	—50.0	2	1	—50.0	89	53	—40.0
Sooke Detachment	2	—	—100.0	2	—	—100.0	61	62	1.0
Sparwood	3	5	66.0	3	5	66.0	44	55	25.0
Spences Bridge Detachment	9	2	—77.0	7	2	—71.0	58	43	—25.0
Squamish Detachment	8	7	—12.0	7	4	—42.0	143	104	—27.0
Stewart Detachment			—			—	8	7	—12.0
Summerland Detachment	1	2	100.0	1	2	100.0	67	74	10.0
Surrey Municipality	25	21	—16.0	22	17	—22.0	1,129	1,121	—0.7
Tahsis	1	2	100.0	1	2	100.0	10	6	—40.0
Telegraph Creek Detachment			—			—	1	4	300.0
Terrace Detachment	5	6	20.0	4	4	—	98	50	—48.0
Terrace Village			—			—	46	42	—8.0
Tofino Detachment		1	100.0		1	100.0	12	13	8.0
Trail City			—			—	50	28	—44.0
Trail Detachment		1	100.0		1	100.0	27	46	70.0
Ucluelet	2	—	—100.0	2	—	—100.0	34	53	55.0
University Detachment			—			—	36	51	41.0
Valemount		2	100.0		2	100.0	40	29	—27.0
Vancouver City	33	34	3.0	30	34	13.0	4,156	3,879	—6.0
Vanderhoof Detachment	3	1	—66.0	3	1	—66.0	52	66	26.0
Vernon City		1	100.0		1	100.0	72	106	47.0
Vernon Detachment	6	13	116.0	5	8	60.0	119	112	—5.0
Victoria City	1	7	600.0	1	7	600.0	684	672	—1.0
Wells Detachment			—			—	5	3	—40.0
West Vancouver Municipality	5	6	20.0	5	5	—	263	268	1.0
White Rock City			—			—	53	44	—16.0
Williams Lake Detachment	10	12	20.0	7	10	42.0	115	175	52.0
Totals, January to November 30, 1970/71	508	591	16.0	429	499	16.0	19,878	19,757	—0.6
Totals, January to December 31, 1970/71	559	636	13.0	471	538	14.0	22,568	22,340	—1.0

¹ The minimum property-damage limit for reporting accidents changed from \$100 to \$200, July 1, 1970.

Province for the Calendar Years 1970 and 1971—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage ¹		
1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease	1970	1971	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
299	287	—4.0	1,897	1,828	—3.0	1,063	1,011	—4.0	577,284.58	742,690.20	28.0
12	13	8.0	71	103	45.0	43	57	32.0	16,661.31	34,752.98	108.0
267	271	1.0	1,761	1,539	—12.0	985	873	—11.0	615,981.81	636,004.62	3.0
23	21	—8.0	107	110	2.0	80	77	—3.0	87,053.42	67,414.25	—22.0
34	39	14.0	183	264	44.0	113	162	43.0	180,924.75	137,490.99	—24.0
35	24	—31.0	141	97	—31.0	91	68	—25.0	113,477.53	109,142.33	—3.0
26	32	23.0	127	166	30.0	91	116	27.0	58,798.06	150,217.27	155.0
46	43	—6.0	181	149	—17.0	128	115	—18.0	114,550.96	113,648.27	—0.7
23	17	—26.0	106	104	—1.0	79	69	—12.0	103,945.00	80,311.85	—22.0
40	39	—2.0	205	155	—24.0	127	105	—17.0	192,960.46	81,713.99	—57.0
50	38	—24.0	194	203	4.0	135	134	—0.7	122,271.53	116,079.79	—5.0
38	39	2.0	145	160	10.0	112	114	1.0	90,756.17	78,433.41	—13.0
26	30	15.0	105	183	74.0	72	127	76.0	100,666.00	128,890.99	28.0
27	24	—11.0	110	91	—17.0	77	65	—15.0	174,288.44	98,766.14	—43.0
87	72	—17.0	468	384	—17.0	345	275	—20.0	271,253.37	270,042.94	—0.4
6	5	—16.0	20	32	60.0	13	22	69.0	12,175.00	15,450.00	26.0
40	37	—7.0	174	197	13.0	116	131	12.0	100,153.60	128,782.48	28.0
694	707	1.0	4,089	4,008	—1.0	2,247	2,163	—3.0	1,606,577.86	1,747,353.45	8.0
-----	4	100.0	3	14	366.0	2	10	400.0	900.00	10,950.00	1,116.0
1	3	200.0	4	8	100.0	3	7	133.0	3,350.00	16,400.00	389.0
47	35	—25.0	279	222	—20.0	202	141	—30.0	179,720.49	161,151.02	—10.0
36	32	—11.0	301	262	—12.0	174	144	—17.0	105,173.24	122,718.66	16.0
7	9	28.0	30	26	—13.0	24	22	—8.0	16,159.00	15,224.00	—5.0
33	21	—36.0	260	204	—21.0	149	109	—26.0	97,565.98	73,347.54	—24.0
20	24	20.0	81	99	22.0	60	71	18.0	41,197.43	70,352.05	70.0
16	37	131.0	78	79	1.0	61	64	4.0	63,154.50	59,219.89	—6.0
30	37	23.0	369	316	—14.0	203	174	—14.0	88,995.94	113,292.42	27.0
25	17	—32.0	75	70	—6.0	62	58	—6.0	173,102.05	81,467.65	—52.0
3,002	2,839	—5.0	26,901	24,128	—10.0	14,849	13,174	—11.0	8,182,834.61	8,359,828.53	2.0
33	36	9.0	231	200	—13.0	162	137	—15.0	199,924.17	133,988.83	—32.0
50	72	44.0	445	494	11.0	241	273	13.0	131,866.77	185,522.35	40.0
68	57	—16.0	304	281	—7.0	209	195	—6.0	191,866.42	227,712.08	18.0
471	500	6.0	3,026	2,563	—15.0	1,639	1,396	—14.0	943,283.00	825,761.79	—12.0
3	3	-----	18	14	—22.0	14	11	—21.0	14,065.00	16,820.00	19.0
164	199	21.0	1,817	1,744	—4.0	986	949	—3.0	643,977.77	691,667.43	7.0
38	32	—15.0	241	246	2.0	136	133	—2.0	95,903.56	95,295.80	—0.6
66	97	46.0	478	625	30.0	320	420	31.0	324,397.39	527,141.04	62.0
12,851	13,072	1.0	91,043	87,927	—3.0	52,914	50,569	—4.0	38,535,115.64	40,940,632.19	6.0
14,653	14,806	1.0	104,272	103,525	—0.7	60,778	59,745	—1.0	44,467,327.60	47,438,491.01	6.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1971

PERSONS INJURED																		
1. TYPE OF ACCIDENT	Total Acci- dents Reported	Total for Same Period Last Year	Total Injured	Male	Female	Age-groups							Age Not Stated	Total Injured for Same Period Last Year				
						0-4	5-14	15-19	20-29	30-39	40-49	50-64			65 and Over			
Collision with—	43,054	43,235	13,819	6,983	6,836	343	935	2,070	4,110	2,147	1,731	1,791	692	13,655				
1. Another vehicle	6,135	6,569	3,246	2,161	1,085	48	180	921	1,033	380	303	276	105	3,667				
2. Non-collision accident	6,581	7,163	2,221	1,498	723	39	96	693	701	251	187	180	74	2,368				
3. Fixed object	1,470	1,494	1,440	812	628	94	457	165	185	109	107	167	156	1,515				
4. Pedestrian	706	461	707	559	148	6	435	181	52	9	5	5	14	468				
5. Bicycle	881	881	108	66	42	3	7	22	36	21	6	8	5	110				
6. Animal	826	881	108	66	42	3	16	427	266	21	9	4	2	706				
7. Motor-cycle	820	777	746	653	93	1	16	4	3	2	2	5	1	49				
8. Railroad train	106	109	25	22	3	—	4	3	8	1	1	1	2	30				
9. Miscellaneous	47	89	28	16	12	2	16	2	3	1	1	1	2	49				
Totals	59,745	60,778	22,340	12,770	9,570	536	2,146	4,484	6,394	2,941	2,351	2,437	1,051	22,568				
PERSONS KILLED																		
TYPE OF ACCIDENT	Total Killed	Male	Fe- male	Age-groups							Total Killed for Same Period Last Year	Totals for Year to Date			Totals for Same Period Last Year			
				0-4	5-14	15-19	20-29	30-39	40-49	50-64		65 and Over	Acci- dents	Injured	Killed	Acci- dents	Injured	Killed
Collision with—	206	123	83	4	6	29	53	22	26	35	31	199	43,054	13,819	206	43,235	13,655	
1. Another vehicle	161	116	45	2	5	30	52	22	17	21	12	132	6,135	3,246	161	6,569	3,667	
2. Non-collision accident	112	93	19	—	4	26	41	12	8	20	1	99	6,581	3,246	112	7,163	2,368	
3. Fixed object	103	76	27	4	21	9	14	2	12	17	24	98	1,470	1,440	103	1,494	1,515	
4. Pedestrian	17	13	4	—	10	4	1	—	—	1	1	7	706	707	17	461	468	
5. Bicycle	1	1	—	—	—	—	—	—	—	—	—	—	826	108	1	881	881	
6. Animal	1	1	—	—	—	—	—	—	—	—	—	—	820	746	—	820	777	
7. Motor-cycle	22	19	3	—	1	14	6	—	—	1	—	15	820	746	22	777	706	
8. Railroad train	11	7	4	—	—	1	3	—	3	1	3	7	106	25	11	109	106	
9. Miscellaneous	3	2	1	1	2	—	—	—	—	—	—	2	47	28	3	89	47	
Totals	636	450	186	11	49	114	170	58	66	96	72	559	59,745	22,340	636	60,778	22,568	
														559				

*Statistical Summary of Motor-vehicle Accidents in the Province for
the Year 1971—Continued*

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	2,014	37	517	1,460
1 to 2 a.m.	1,890	28	523	1,339
2 to 3 a.m.	1,370	18	379	973
3 to 4 a.m.	737	9	223	505
4 to 5 a.m.	498	5	124	369
5 to 6 a.m.	410	11	110	289
6 to 7 a.m.	794	7	163	624
7 to 8 a.m.	2,270	14	474	1,782
8 to 9 a.m.	2,568	14	582	1,972
9 to 10 a.m.	2,020	14	430	1,576
10 to 11 a.m.	2,267	14	475	1,778
11 to 12 m.	2,580	14	591	1,975
12 to 1 p.m.	2,563	23	617	1,923
1 to 2 p.m.	3,087	15	714	2,358
2 to 3 p.m.	3,753	18	902	2,833
3 to 4 p.m.	4,618	29	1,199	3,390
4 to 5 p.m.	5,654	34	1,424	4,196
5 to 6 p.m.	4,328	32	1,109	3,187
6 to 7 p.m.	3,010	34	783	2,193
7 to 8 p.m.	3,175	38	848	2,289
8 to 9 p.m.	2,749	34	780	1,935
9 to 10 p.m.	2,596	34	650	1,912
10 to 11 p.m.	2,390	40	585	1,765
11 to 12 p.m.	2,396	22	602	1,772
Not stated	8	—	2	6
Totals	59,745	538	14,806	44,401

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	7,287	90	2,043	5,154
2. Monday	7,651	62	1,833	5,756
3. Tuesday	7,679	61	1,856	5,762
4. Wednesday	7,672	62	1,813	5,797
5. Thursday	8,423	72	1,976	6,375
6. Friday	10,880	83	2,575	8,222
7. Saturday	10,145	108	2,710	7,327
8. Not stated	8	—	—	8
Totals	59,745	538	14,806	44,401

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	90,580	566	21,265	68,749
2. Truck	10,960	143	2,610	8,207
3. Bus	323	9	96	218
4. Taxi	354	2	96	256
5. "Drive Yourself"	191	1	30	160
6. Motor-cycle	1,043	30	810	203
7. School bus	35	2	9	24
8. Ambulance	15	—	4	11
9. Not stated	24	2	7	15
Totals	103,525	755	24,927	77,843

*Statistical Summary of Motor-vehicle Accidents in the Province for
the Year 1971—Continued*

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing.....	68	3	12	53
2. Automatic signal.....	15	2	2	11
3. Guarded crossing—man on duty.....	4	—	—	4
4. Gates not down.....	1	—	—	1
5. Driver disregarded signal.....	4	1	—	3
6. Signal not given.....	12	—	2	10
7. Not stated.....	2	—	1	1
Totals.....	106	6	17	83

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision.....	23,291	167	5,527	17,597
2. Head-on collision or head-on side-swipe.....	9,453	215	2,859	6,379
3. Rear-end collision.....	15,254	18	3,926	11,310
4. Backed into other vehicle.....	2,460	1	133	2,326
5. Side-swiped other vehicle going same direction.....	3,249	7	354	2,888
6. Not stated.....	6,038	130	2,007	3,901
Totals.....	59,745	538	14,806	44,401

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male.....	75,978	641	19,085	56,252
2. Female.....	19,062	101	5,111	13,850
3. Not stated.....	8,485	13	731	7,741
Totals.....	103,525	755	24,927	77,843

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years.....	17,046	139	4,664	12,243
2. 21 to 24 years.....	14,109	114	3,684	10,311
3. 25 to 30 years.....	15,149	128	3,802	11,219
4. 31 to 40 years.....	17,457	108	4,399	12,950
5. 41 to 50 years.....	14,658	114	3,557	10,987
6. 51 to 60 years.....	10,381	78	2,497	7,806
7. 61 to 64 years.....	3,018	21	727	2,270
8. 65 to 69 years.....	1,574	25	433	1,116
9. 70 years and over.....	1,697	17	450	1,230

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months.....	2,281	28	633	1,620
2. 3 to 6 months.....	1,156	11	285	860
3. 6 to 12 months.....	2,108	8	584	1,516
4. 1 to 4 years.....	18,704	141	5,073	13,490
5. 5 years and over.....	70,793	554	17,625	52,614
6. Not stated.....	8,483	13	727	7,743

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal.....	92,183	647	23,143	68,393
2. Extreme fatigue.....	492	8	186	298
3. Physical defect.....	97	5	42	50
4. Confused by traffic.....	154	2	36	116
5. Ability impaired.....	2,153	81	761	1,311
6. Not known.....	1,361	4	51	1,306
7. Not stated.....	7,085	8	708	6,369

*Statistical Summary of Motor-vehicle Accidents in the Province for
the Year 1971—Continued*

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in B.C.....	89,301	649	22,582	66,070
2. Unlicensed.....	1,374	23	462	889
3. Nonresident.....	4,380	71	1,159	3,150
4. Not stated.....	8,470	12	724	7,734

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving.....	35,903	258	9,306	26,339
2. Driving off roadway.....	4,996	140	1,289	3,567
3. Did not have right-of-way.....	12,518	47	2,992	9,479
4. Car standing in roadway (not parked).....	8,467	18	2,540	5,909
5. Following too close.....	8,630	7	2,225	6,398
6. On wrong side of road.....	4,106	80	938	3,088
7. Failing to signal.....	339	3	61	275
8. Through street—did not stop.....	1,518	11	457	1,050
9. Passing at intersection.....	358	4	73	281
10. Exceeding speed limit.....	1,733	33	438	1,262
11. Careless driving.....	14,523	124	3,574	10,825
12. Cutting in.....	1,174	1	139	1,034
13. Car ran away.....	520	1	26	493
14. Passing on curve or hill.....	131	8	24	99
15. Passing on wrong side.....	117	1	27	89
16. Hit and run.....	1,609	7	107	1,495
17. Railroad—did not stop.....	48	6	8	34
18. Cutting left corner.....	253	—	43	210
19. Parked legally.....	6,509	6	635	5,868
20. Driving through school-zone.....	18	—	10	8
21. Driving through safety-zone.....	8	—	6	2
Totals.....	103,478	755	24,918	77,805

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present.....	42,961	451	10,359	32,151
2. Police officer.....	110	—	29	81
3. Automatic traffic signal.....	8,052	21	2,194	5,837
4. Stop signs.....	6,341	27	1,562	4,752
5. Warning signs, slow signs, etc.....	2,281	39	662	1,580
Totals.....	59,745	538	14,806	44,401

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known.....	19	3	16
2. Crossing at intersection—no signal.....	243	11	232
3. In street, not at intersection.....	309	25	284
4. Coming from behind parked or moving vehicle.....	225	12	213
5. Crossing at intersection with signal.....	111	2	109
6. Crossing street diagonally, not at intersection.....	112	4	108
7. Walking on or along highway.....	154	28	126
8. Playing in street.....	61	2	59
9. Crossing at intersection against signal.....	54	—	54
10. Not on roadway.....	19	4	15
11. Getting on or off another vehicle.....	20	—	20
12. Riding or hitching on vehicle.....	12	—	12
13. Working on car or roadway.....	34	2	32
14. Crossing intersection diagonally.....	9	—	9
15. In pedestrian crosswalk.....	137	10	127
16. Standing on safety-isle.....	4	—	4
Totals.....	1,523	103	1,420

*Statistical Summary of Motor-vehicle Accidents in the Province for
the Year 1971—Continued*

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal	1,419	85	1,334
2. Had physical defect	7	—	7
3. Confused by traffic	23	2	21
4. Ability impaired	59	13	46
5. Not known	2	1	1
6. Not stated	13	2	11
Totals	1,523	103	1,420

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	10,002	214	9,788
2. Drivers	9,733	267	9,466
3. Pedestrians	1,523	103	1,420
4. Bicyclists	711	17	694
5. Motor-cycle drivers	791	27	764
6. Others (persons in horse-drawn vehicles, etc.)	21	2	19
7. Motor-cycle passengers	192	6	186
8. Not stated	3	—	3
Totals	22,976	636	22,340

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	8,653	—	8,653
2. Fractured skull	286	184	102
3. Fractured spine	120	54	66
4. Other fractures	2,171	32	2,139
5. Other injuries (sprains, dislocations, etc.)	4,195	5	4,190
6. Internal injuries	585	304	281
7. Concussion of brain	245	—	245
8. Severe general shock with bruises and cuts	6,584	1	6,583
9. Cuts by glass (only)	64	—	64
10. Drowned	45	44	1
11. Burned	17	7	10
12. Asphyxiated	5	5	—
13. Not stated	6	—	6
Totals	22,976	636	22,340

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	36,158	258	8,878	27,022
2. Darkness	15,525	229	3,897	11,399
3. Artificial light—good	3,556	19	879	2,658
4. Dusk or semi-darkness	3,307	20	817	2,470
5. Artificial light—poor	1,141	12	322	807
6. Not stated	58	—	13	45
Totals	59,745	538	14,806	44,401

14. PROPERTY DAMAGE—Amount of property damage for period covered by this report, \$47,438,491.01; amount for same period last year, \$44,467,327.60.

*Statistical Summary of Motor-vehicle Accidents in the Province for
the Year 1971—Continued*

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	99,409	727	23,926	74,756
2. No chains (slippery road)	1,834	—	322	1,512
3. Brakes defective	765	7	241	517
4. Steering mechanism defective	251	2	78	171
5. Head-lights dim	103	5	33	65
6. Puncture or blow-out	419	2	131	286
7. Head-lights out (both)	63	1	27	35
8. Tail-light out or obscured	53	—	11	42
9. Glaring head-lights	7	—	5	2
10. Head-light out (one light)	65	2	16	47
11. Other defects	524	9	127	388
12. Not stated	32	—	10	22
Totals	103,525	755	24,927	77,843

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	51,853	514	13,671	37,668
2. Turning left	11,945	57	2,867	9,021
3. Turning right	5,336	31	1,021	4,284
4. Slowing down or stopping	7,347	21	2,175	5,151
5. Backing (not to or from curb)	2,122	3	142	1,977
6. Skidding	8,427	66	1,780	6,581
7. Leaving curb (including backing)	872	—	78	794
8. Making U-turn	164	1	32	131
9. Overtaking	715	16	186	513
10. Stopping (not at curb or off paved strip)	4,960	7	1,508	3,445
11. Overtaking on right side	286	1	66	219
12. Overtaking on left side	1,027	19	245	763
13. Avoiding object or pedestrian	1,909	12	506	1,391
14. Not stated	6,562	7	650	5,905
Totals	103,525	755	24,927	77,843

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	30,015	356	8,172	21,487
2. Wet surface	16,760	124	4,289	12,347
3. Icy surface	6,177	29	1,109	5,039
4. Loose sand or gravel	1,493	12	405	1,076
5. Snowy surface	5,147	17	802	4,328
6. Muddy surface	148	—	27	121
7. Not stated	5	—	2	3
Totals	59,745	538	14,806	44,401

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	58,738	514	14,550	43,674
2. Defect in roadway	242	13	67	162
3. Obstruction in road	244	3	50	191
4. Road under repair	354	5	97	252
5. Obstruction not marked or lighted	143	3	35	105
6. Other	21	—	7	14
7. Not stated	3	—	—	3
Totals	59,745	538	14,806	44,401

*Statistical Summary of Motor-vehicle Accidents in the Province for
the Year 1971—Continued*

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt.....	56,373	494	14,125	41,754
2. Gravel.....	2,681	36	534	2,111
3. Concrete.....	284	2	72	210
4. Earth.....	268	5	51	212
5. Brick or cobble.....	37	—	8	29
6. Other.....	100	1	16	83
7. Not stated.....	2	—	—	2
Totals.....	59,745	538	14,806	44,401

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear.....	32,309	347	8,345	23,617
2. Rain.....	12,616	76	3,153	9,387
3. Cloudy.....	7,708	85	2,054	5,569
4. Fog or mist.....	791	3	211	577
5. Snow.....	6,143	27	999	5,117
6. Smoke or dust.....	173	—	44	129
7. Not stated.....	5	—	—	5
Totals.....	59,745	538	14,806	44,401

Motor-vehicle and motor-cycle licences issued to December 31, 1970 1,024,738

Motor-vehicle and motor-cycle licences issued to December 31, 1971 1,087,992

The minimum property damage limit for reporting accidents changed from \$100 to \$200, July 1, 1970.

CONVICTIONS

The driving records of the Motor-vehicle Branch include an individual record on computer tape of every driver licensed to operate a motor-vehicle in the Province. Access to these records is available by means of the driver's licence number or by means of the name of the driver. The record on computer tape includes all pertinent information regarding the issuance of a driver's licence and any further action which is relevant to a driving history. Forming an important part of this driving record is the record of convictions for driving infractions under the *Criminal Code of Canada*, the *Motor-vehicle Act*, and the *Motor-vehicle Act Regulations*. In our efforts to reduce the accident picture on the highways of this Province, we operate a Driver Improvement Programme based on the information in these driving records.

I would like to take this opportunity to express my appreciation for the high degree of co-operation by the Courts in the providing of conviction reports and related information necessary to deal with the driving records of persons subsequent to Court action.

The following table summarizes the conviction reports under various statutes dealing with highway traffic from 1968 to 1971, inclusive. The convictions for the offence of speeding continue to increase, indicating thorough and complete traffic surveillance by the enforcement agencies throughout the Province.

Convictions Under Motor-vehicle Act and Criminal Code of Canada, 1968-71

Offences	1968	1969	1970	1971
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192 (as amended 1971) (new sec. 203)	12	6	7	7
Criminal negligence in operation of motor-vehicle, sec. 221 (1) (new sec. 233(1))	49	29	46	28
Failing to stop after accident, sec. 221 (2) (new sec. 233 (2))	1,038	1,142	858	867
Dangerous driving, sec. 221 (4) (new sec. 233 (4))	599	661	604	519
Driving motor-vehicle while intoxicated, sec. 222	156	153	—	—
Driving while ability impaired (as amended 1969), sec. 222 (new sec. 234)	—	329	5,832	6,311
Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223	5,919	6,840	—	—
Breath sample not provided (as amended 1969), sec. 223 (2) (new sec. 235)	—	42	319	894
Driving with more than 80 mgs. of alcohol in blood (as amended 1969), sec. 224 (new sec. 236)	—	324	4,920	6,878
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3) (new sec. 238)	1,570	1,688	1,141	1,230
	9,343	11,214	13,727	16,734
Under Motor-vehicle Act—				
Failing to obtain or display motor-vehicle licence or permits as required, secs. 3-10, 57	2,120	2,920	2,653	3,613
Failing to notify <i>re</i> change of address, secs. 11, 18 (11)	240	326	302	341
Failing to report change in motor-vehicle, sec. 12	1	1	4	4
Failing to transfer motor-vehicle, etc., sec. 14	171	217	152	147
Failing to register as a tourist, sec. 17	55	48	49	40
Driving without obtaining driver's licence, sec. 18 (1, 2)	3,791	4,183	3,392	3,806
Driving without subsisting motor-vehicle liability policy, sec. 18 (2a)	—	—	3,141	3,840
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6-8)	3,876	4,330	901	947
Driving without having driver's licence in possession at time, sec. 19	1,095	1,787	—	—
Driving without having driver's licence and liability card in possession at time, sec. 19 (as amended 1970)	—	—	4,399	6,759
Driving while right to obtain licence is under suspension, sec. 20	208	176	33	42
Driving as a chauffeur without chauffeur's licence or permit, secs. 21-23, 25, 27, 28	364	421	305	231
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34	35	32	22	35
Operating with D plates without salesman's licence or permit, secs. 36-39	29	27	30	25
Improper disposition of licence-plate, dismantled vehicle, sec. 45	6	8	7	2
Failing to report accident, etc., sec. 54	426	505	341	230
Making false statement, permitting another to use licence, etc., sec. 55	90	85	70	51
Using licence belonging to another, refusing to show licence, etc., sec. 56	266	340	281	264
Failing to stop on request of police or state proper name, sec. 58	54	77	62	62
Altering number-plates and using fictitious plates, sec. 59	24	—	15	8
Responsibility of owner when not driver, sec. 67	14	—	2	1
Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69	278	321	183	171
Failing to surrender licence on suspension, sec. 99	—	—	4	2
Producing invalid financial liability card, etc., sec. 102	5	1	—	—
Improper operation of emergency vehicle, sec. 123	4	—	—	—
Failing to obey emergency instructions of a peace officer, sec. 124	20	24	12	14
Failing to obey traffic-control signal legend, secs. 127, 128, 152	19,288	26,388	7,046	1,735
Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136	12	7	5	4
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137	102	349	163	27
Careless driving, secs. 138, 139	5,353	4,218	1,247	501
Exceeding maximum speed limit, sec. 140	81,150	100,288	26,920	9,926
Exceeding speed limit passing schools and playgrounds, sec. 141	3,772	3,124	791	225
Exceeding speed limit overtaking stopped school bus, sec. 142	170	123	25	23
Failure to drive on the right, sec. 143	535	673	162	121
Infractions of "lane" driving, secs. 144-146	4,359	4,573	1,174	520
Leaving highway other than at intersections, sec. 147	3	5	—	—
Infractions of "passing," secs. 148-151, 153, 154	3,328	3,256	868	373
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162	3,736	4,102	1,017	266
Failure to yield right-of-way, secs. 163-167	3,733	3,308	858	251
Not exercising due care <i>re</i> pedestrians, secs. 168-172	1,670	2,395	616	114
Failure to stop at railroad crossing, secs. 174-176	233	258	48	5
Failure to stop at intersections, sec. 177	7,643	6,109	1,512	423
Illegal stopping or parking, secs. 178-181	2,944	3,137	2,120	1,809
Leaving vehicle improperly parked, sec. 182	1,178	1,131	457	399
Illegal parking on private property, sec. 183	13	2	—	—
Backing vehicle illegally, sec. 184	1,047	1,265	238	67
Operating motor-cycle with more than one person, sec. 185	28	28	6	4

*Convictions Under Motor-vehicle Act and Criminal Code of Canada, 1968-71—
Continued*

Offences	1968	1969	1970	1971
<i>Under Motor-vehicle Act—Continued</i>				
Requirements of safe driving on highway, secs. 186, 187	53	62	9	12
Fire-vehicle safety, secs. 189, 190	29	42	6	4
Driving on sidewalk, sec. 191	83	119	46	7
Opening door requirements, sec. 194	33	46	11	12
Illegal depositing of articles on highway, sec. 195	251	297	235	196
Transporting explosives, sec. 196	10	—	—	13
Failing to carry adequate safety equipment, secs. 197, 198	246	228	308	417
Motor-vehicle not properly equipped, sec. 205	1,071	1,576	1,365	1,216
Motor-vehicle not equipped with safety belts, sec. 206	2	2	—	—
Riding motor-cycle without safety helmet, sec. 207	537	440	484	412
Miscellaneous	13	27	29	24
	155,797	183,407	64,126	39,741
<i>Under Motor-vehicle Act Regulations</i>	10,919	13,828	8,483	6,571
<i>Summary—</i>				
<i>Criminal Code of Canada</i>	9,343	11,214	13,727	16,734
<i>Motor-vehicle Act</i>	155,797	183,407	64,126	39,741
<i>Motor-vehicle Act Regulations</i>	10,919	13,828	8,483	6,571
Vancouver City by-laws	806	147	—	—
Traffic violation reports	2,420	21,436	161,663	188,370
Notices of juvenile offence	10,123	14,958	14,994	12,695
Total of all infractions in British Columbia	189,408	244,990	262,993	264,111
Infractions from out of Province	6,495	5,123	5,791	4,676
Grand totals	195,903	250,113	268,784	268,787

Traffic Violation Reports, 1969-71

	1969	1970	1971
<i>Under Motor-vehicle Act—</i>			
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6-8)	44	—	—
Failing to obey emergency instructions of a peace officer, sec. 124	3	19	21
Failing to obey traffic-control signal legend, secs. 127, 128, 152	2,765	22,099	27,787
Failing to obey special signs <i>re</i> highway construction, secs. 134, 135, 137	35	563	450
Careless driving, secs. 138, 139	1,921	5,766	5,848
Exceeding maximum speed limit, sec. 140	10,566	93,205	106,110
Exceeding speed limit passing schools and playgrounds, sec. 141	429	5,711	5,103
Exceeding speed limit overtaking stopped school bus, sec. 142	40	162	146
Failure to drive on the right, sec. 143	112	801	1,156
Infractions of "lane" driving, secs. 144-146	828	3,748	4,806
Leaving highway other than at intersections, sec. 147	13	—	—
Infractions of "passing," secs. 148-151, 153, 154	775	3,186	4,594
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162	463	3,501	4,387
Failure to yield right-of-way, secs. 163-167	762	3,387	4,135
Not exercising due care <i>re</i> pedestrians, secs. 168-172	122	1,395	1,661
Failure to stop at railroad crossing, secs. 174-176	7	223	254
Failure to stop at intersections, sec. 177	1,143	7,328	8,085
Leaving vehicle improperly parked, sec. 182	57	499	1,589
Backing vehicle illegally, sec. 184	235	1,038	1,164
Operating motor-cycle with more than one person, sec. 185	6	14	10
Requirements of safe driving on highway, secs. 186, 187	5	97	100
Fire-vehicle safety, secs. 189, 190	11	29	36
Driving on sidewalk, sec. 191	4	57	64
Opening door requirements, sec. 194	5	24	41
Riding motor-cycle without safety helmet, sec. 207	9	—	—
Miscellaneous infractions	23	2	32
	20,383	152,854	177,579
<i>Under Motor-vehicle Act Regulations</i>	1,053	8,809	10,791

Notice of Juvenile Offence, 1969-71

	1969	1970	1971
Under Motor-vehicle Act—			
Driving without obtaining driver's licence, sec. 18 (1, 2)	1,612	1,516	683
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6-8)	2,106	197	72
Driving without having driver's licence and liability card in possession at time, sec. 19		241	221
Failing to obey traffic-control signal legend, secs. 127, 128, 152	518	998	1,020
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137	5	17	19
Careless driving, secs. 138, 139	1,115	1,119	885
Exceeding maximum speed limit, sec. 140	4,165	5,570	5,489
Exceeding speed limit passing schools and playgrounds, sec. 141	159	369	309
Exceeding speed limit overtaking stopped school bus, sec. 142	8	13	12
Failure to drive on the right, sec. 143	59	84	89
Infractions of "lane" driving, secs. 144-146	266	278	275
Infractions of "passing," secs. 148-151, 153, 154	335	356	387
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162	187	213	174
Failure to yield right-of-way, secs. 163-167	290	325	311
Not exercising due care <i>re</i> pedestrians, secs. 168-172	63	76	65
Failure to stop at railroad crossing, secs. 174-176	8	12	14
Failure to stop at intersections, sec. 177	522	671	596
Backing vehicle illegally, sec. 184	83	94	94
Miscellaneous	3,457	2,845	1,980
	14,958	14,994	12,695

*Driver Licence Suspension Under Roadside Suspension Law
(Driving After Consuming Alcohol), 1971*

	Number
Delta	191
Esquimalt	79
Matsqui	48
New Westminster	249
Oak Bay	45
RCMP detachments	5,548
Vancouver	2,279
Victoria	325
West Vancouver	123
Total	8,887

Suspension of Drivers' Licences by Court Orders and Recommendations, 1971

	Months									Years					Total		
	1	2	3	4	5	6	8	9	1	1½	2	3	4	5			
Death by criminal negligence—Accident.....	4	2													2	1	11
Injury by criminal negligence—Accident.....																	1
Criminal negligence—																	
Accident.....	1		1			1											7
No accident.....	3	4	2			6											22
Failing to remain at scene of accident.....	134	74	85	28	1	64	1	12	30	6	7	7					448
Dangerous driving—																	
Accident.....	9	7	17	7	2	13		7	18	2	12	8					102
No accident.....	32	33	49	25	1	57	2	9	38	12	13	8					279
Driving while ability impaired—																	
Accident.....	176	72	193	37	5	111	10	23	43	10	23	9					712
No accident.....	1,759	524	949	271	35	608	13	92	269	54	104	49					4,727
Breath sample not provided—																	
Accident.....	7	7	4			3		1	1	2							25
No accident.....	91	35	33	8		13		1	12	3	4	3					203
Driving with more than 80 mgs. of alcohol in blood—																	
Accident.....	316	103	168	32	1	50	5	9	28	3	6	5					726
No accident.....	2,448	756	978	134	7	391	16	31	140	24	29	4					4,958
Driving while under suspension—																	
Accident.....	1	2	4			4			5	3	2						21
No accident.....	45	18	28	4	1	44	1	3	29	10	8	6					197
Conviction and judgment outside the Province.....	22	10	13	10	10	16	10	5	2								98
Driving without due care and attention.....	8	2	5	1		4			2	1							23
Exceeding speed limit.....	19					1											20
Notices of juvenile offence.....	25	19	37	16	1	47	2	5	36	7	6	1					203
Miscellaneous.....	529	54	37	18		15		5	10	11	6						685
Totals.....	5,629	1,722	2,603	591	64	1,448	60	203	663	148	228	105	1	3			13,468

3. DRIVING

(a) DRIVER IMPROVEMENT PROGRAMME

The Driver Improvement Programme continued to operate effectively during 1971. A considerable number of drivers availed themselves of the opportunity of improving their driving habits by registering for and completing courses in defensive driving. Accumulated demerit point totals provided the information whereby a total of 10,103 drivers were notified that their licences would be suspended for a period of 30 days unless they completed a Defensive Driving Course. The response was very encouraging and a large percentage of those persons who were given this option registered for the course.

Warning letters were forwarded to 29,969 drivers whose demerit-point total reached six and these letters included a recommendation that they take Defensive Driving, resulting in many persons registering for the course.

Accumulated demerit-point totals also resulted in the suspension of licences from two weeks to three years.

As provided under Part II of the *Motor-Vehicle Act*, driver's licences of persons who failed to satisfy a final judgment or on whose behalf payments of money were made by the Traffic Victims' Indemnity Fund as a result of an agreement or judgment against the driver, were suspended in 544 instances during 1971.

Continued progress was made in 1971 to control drivers who became hazardous on the highways as a result of the use of alcohol or drugs. The services of various offices and organizations such as Alcoholics Anonymous and the Alcoholism Foundation of British Columbia were utilized to their fullest extent, and their co-operation was outstanding.

Summary of Action Taken Under Driver Improvement Programme, 1971

	Age (Years)										Total
	16-17	18-20	21-24	25-30	31-40	41-50	51-60	61-64	65-69	70 and Over	
Warning letters.....	—	—	—	—	—	—	—	—	—	—	29,969
Advisory letters.....	—	—	—	—	—	—	—	—	—	—	12,355
Notices of intent to suspend—											
Male.....	233	2,069	2,374	1,649	1,196	700	300	57	31	14	8,623
Female.....	1	18	23	25	27	14	8	3	1	1	121
Interviews and hearings.....	—	—	—	—	—	—	—	—	—	—	4,941
Result of notices to suspend, interviews, and submissions—											
Licences suspended.....	291	2,480	2,868	2,134	1,557	856	391	68	53	142	10,840
Male.....	290	2,457	2,781	2,074	1,505	826	379	57	49	121	10,539
Female.....	1	23	87	60	52	30	12	11	4	21	301
Previously suspended.....	35	633	964	687	526	280	119	9	12	10	3,275
Previously warned.....	32	570	1,005	656	411	144	48	11	3	2	2,882
Previously on probation.....	6	64	135	90	59	38	6	—	1	1	400
Driver's licence placed on probation—											
Male.....	18	262	316	241	148	91	34	5	3	1	1,119*
Female.....	—	3	8	8	4	3	—	—	—	—	26

Impaired, 13,555; total infractions received, 268,787; special restriction, 2,013; juvenile offences, 12,695.

*Notices of Juvenile Offences (N.O.J.O. Programme),
January to December 1971*

Total number of offences committed to date (includes Court actions)	13,041
Total number of Notices of Juvenile Offence (N.O.J.O.)	12,695
Total number of advisory letters forwarded to parents	12,355
Notices of Intent to Suspend	234
Suspensions under N.O.J.O. (sec. 86)	291
Appeals (resolved and placed on probation)	18

Statistics of driving-record searches for the past three years are as follows:
1969, 137,133; 1970, 202,292; 1971, 212,564.

The 1971 statistics of the Driver Improvement Programme are as follows:

Warning Letters, Etc., January to December 1971

Warning letters	29,969
Notices of intent to suspend	8,744
Interviews and hearings	4,941
Results of notices to suspend, interviews, and submissions—	
Licences suspended	10,840
Licences placed on probation	1,145

(b) EXAMINATION OF DRIVERS

During 1971, the Drivers' Examination Division examined a total of 145,882 drivers. Original licence examinations totalled 119,575.

September 1, 1971, was the conversion date to the classified driver licence programme. The principle of the classified licence concept is to categorize drivers according to their demonstrated ability to drive. Drivers of heavy vehicles must take special qualifying tests and meet medical standards to obtain licences to drive vehicles in any of several categories.

With the advent of the classified driver licence, the previous programme of chauffeur licensing was terminated. The chauffeur licence was based on the premise of a person driving a vehicle in the course of his employment. Strict examinations had long been given to drivers of buses and taxis, but no qualifying test was required of a driver of a truck, no matter how large the vehicle.

The classified licence now requires the qualification of a driver according to the type of vehicle he drives. A voluntary bus driver must be just as qualified as a school-bus or transit-bus driver. The person who rents a large truck or tractor-trailer for his personal use must be just as qualified as the man who drives one of these vehicles in earning his living.

All 98,579 chauffeurs licensed to August 31, 1971, were classified into the categories 1 to 5. In achieving this objective, many certifications were received from employers who gave the Motor-vehicle Branch undertaking that named employees were presently driving competently the type of equipment for which they were applying for a classified licence. In all instances of drivers of class 1 vehicles (tractor-trailers), medical reports were necessary before the licence could be confirmed. Some 44,373 drivers were examined throughout the Province by drivers' examiners in tests to qualify for appropriate licence classification.

Drivers of air-brake-equipped vehicles needed special endorsements on their licences to indicate qualification. Additionally, much effort was directed by the

Drivers' Examination Division to encourage vocational institutes, technical school, and adult education programmes to provide training facilities for vehicle drivers desiring to obtain training for the use and care of vehicle air-brake systems.

Motor-cycle road tests continue to receive a great deal of attention. More meaningful tests have been devised and are in continual use. The new tests are more demanding and require greater demonstration of driving skills. More improvements must come in motor-cycle examinations, but there are considerable limitations in developing tests because of lack of facilities in all but a few areas of the Province.

The teaching of motor-cycle riding is a problem which is going to need development. The British Columbia Safety Council is in the early stages of providing this type of training, and its progress will be closely observed.

The licensing and control of commercial-driver training school and driver-school operators and instructors is a responsibility of the Drivers' Examination Division. The schools teaching methods and other details are under regular surveillance.

At the end of the 1971 licence-year, licences were in effect for 67 driver-training schools, managed by 61 licensed driver-school operators. In addition, 108 persons held a licence as a driver-school instructor.

Licensing requirements involve vision tests, medical examinations, written tests, and teaching assessment tests. The written and teaching tests were designed with the help of the Standards and Research Branch of the Department of Education, in the interest of determining if applicants for the licences have teaching ability. The long-range planning, besides upgrading the level of driver training available to the public, is to encourage suitable persons into this expanding field. Hopefully, these qualified schools will be a nucleus of a network of driver-training schools to form an important part in what will ultimately be facilities to train driver-licence applicants when the compulsory pre-licence training is required by the *Motor-vehicle Act*.

Driver-training schools are required to post a \$500 security bond, which is available if there is proof of misrepresentation or improper practice in the conduct of the business.

(c) MOTOR-VEHICLE INSPECTION

During 1971 the compulsory programme of motor-vehicle inspection was continued in the Victoria area, the Delta-Richmond area, and the Vancouver-North Shore area. These areas are served by inspection stations in Victoria, Richmond, and Vancouver, with a total of nine inspection lanes.

In October 1971 the Burnaby Inspection Station at 4705 Wayburne Drive, Burnaby, commenced operation. This station is comprised of four inspection lanes. The station is manned by 34 Inspectors and four clerks plus eight Inspectors and two cashiers who work on a part-time basis. The Burnaby Inspection Station will serve the City of New Westminster, City of Port Coquitlam, City of Port Moody, District of Burnaby, and the District of Coquitlam.

Notices requiring the owner to present his motor-vehicle for inspection were mailed to 226,296 owners during 1971, of whom 62,826 required a second notice. Notification of suspension were given to 35,067 owners.

The following is a summary of vehicles inspected:

Summary of Vehicle Inspection, January 1, 1971, to December 31, 1971

	Inspected and Approved					Reinspected and Approved					Free Approved					Approved This Period
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger.....	71,417	42,691	10,585	3,660	128,353	38,034	43,206	17,099	5,071	103,410	1,215	682	190	291	2,378	234,141
Commercial.....	11,882	4,385	1,155	943	18,365	7,058	4,847	2,108	1,711	15,724	240	93	34	73	440	34,529
Motor-cycle.....	1,850	251	30	30	2,161	389	105	30	32	556	60	11	2	275	348	3,065
Trailer.....	862	189	69	93	1,213	300	79	27	31	437	6,038	1,480	544	409	8,471	10,121
Totals.....	86,011	47,516	11,839	4,726	150,092	45,781	48,237	19,264	6,845	120,127	7,553	2,266	770	1,048	11,637	281,856
	Inspected and Rejected					Reinspected and Rejected					Free Rejected					Rejected This Period
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger.....	45,203	49,062	22,251	6,890	123,406	4,520	6,474	3,841	1,307	16,142	118	106	61	16	301	139,849
Commercial.....	8,136	5,895	2,647	2,528	19,206	938	872	616	386	2,812	52	43	11	-----	106	22,124
Motor-cycle.....	688	174	28	35	925	50	-----	-----	10	60	16	-----	1	-----	17	1,002
Trailer.....	329	123	19	25	496	39	28	-----	8	75	1,836	542	199	86	2,663	3,234
Totals.....	54,356	55,254	24,945	9,478	144,033	5,547	7,374	4,457	1,711	19,089	2,022	691	272	102	3,087	166,209
Per cent.....	38.7	53.7	67.8	66.7	48.9	10.8	13.2	18.7	20.2	13.7	21.1	23.3	26.1	8.8	20.9	37.0
Presented for inspection.....	140,367	102,770	36,784	14,204	294,125	51,328	55,611	23,721	8,556	139,216	9,575	2,957	1,042	1,150	14,724	448,065

Vehicle Age Code: Age 1, 1968 and after; Age 2, 1963 to 1967; Age 3, 1958 to 1962; Age 4, 1957 and prior.

During the inspection of motor-vehicles it was found that 166,209 did not meet the standards and were rejected. The total number of defects found were 336,175 or 2.02 for each rejected vehicle.

The following are the causes for rejection:

Causes of Rejection, 1971

Code	Age 1	Age 2	Age 3	Age 4	Total
1. Motor-vehicle licence.....	605	677	300	148	1,730
2. Number-plates.....	922	1,275	894	479	3,570
3. Plate-lamp.....	5,512	7,961	3,822	1,495	18,790
4. Tail-lamps.....	2,340	4,206	3,159	1,137	10,842
5. Stop-lamps.....	3,345	5,756	3,597	1,441	14,139
6. Turn-signals.....	3,244	6,828	4,801	1,712	16,585
7. Reflectors.....	733	678	438	245	2,094
8. Horn.....	1,136	1,960	1,097	518	4,711
9. Windshield-wipers.....	831	2,686	2,218	986	6,721
10. Left window-raiser.....	213	317	508	215	1,253
11. Doors, body, hood.....	318	813	1,633	885	3,649
12. Bumper, mudflaps.....	580	528	728	330	2,166
13. Headlamps.....	42,805	36,835	16,603	5,221	101,464
14. Identification lamps.....	861	703	498	266	2,328
15. Spot-lamps.....	31	38	16	22	107
16. Fog-lamps.....	508	436	270	233	1,447
17. Auxiliary lamps.....	720	567	264	155	1,706
18. Wheel alignment.....	2,479	4,259	2,063	963	9,764
19. Steering mechanism.....	3,745	10,254	7,118	3,533	24,650
20. Tires, wheels.....	6,500	10,593	5,550	3,078	25,721
21. Fuel system.....	62	356	243	148	809
22. Exhaust, muffler.....	6,175	11,108	6,555	3,731	27,569
23. Service brakes.....	5,495	6,310	4,064	2,144	18,013
24. Pedal reserve.....	879	3,101	1,943	1,117	7,040
25. Brake connections.....	744	2,529	1,090	1,172	5,535
26. Air or vacuum.....	262	318	157	105	842
27. Tell-tale.....	46	39	44	33	162
28. Parking-brake.....	1,587	3,127	2,515	1,340	8,569
29. Visibility.....	2,131	3,043	2,220	1,061	8,455
30. Driver seat-belts.....	227	531	377	245	1,380
31. Miscellaneous.....	1,619	1,365	882	498	4,364

Vehicle Age Code: Age 1, 1968 and after; Age 2, 1963 to 1967; Age 3, 1958 to 1962; Age 4, 1957 and prior.

A total of 16 Authorized Fleet Inspection Stations have been established. Two of these stations inspect all types of vehicles and 14 are authorized for regular trailers only. A total of 2,080 vehicles were inspected and approved at these stations.

4. CENTRAL REGISTRY

The Superintendent of Motor-vehicles is also known as the Registrar General and is responsible for the operation of the Central Registry. Documents are recorded and searched under the *Bills of Sale Act*, *Conditional Sales Act*, *Assignment of Book Accounts Act*, and *Mechanics' Lien Act*. Documents are also filed and searched in connection with the *Companies Act* when the chattels refer to vehicles.

The Central Registry accepted for registration a total of 286,298 documents during the 1971 calendar year for an increase of 30,359 when compared with the 1970 calendar year. The Data Processing Centre of the Department of Industrial Development, Trade, and Commerce was required to key-punch 439,324 "lien cards" for an increase of 51,598 over the previous year. Many documents accepted for registration now include more than one vehicle, or a vehicle(s) plus other goods or chattels.

The demand for search information has also shown a similar increase and these requests for search information are received at the counter, by mail, telephone,

teletype, telex, and TWX. In 1971 the value of search fees amounted to \$182,407.75, an increase of \$25,146.25 over the 1970 calendar year.

The Central Registry accounted for \$366,252, an increase of \$21,326 over the 1970 calendar year, through handling of accounts for requests for drivers' abstracts. These fees were deducted from the various search fee accounts maintained by the Central Registry (approximately 1,900 accounts). Search fee accounts may also be used to obtain driver-licence and motor-vehicle information as well as the regular lien-searching conducted by the Central Registry.

The total revenue accounted for by the Central Registry in 1971 was \$1,336,459, an increase of \$125,418.75 over the previous year.

A statistical comparison with the 1970 calendar year follows, providing a detailed report of the various activities of the Central Registry:

STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1971,
TO YEAR 1970

January 1 to December 31

Documents filed under—	1970	1971
<i>Conditional Sales Act</i>	72,978	69,560
<i>Bills of Sale Act</i>	145,181	172,338
<i>Mechanics' Lien Act</i>	23,731	29,630
<i>Assignment of Book Accounts Act</i>	503	701
<i>Companies Act</i>	273	348
Late Order Filing documents under <i>Con-</i> <i>ditional Sales Act</i>	2,868	2,306
Late Order Filing documents under <i>Bills</i> <i>of Sale Act</i>	5,900	6,269
Documents discharged under—		
<i>Conditional Sales Act</i>	1,480	1,572
<i>Bills of Sale Act</i>	1,592	1,869
<i>Mechanics' Lien Act</i>	1,316	1,554
<i>Assignment of Book Accounts Act</i>	28	37
<i>Companies Act</i>	89	114
Total documents accepted	<u>255,939</u>	<u>286,298</u>
Total value of—	\$	\$
Documents accepted	706,553.00	785,125.00
Search fees	157,261.50	182,407.75
Photographic copies	2,299.75	2,674.25
Total revenue	<u>866,114.25</u>	<u>970,207.00</u>
Lien cards key-punched by Data Processing Centre re document registration—		
Serial number cards	235,153	277,799
Alphabetical cards	152,573	161,525
Total number of lien cards	<u>387,726</u>	<u>439,324</u>

5. SCHOOL BUSES

Control over the use and operation of school buses engaged in the transportation of students to and from schools in the Province is the responsibility of the Superintendent of Motor-vehicles. The control extends to the setting of minimum standards for the construction and maintenance of school buses and provides for periodic inspection of school buses. This inspection is carried out on behalf of the Superintendent by mechanical inspectors of the Royal Canadian Mounted Police, the Motor Carrier Branch of the Public Utilities Commission, and senior Motor-vehicle Inspectors of the Branch. Motor-vehicle Inspectors at the four Inspection Stations operated by the Branch are appointed Mechanical Inspectors for the inspection of school buses. School buses in the Victoria area and Greater Vancouver area are inspected at an Inspection Station in the area or by an Inspector from a station. It is also necessary that evidence of satisfactory insurance coverage, in accordance with the carrying capacity of each school bus, be supplied to the Superintendent.

In 1971 the number of permits issued for vehicles to be used as school buses was 1,002 renewal permits and 128 permits for new vehicles for a total of 1,130, as compared to the 1970 figure of 1,151. Of these permits issued, 55 were cancelled as the result of the lapse of insurance coverage or of poor mechanical condition. In 1971, school buses were involved in 57 accidents, of which 37 resulted in property damage only; 26 students and 19 persons other than students were injured in 20 injury accidents. There was one fatal accident involving a school bus where two persons other than students were killed in the year 1971.

6. PERMITS FOR FLASHING RED AND AMBER LIGHTS, SIRENS, AND THEFT ALARMS

The Superintendent may, under the provisions of the Motor-vehicle Act Regulations, issue permits to allow a vehicle to be equipped with a flashing lamp. The regulations specify that certain emergency vehicles, tow cars, and pilot cars may be equipped without obtaining a permit. The permits are required for vehicles such as public utility vehicles which must stop on a highway to repair power or telephone lines. In each case the permit is issued where a hazard exists and only with the approval of the local enforcement agency.

In 1971, 79 permits for flashing amber lamps and 51 permits for flashing red lamps were issued. In addition, 29 permits were issued to allow the installation of sirens on vehicles. These vehicles were usually ambulances or the personal vehicle of the chief of a volunteer fire department in a small community.

Two permits were issued for the installation of a theft alarm in a vehicle.

One permit was issued to allow police vehicles to install a device which would cause their headlamps to flash white light.

7. STAFF

Staff in the Motor-vehicle Branch increased during the calendar year due to the opening of the new Burnaby Motor-vehicle Building in October 1971. This additional facility required the establishment of 53 new permanent positions to handle motor-vehicle issuance, driver examinations, and motor-vehicle inspections. One permanent position was transferred from our complement to that of the Central Microfilm Bureau in the Provincial Secretary's Department.

These transactions resulted in a net increase of 52 permanent positions totalling 382 for the year 1971 over 330 in 1970. We had 55 temporary continuous positions

in our staff; however, five positions were outstanding due to the requisitions not being filled as of December 31, 1971.

During the months of January and February, our licence renewal period, our own staff was very ably assisted by staff from the Liquor Control Board. We received assistance from 75 members of the Liquor Control Board for varying periods of time and we wish to express our gratitude to the Chairman of the Liquor Control Board and its members for their assistance. It would be impossible for our own Branch staff to adequately serve the public during this heavy renewal period.

Once again it has been necessary for the staff of the Motor-vehicle Branch to give just that little bit more of themselves and of their time in order that service to the public continues to remain high in the esteem of all concerned. The population of British Columbia is ever expanding with new and improved programmes continually being adopted. Consequently, demands upon our staff proportionately increase, and yet those demands are always met with a continued loyalty and dedication. The administrators of the Motor-vehicle Branch are aware of the manner in which the challenges are constantly met and are very appreciative and proud of the Motor-vehicle Branch staff.

CONCLUSION

Details of the scope and work requirements of the Motor-vehicle Branch in 1971 are set out in this Report. In all activities of the Branch there is a continuing trend of increased volumes of activity which the Branch faces in its function of serving the people of this Province. There have been some staff increases in the clerical work force, but these increases are considerably less than the increased volume of work handled. To keep up with the work requirements, it has been necessary to do staff retraining and altering of work routine, resulting in more efficient handling methods. In some areas of the activities of the Branch, under-staffing is becoming evident and it will be necessary in the next few years to bolster these work areas with additional personnel if the public is to be adequately serviced. A great deal of attention continues to be placed by the Branch in work activities dealing with problem drivers. This is a very time-consuming programme, but it is important that it be carried on and expanded because it offers the only realistic approach and hope in improving the highway traffic problem.

This Branch continues to enjoy the co-operation of many persons and organizations throughout the Province, and without this help it would be most difficult to carry out our work. The members of your Department are extremely helpful and willing to assist us in the many problems that we jointly face. In concluding this Report, I want to pass on my appreciation to the Courts and enforcement agencies throughout the Province with whom we work every day and without whose valuable assistance it would be extremely difficult to meet our many obligations.

Respectfully submitted,

RAYMOND A. HADFIELD

Superintendent of Motor-vehicles

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1972