

PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT
of the
MOTOR-VEHICLE
BRANCH

FOR THE YEAR
1970



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in right of the Province of British Columbia.

1972

DEPARTMENT OF THE ARMY
BUREAU OF MILITARY ENGINEERING

ANNUAL REPORT

MOTOR-VEHICLE
BRANCH

FOR THE YEAR

1917



Published by the Government Printing Office, Washington, D. C., 1918.

*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 1970.

LESLIE RAYMOND PETERSON,
Attorney-General.

*Attorney-General's Department,
Victoria, British Columbia, November 1971.*

and the Honorable J. R. Nicholson, P. O. Box 11, D. C.

Very truly yours,

The undersigned has the honor to present the Annual Report of the Branch for the year 1927.

WILLIAM P. ALMOND, PETERSON,

Branch-Manager.

Branch-Manager's Report for the year 1927.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1970

*The Honourable L. R. Peterson, Q.C., LL.D., Ed.D., F.R.S.A.,
Attorney-General, Victoria, British Columbia.*

SIR: I have the honour to submit the Annual Report of the Motor-vehicle Branch for 1970. The Report deals with the activities in which the Branch was involved during 1970 and provides an accounting for the various aspects of licence issuance for the 1970 licence-year which ended on February 28, 1971.

Increases in a number of vehicle registrations were evident in 1970. Motor-vehicle registrations, which include motor-cycles, reached a total of 1,041,585, an increase of 3.2 per cent over the previous licence-year. Trailer registrations of all types reached a total of 129,864, which is an increase of 13.5 per cent over the 1969 registrations. The number of licensed drivers increased to 1,233,949, up 6.8 per cent over the 1969 total.

This Report includes a section dealing with motor-vehicle accidents and sets up a number of tables in statistical form dealing with the information gathered from accident reports. A total of 559 traffic fatalities was recorded in 1970, which is a 3.1 per cent increase from the 1969 total of 542. Deaths per 100 million miles travelled on British Columbia highways amounted to 6.70 in 1970, compared to 6.39 in 1969. The number of accidents reported during 1970 was 60,778, a considerable decrease from the total of 70,624 reported in 1969, due in part to the change in the property-damage accident-reporting level on July 1, 1970, from the previous minimum of \$100 to \$200, and adopted by all Canadian provinces in 1970.

Included also are tables of offences against the *Criminal Code of Canada* and the *Motor-vehicle Act* dealing with the operation of motor-vehicles, plus information as to the activities of the Driver Improvement Programme of the Branch, designed to deal with persons who have committed offences against the various traffic laws. The Drivers Examination Division conducted a total of 147,585 examinations during 1970, compared with the 1969 total of 136,116.

During 1970, the scope of the Motor-vehicle Inspection Programme of the Provincial Government was expanded to include the Vancouver Motor-vehicle Inspection Station, previously operated by the City of Vancouver. This station is added to the ones in operation in Victoria and in Richmond. This also made possible the expansion of the area of examining vehicles in Vancouver to include the North Shore municipalities and the University Endowment Lands. A station is under construction in Burnaby and, when brought into operation late in 1971, will provide testing facilities to serve the eastern part of the Greater Vancouver region.

A summary is included of the activities of the Central Registry, responsible for the filing of bills of sales, conditional sales, and other documents involving motor-vehicles or other personal chattels. It is interesting to note that while documents filed under the *Conditional Sales Act* decreased in 1969, apparently related to the decrease in new cars sold during that year, the total number of documents filed by the Registry showed a considerable increase over those filed in 1969. The volume of searches made also increased in 1970.

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

1. Licences.
2. Accidents and Convictions.
3. Driving.
 - (a) Safety Responsibility.
 - (b) Examination of Drivers.
 - (c) Driver Improvement Programme.
 - (d) 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 1970 reached the total of 1,019,085, as compared to 988,248 in 1969, an increase of 30,837 (3.12 per cent).

Motor-vehicles and motor-cycles licensed in British Columbia in 1970 reached the total of 1,041,585, as compared to 1,009,153 in 1969, an increase of 32,432 (3.21 per cent).

Passenger-type motor-vehicles licensed in 1970 numbered 811,590, an increase of 21,097 over the 1969 total of 790,493. Commercial-vehicle registrations increased by 9,740. For 1970 the total of commercial vehicles licensed was 207,495. In comparison, the 1969 total for commercial vehicles was 197,755.

The increase in motor-cycle registrations of 1,595 from the 1969 total of 20,905 to the 1970 total of 22,500 (7.63 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 1970 total of 129,864 is an increase of 15,444 over the 114,420 total of 1969. 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 1963 to 1970.

*Comparative Statement of Licences, Permits, Etc., Issued During the
Licence-years 1963 to 1970, Inclusive*

Licences Issued	1963	1964	1965	1966	1967	1968	1969	1970
Motor-vehicles—								
Passenger (new).....	67,659	76,388	94,190	89,427	89,817	94,333	107,504	90,262
Passenger (renewal).....	463,457	495,419	529,552	575,364	612,186	646,646	682,989	721,328
Total passenger.....	531,116	571,807	623,742	664,791	702,003	740,979	790,493	811,590
Commercial (new).....	13,830	16,604	20,367	20,009	20,329	25,171	30,564	26,727
Commercial (renewal).....	112,228	116,969	123,560	133,311	142,885	152,462	167,191	180,768
Total commercial.....	126,058	133,573	143,927	153,320	163,214	177,633	197,755	207,495
Total motor-vehicles.....	657,174	705,380	767,669	818,111	865,217	918,612	988,248	1,019,085
Nonresident touring motor-vehicle permits.....	1,613	1,446	1,212	1,222	1,067	929	590	540
Nonresident special motor-vehicle permits.....	110	111	86	45	34	32	19	10
Nonresident commercial motor-vehicle permits—								
Single trip.....	12,478	13,221	14,250	15,260	13,209	15,690	20,696	21,596
Quarterly permits.....	2,241	2,746	2,228	1,968	1,912	2,408	3,029	3,156
Totals.....	14,719	15,967	16,478	17,228	15,121	18,098	23,725	24,752
Extra-Provincial prorated trucks.....	1,822	2,203	2,072	2,693	2,775	2,713	3,231	3,093
Temporary operation permits—								
Passenger.....	10,076	11,237	12,961	14,076	15,717	17,599	20,260	20,805
Commercial.....	25,429	30,368	36,360	35,995	37,057	42,128	49,665	52,831
Totals.....	35,505	41,605	49,321	50,071	52,774	59,727	69,925	73,636
Transporter—								
Original.....	5	9	17	20	26	27	30	38
Additional.....	63	67	82	88	81	68	87	95
Motor-cycles—								
New.....	1,342	4,209	5,630	4,263	4,063	3,780	5,181	6,083
Renewal.....	3,937	4,803	8,016	11,124	13,166	14,684	15,724	16,417
Totals.....	5,279	9,012	13,376	15,387	17,229	18,464	20,905	22,500
Trailers.....	62,116	66,725	73,152	81,703	91,627	102,068	114,420	129,864
Extra-Provincial prorated trailers.....	3,647	4,042	4,275	5,246	6,743	7,859	8,009	6,640
Motor-dealers—								
Original licences.....	968	1,057	1,105	1,097	1,086	1,140	1,173	1,204
Additional plates.....	884	966	1,097	1,238	1,306	1,332	1,538	1,490
Original motor-cycle dealer licences.....	51	91	124	124	118	120	124	141
Additional motor-cycle dealer licences.....	16	24	31	84	92	85	95	84
Salesmen's licences.....	1,182	1,296	1,404	1,347	1,196	1,191	1,163	1,246
Transfers—								
Passenger.....	284,641	304,487	337,369	337,860	341,859	351,092	383,477	347,879
Commercial.....	44,899	47,618	52,423	54,598	57,193	62,370	71,858	70,522
Motor-cycle.....	3,349	5,312	8,171	9,614	10,872	11,391	13,447	15,334
Trailers.....	4,069	4,489	5,810	7,225	8,654	9,637	12,003	14,337
Total transfers.....	336,958	361,906	403,773	409,297	418,578	434,490	480,785	448,072
Chauffeurs—								
Original Class A.....	5,891	5,910	6,310	7,059	7,065	7,972	8,324	8,714
Original Class B.....	5,320	5,432	5,785	6,435	6,876	7,078	7,768	8,459
Original Class C.....	67,781	72,484	80,977	83,853	83,091	83,323	90,476	91,723
Searches.....	641,992	1,619,395	1,145,251	1,659,586	1,692,128	1,701,655		
Safety responsibility insurance certificates filed.....	14,281	15,563	17,707	13,080	13,459	15,884	12,908	

DRIVERS' LICENCES

Original drivers' licences issued during the 1970 licence-year totalled 78,103, a slight decrease from the 1969 total of 83,613.

Licensed drivers in British Columbia at the end of 1970 totalled 1,233,949, an increase of 78,874 (6.8 per cent) over the 1969 total of 1,155,075. Male drivers comprised 62.3 per cent of the total in the amount of 768,961, leaving the remaining 464,988 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 of Total
16-20 years	1951-1955	64,756	40,161	104,917	8.502
21-24 years	1947-1950	79,404	53,271	132,675	10.751
25-30 years	1941-1946	118,665	80,960	199,625	16.174
31-35 years	1936-1940	82,715	54,864	137,579	11.149
36-40 years	1931-1935	76,745	47,700	124,445	10.079
41-45 years	1926-1930	73,818	45,628	119,446	9.671
46-50 years	1921-1925	66,674	43,633	110,307	8.933
51-55 years	1916-1920	55,641	35,517	91,158	7.396
56-60 years	1911-1915	51,062	28,098	79,160	6.422
61-65 years	1906-1910	39,381	17,596	56,977	4.619
66-69 years	1902-1905	23,805	8,187	31,992	2.595
70-75 years	1896-1901	20,740	6,518	27,258	2.208
76-80 years	1891-1895	9,227	2,068	11,295	0.924
81-85 years	1886-1890	4,722	645	5,367	0.435
86-90 years	1881-1885	1,351	122	1,473	0.119
Over 90 years	1880 and prior	255	20	275	0.023
Toals		768,961	464,988	1,233,949	100.000
Male		768,961			62.319
Female			464,988		37.681

CHAUFFEURS' LICENCES

The comparative statement of licences and permits on the previous page shows the number of licensed chauffeurs in 1970 to be 108,896, an increase of 2,328 over the 1969 total of 106,568. The number of Class A category chauffeurs licensed to drive buses increased to 8,714 from 8,324 in 1969. The Class B category chauffeurs licensed to drive taxis increased to 8,459 from 7,768 in 1969. The Class C category chauffeurs licensed to drive trucks showed an increase in 1970 to 91,723 from the total of 90,476 in 1969.

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 1970 licence-year, 1,204 motor-dealers' licences permitting the sale of motor-vehicles and trailers and 93 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, in 1970, 373 dealers' bonds were filed, of which 201 were original bonds for new motor-dealers and 173 were replacement bonds. There were 366 bonds cancelled during 1970. 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.

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 1970 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	349	975	10,945	12,269	68	364	3,332	3,764	16,033
Alberni	181	639	9,157	9,977	22	304	2,458	2,784	12,761
Ashcroft	78	26	1,367	1,471	11	26	718	755	2,226
Atlin	7	15	54	76	13	19	113	145	221
Burns Lake	76	135	1,233	1,444	43	71	945	1,059	2,503
Chilliwack	597	1,039	14,237	15,873	80	433	4,359	4,872	20,745
Clinton	8	8	422	438	3	3	318	324	762
Cloverdale	934	1,590	28,859	31,383	167	653	7,669	8,489	39,872
Courtenay	664	965	13,998	15,627	83	354	4,309	4,746	20,373
Cranbrook	652	747	7,334	8,733	218	376	3,037	3,631	12,364
Creston	192	255	2,576	3,023	85	105	1,451	1,641	4,664
Dawson Creek	309	527	4,665	5,501	161	431	2,985	3,577	9,078
Duncan	236	696	10,667	11,599	53	261	3,321	3,635	15,234
Fernie	556	291	2,216	3,063	240	228	1,313	1,781	4,844
Fort Nelson	185	58	758	1,001	168	109	732	1,009	2,010
Fort St. John	353	451	4,378	5,182	274	441	3,475	4,190	9,372
Ganges	25	1	1,199	1,225	3	6	420	429	1,654
Golden	255	207	1,806	2,268	110	105	989	1,204	3,472
Grand Forks	51	141	2,362	2,554	31	61	1,181	1,273	3,827
Haney	198	775	9,939	10,912	30	263	2,365	2,658	13,570
Invermere	157	72	1,192	1,421	56	68	785	909	2,330
Kamloops	1,070	1,731	16,314	19,115	330	916	6,549	7,795	26,910
Kaslo	23	9	374	406	14	5	229	248	654
Kelowna	1,092	1,122	16,332	18,546	216	387	4,968	5,571	24,117
Kitimat	178	247	3,584	4,009	24	105	821	950	4,959
Lillooet	22	26	710	758	5	12	442	459	1,217
Merritt	80	108	2,036	2,224	10	102	1,058	1,170	3,394
Mission	56	140	3,921	4,117	24	69	1,305	1,398	5,515
Nanaimo	451	1,380	18,390	20,221	99	439	4,726	5,264	25,485
Nelson	332	651	9,988	10,971	65	218	3,808	4,091	15,062
New Westminster ¹	2,117	5,908	73,199	81,224	243	1,404	11,646	13,293	94,517
North Vancouver	1,146	4,369	35,089	40,604	101	629	3,585	4,315	44,919
Oliver	90	75	2,990	3,155	22	68	1,347	1,437	4,592
Penticton	540	935	10,704	12,179	168	381	3,123	3,672	15,851
Pouce Coupe	53	6	390	449	345	30	427	802	1,251
Powell River	125	312	5,681	6,118	35	110	1,476	1,621	7,739
Prince George	933	2,046	17,107	20,086	240	1,118	7,412	8,770	28,856
Prince Rupert	225	389	4,991	5,605	49	126	1,634	1,809	7,414
Princeton	42	10	996	1,048	7	21	544	572	1,620
Quesnel	161	301	3,849	4,311	79	219	2,374	2,672	6,983
Revelstoke	150	160	2,339	2,649	40	97	1,049	1,186	3,835
Richmond	739	1,438	23,033	25,210	73	310	3,282	3,665	28,875
Rosland	33	38	1,158	1,229	15	10	316	341	1,570
Salmon Arm	320	295	4,360	4,975	169	171	2,114	2,454	7,429
Smithers	114	296	2,950	3,360	62	207	1,804	2,073	5,433
Terrace	125	425	4,043	4,593	29	284	2,238	2,551	7,144
Trail	229	717	6,867	7,813	33	165	1,579	1,777	9,590

¹ New Westminster (includes mail-order issuance to the New Westminster area from Victoria and issuance of 10,700 passenger and 3,190 commercial plates at Port Coquitlam, which accounts through New Westminster; temporary office at Guilford during the rush period is also included): Passenger, 82,656; commercial, 13,644.

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 1970 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	
Vancouver ²	3,883	11,139	108,591	123,613	334	1,904	19,332	21,570	145,183
Vancouver East ²	1,860	8,630	61,545	72,035	289	3,349	11,068	14,706	86,741
Vancouver-Pt. Grey ²	1,202	3,836	43,456	48,494	89	456	2,906	3,451	51,945
Vanderhoof.....	157	50	2,125	2,332	67	41	1,585	1,693	4,025
Vernon.....	458	1,039	11,261	12,758	132	505	4,854	5,491	18,249
Victoria ³	2,635	5,331	88,506	96,472	447	1,922	21,115	23,484	119,956
Williams Lake.....	191	595	5,085	5,871	77	415	3,777	4,269	10,140
Totals.....	26,895	63,367	721,328	811,590	5,851	20,876	180,768	207,495	1,019,085

² Vancouver (includes issuance from Motor Licence offices at 1730 West Georgia Street, 2410 Nanaimo Street, 6237 West Boulevard, 574 Minoru Boulevard, Richmond, 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 5,371 passenger and 1,996 commercial plates issued at Gibsons, Pemberton, Sechelt, and Squamish, who account through Vancouver, has been deducted): Passenger, 269,403; commercial, 41,979.

³ Victoria (does not include mail-order issuance to other areas; does not include 1,500 passenger and 4,750 commercial plates for Provincial Government vehicles that operate throughout British Columbia; issuance of 373 commercial plates to prorated vehicles has been deducted; issuance of 2,160 passenger plates and 1,060 commercial plates 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, 82,402; commercial, 13,748.

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 4.62 per cent to \$38,159,051.45 in the 1970 licence-year. The increase was \$1,685,162.80 over the 1969 total of \$36,473,888.65. Social services tax collections amounted to \$3,404,601.19, as compared to \$3,741,987.57 in 1969. 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 (Richmond and Victoria and Vancouver) collected 66.93 per cent of the total collections, in the amount of \$25,451,309.89. 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 33.07 per cent. These percentages show no appreciable change on the 1969 licence-year figures.

The location of Motor-vehicle Branch offices are listed on the following page, and the 1970 revenue collection at each office is shown:

Motor Licence Offices, With Corresponding Revenue (Alphabetically)

	\$		\$
Abbotsford	581,797.82	Cloverdale	1,375,867.28
Alberni	410,342.34	Courtenay	676,157.41
Ashcroft	86,797.32	Cranbrook	526,418.72
Atlin	53,944.89	Creston	192,005.44
Burns Lake	100,591.80	Dawson Creek	585,660.06
Chilliwack	820,789.41	Duncan	561,101.93
Clinton	36,733.79	Fernie	335,799.25

Motor Licence Offices, With Corresponding Revenue—Continued

(Alphabetically)

	\$		\$
Fort Nelson	148,328.74	Powell River	234,916.82
Fort St. John	599,169.39	Prince George	1,325,381.53
Ganges	50,474.29	Prince Rupert	270,116.95
Golden	419,480.61	Princeton	74,152.53
Grand Forks	159,305.59	Quesnel	349,344.44
Haney	421,299.39	Revelstoke	165,231.95
Invermere	100,140.89	Richmond	959,723.43
Kamloops	1,125,520.62	Rossland	49,136.75
Kaslo	24,580.92	Salmon Arm	297,330.01
Kelowna	903,559.63	Smithers	246,680.34
Kitimat	177,278.94	Terrace	354,930.84
Lillooet	49,510.99	Trail	315,759.65
Merritt	148,011.37	Vancouver	5,851,280.41
Mission	200,222.54	Vancouver East	3,242,315.11
Nanaimo	791,373.18	Vancouver-Point Grey	1,394,068.75
Nelson	571,535.06	Vanderhoof	204,177.03
New Westminster	3,010,758.09	Vernon	679,191.37
North Vancouver	1,202,107.33	Victoria	4,364,140.00
Oliver	153,591.66	Williams Lake	481,370.59
Penticton	506,889.30		
Pouce Coupe	246,656.96	Total	38,159,051.45

Motor Licence Offices, With Corresponding Revenue—Continued

(By Amount)

	\$		\$
Vancouver	5,851,280.41	Haney	421,299.39
Victoria	4,364,140.00	Golden	419,480.61
Vancouver East	3,242,315.11	Alberni	410,342.34
New Westminster	3,010,758.09	Terrace	354,930.84
Vancouver-Point Grey	1,394,068.75	Quesnel	349,344.44
Cloverdale	1,375,867.28	Fernie	335,799.25
Prince George	1,325,381.53	Trail	315,759.65
North Vancouver	1,202,107.33	Salmon Arm	297,330.01
Kamloops	1,125,520.62	Prince Rupert	270,116.95
Richmond	959,723.43	Smithers	246,680.34
Kelowna	903,559.63	Pouce Coupe	246,656.96
Chilliwack	820,789.41	Powell River	234,916.82
Nanaimo	791,373.18	Vanderhoof	204,177.03
Vernon	679,191.37	Mission	200,222.54
Courtenay	676,157.41	Creston	192,005.44
Fort St. John	599,169.39	Kitimat	177,278.94
Dawson Creek	585,660.06	Revelstoke	165,231.94
Abbotsford	581,797.82	Grand Forks	159,305.59
Duncan	561,101.93	Oliver	153,591.66
Cranbrook	526,418.72	Fort Nelson	148,328.74
Nelson	517,535.06	Merritt	148,011.37
Penticton	506,889.30	Burns Lake	100,591.80
Williams Lake	481,370.59	Invermere	100,140.89

Motor Licence Offices, With Corresponding Revenue—Continued

(By Amount)

	\$		\$
Ashcroft	86,797.32	Rossland	49,136.75
Princeton	74,152.53	Clinton	36,733.79
Atlin	53,944.89	Kaslo	24,580.92
Ganges	50,474.29		
Lillooet	49,510.99	Total	38,159,051.45

Recapitulation of Major Motor Licence Offices

(66.93 per cent of total revenue)

	\$
Vancouver	5,851,280.41
Victoria	4,364,140.00
Vancouver East	3,242,315.11
New Westminster	3,010,758.09
Vancouver-Point Grey	1,394,068.75
Cloverdale	1,375,867.28
North Vancouver	1,202,107.33
Kamloops	1,125,520.62
Richmond	959,723.43
Chilliwack	820,789.41
Dawson Creek	585,660.06
Abbotsford	581,797.82
Haney	421,299.39
Trail	315,759.65
Mission	200,222.54
Total	25,451,309.89

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 1970 licence-year:

Type of refund	Number	Amount	
		\$	\$
General Refunds—			
<i>Motor-vehicle Act—</i>			
Passenger	818	11,465.48	
Drivers	205	1,018.00	
Chauffeurs	3	5.00	
<i>Department of Commercial Transport Act—Commercial</i>	373	18,125.00	
	<u>1,399</u>	<u>30,613.48</u>	
Relinquishment Refunds—			
<i>Motor-vehicle Act—</i>			
Passenger	8,751	55,138.14	
Drivers	1,365	3,612.50	
Dealers ¹	32	229.09	
<i>Department of Commercial Transport Act—</i>			
Commercial	1,358	47,231.75	
Farm	58	849.83	
	<u>11,564</u>	<u>107,061.31</u>	
Seasonal Refunds—			
<i>Motor-vehicle Act—Passenger</i>	296	1,780.60	
<i>Department of Commercial Transport Act—</i>			
Commercial	392	15,221.86	
Farm	96	1,908.75	
	<u>784</u>	<u>18,911.21</u>	
Refunds on Transfer—			
<i>Department of Commercial Transport Act—</i>			
Commercial	348	88,152.53	
Farm	36	2,090.00	
	<u>384</u>	<u>90,242.53</u>	
Totals	14,131	246,828.53	

¹ Dealers' licence refunds have been included as relinquishment as they are not a general refund as indicated in previous years.

2. ACCIDENTS AND CONVICTIONS

MOTOR-VEHICLE ACCIDENTS

The following table gives a summary of the accident frequency during the period 1961 to 1970:

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
							\$			
1961.....	589,917	27,203	46.11	12,101	320	5.4	475.08	7.07	272	6.01
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

The number of motor-vehicle accidents shows a considerable decrease this year over 1969. But we believe this can be contributed to the change in the reporting of accidents. As of July 1, 1970, accidents did not have to be reported unless there was property damage in excess of \$200, compared to \$100 prior to this date or, of course, there was personal injury. The number of persons killed increased only slightly to 559 from 542 (3.1 per cent increase).

The 1970 accident picture reveals a total of 60,778 accidents, which is a natural decrease over the 1969 total of 70,624. The number of fatal accidents increased from 467 to 471 (a mere 0.85 per cent). The number of persons injured in 1970 was 22,568, an increase of 33 over the 1969 total of 22,535 (this figure was incorrectly shown as 23,077 in our 1969 Report).

The total property damage resulting from these accidents amounted to \$44,467,-327.60, compared to \$41,406,403.89, an increase of \$3,060,923.71 over 1969 (7.3 per cent).

Due to the change of the requirement in reporting accidents, there are many areas that cannot be properly compared with 1969 statistics. However, many areas remain and there is a significant decrease in the number of accidents per 1,000 vehicles registered. The deaths per 10,000 vehicles registered remain somewhat constant.

Financial Summary of 1960 - which shows in

Particulars	1960	1959	1958	1957	1956
Revenue	1,000,000	950,000	900,000	850,000	800,000
Operating Expenses	(750,000)	(700,000)	(650,000)	(600,000)	(550,000)
Operating Profit	250,000	250,000	250,000	250,000	250,000
Finance Charges	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Income Tax	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)
Profit After Tax	100,000	100,000	100,000	100,000	100,000
Dividends Paid	(80,000)	(80,000)	(80,000)	(80,000)	(80,000)
Retained Earnings	20,000	20,000	20,000	20,000	20,000
Assets	1,000,000	950,000	900,000	850,000	800,000
Liabilities	(800,000)	(750,000)	(700,000)	(650,000)	(600,000)
Equity	200,000	200,000	200,000	200,000	200,000

1. All amounts are in sterling unless otherwise stated.

Statistical Summary of Motor-vehicle Accidents in

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1969	1970	Increase or (-) Decrease	1969	1970	Increase or (-) Decrease	1969	1970	Increase or (-) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford-Sumas	2		-100.0	2		-100.0	52	47	-9.0
Agassiz Detachment	2	4	100.0	2	1	-50.0	73	66	-9.0
Airport Detachment								3	100.0
Alert Bay Detachment							15	9	-40.0
Alexis Creek		1	100.0		1	100.0	13	19	46.0
Armstrong City							7	1	-85.0
Armstrong Detachment	1	3	200.0	1	1		37	19	-48.0
Ashcroft Detachment	3	5	66.0	3	4	33.0	49	71	44.0
Atlin Detachment								1	100.0
Barriere	1	2	100.0	1	2	100.0	17	41	141.0
Bella Coola Detachment		1	100.0		1	100.0		14	100.0
Blue River	2	3	50.0	2	3	50.0	70	29	-58.0
Boston Bar	4	3	-25.0	3	2	-33.0	57	61	7.0
Burnaby Municipality	12	9	-25.0	12	6	-50.0	1,083	1,043	-3.0
Burns Lake Detachment	3	1	-66.0	2	1	-50.0	66	24	-63.0
Campbell River Detachment	1	1		1	1		58	70	20.0
Campbell River Village		1	100.0		1	100.0	66	70	6.0
Cassiar		1	100.0		1	100.0	7	8	14.0
Castlegar Detachment	1	1		1	1		77	63	-18.0
Central Saanich	5		-100.0	4		-100.0	28	46	64.0
Chase Detachment	1	1		1	1		52	59	13.0
Chemainus Detachment	2	3	50.0	2	3	50.0	37	63	70.0
Chetwynd	6	2	-66.0	6	2	-66.0	59	23	-61.0
Chilliwack Township	5	4	-20.0	5	4	-20.0	172	135	-21.0
Chilliwack Municipality		1	100.0		1	100.0	78	74	-5.0
Clearwater		3	100.0		3	100.0	3	28	833.0
Clinton	4	8	100.0	3	7	133.0	25	44	76.0
Colwood Detachment	3	2	-33.0	3	2	-33.0	151	160	5.0
Courtenay Detachment	7	3	-57.0	7	3	-57.0	181	183	1.0
Cranbrook City	1		-100.0	1		-100.0	33	46	39.0
Cranbrook Detachment	4	4		3	4	33.0	57	86	50.0
Crescent Valley Detachment	2	2		2	2		15	41	173.0
Creston Detachment	4	5	25.0	2	4	100.0	96	118	22.0
Dawson Creek City							56	58	3.0
Dawson Creek Detachment	4	2	-50.0	4	2	-50.0	91	55	-39.0
Delta Municipality	1	6	500.0	1	4	300.0	105	143	36.0
Duncan City	2	3	50.0	2	3	50.0	129	114	-11.0
Duncan Detachment	1	2	100.0	1	2	100.0	68	63	-7.0
Enderby Detachment	1	1		1	1		16	60	275.0
Esquimalt Municipality	1		-100.0	1		-100.0	63	68	7.0
Falkland	3	1	-66.0	2	1	-50.0	19	10	-47.0
Fernie City		1	100.0		1	100.0	13	14	7.0
Fernie Detachment	3	1	-66.0	3	1	-66.0	40	46	15.0
Field		1	100.0		1	100.0	13	22	69.0
Fort Nelson	9	5	-44.0	8	5	-37.0	92	94	2.0
Fort St. James Detachment	1	2	100.0	1	2	100.0	15	10	-33.0
Fort St. John	8	3	-62.0	8	3	-62.0	130	112	-13.0
Fraser Mills							3	3	
Freeway Patrol A	5	1	-80.0	5	1	-80.0	231	195	-15.0
Freeway Patrol B	6	5	-16.0	5	5		191	219	14.0
Freeway Patrol C	2	17	750.0	2	10	400.0	129	103	-20.0
Fruitvale Detachment	1	2	100.0	1	1		32	35	9.0
Ganges Detachment	3		-100.0	3		-100.0	18	25	38.0
Gibsons Landing Detachment		3	100.0		3	100.0	44	58	31.0
Gold River	3		-100.0	2		-100.0	23	41	78.0
Golden	3	3		2	2		75	83	10.0
Grand Forks Detachment	3	3		2	3	50.0	51	68	33.0
Haney Municipality	6	9	50.0	6	8	33.0	230	196	-14.0
Hazelton Detachment	2	4	100.0	1	4	300.0	32	23	-28.0
Hope Detachment	6	7	16.0	6	6		235	162	-31.0
Houston	6		-100.0	5		-100.0	65	45	-30.0
Hudson Hope		1	100.0		1	100.0	8	14	75.0
Invermere Detachment	1	4	300.0	1	3	200.0	18	42	133.0
Kamloops City	1	8	700.0	1	5	400.0	167	189	13.0
Kamloops Detachment	11	14	27.0	10	10		227	192	-15.0
Kaslo Detachment							16	16	
Kelowna City	4	1	-75.0	4	1	-75.0	133	108	-18.0

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

the Province for the Calendar Years 1969 and 1970

Injury Accidents			Vehicles Involved			Accidents Reported ¹			Property Damage ¹		
1969	1970	Increase or (-) Decrease	1969	1970	Increase or (-) Decrease	1969	1970	Increase or (-) Decrease	1969	1970	Increase or (-) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
30	33	10.0	286	206	-27.0	176	130	-26.0	133,600.21	91,960.06	-38.0
39	41	5.0	182	164	-9.0	120	116	-3.0	76,861.64	84,929.32	23.0
	3	100.0	7	33	371.0	4	17	325.0	2,486.00	8,859.03	256.0
10	8	-20.0	54	24	-55.0	35	19	-45.0	22,933.24	13,679.59	-40.0
7	12	71.0	49	38	-22.0	35	29	-17.0	30,575.00	22,175.00	-27.0
7	1	-85.0	47	23	-51.0	28	17	-39.0	12,258.73	11,592.00	-5.0
18	14	-22.0	80	84	5.0	57	56	-1.0	53,803.62	64,123.64	19.0
28	37	32.0	213	188	-11.0	152	128	-15.0	154,070.48	219,464.85	42.0
	1	100.0	8	6	-25.0	7	4	-42.0	1,595.38	2,475.00	55.0
13	21	69.0	93	75	-19.0	47	58	23.0	40,132.39	214,429.29	434.0
	7	100.0	28	35	25.0	20	27	35.0	11,660.00	36,885.00	216.0
40	16	-60.0	194	81	-58.0	143	61	-57.0	142,294.41	78,999.38	-44.0
28	36	28.0	169	140	-17.0	108	97	-10.0	104,957.68	129,387.25	23.0
737	694	-5.0	6,860	6,057	-11.0	3,610	3,190	-16.0	1,955,707.41	2,073,101.52	6.0
37	17	-54.0	181	127	-29.0	123	95	-22.0	91,784.40	74,961.62	-18.0
37	46	24.0	246	233	-5.0	169	168	-0.5	116,504.83	141,525.38	21.0
41	48	17.0	371	292	-21.0	212	167	-21.0	109,747.46	94,616.71	-13.0
6	5	-16.0	30	43	43.0	19	29	52.0	19,630.00	46,120.00	134.0
49	36	-26.0	330	174	-47.0	207	120	-42.0	136,184.75	85,941.60	-36.0
14	26	85.0	90	116	28.0	59	68	15.0	53,019.99	51,677.78	-2.0
32	34	6.0	160	118	-26.0	114	90	-21.0	86,452.99	100,344.40	16.0
25	29	16.0	150	147	-2.0	96	99	3.0	64,562.01	108,024.63	67.0
30	16	-46.0	118	62	-47.0	91	52	-42.0	84,664.42	70,045.00	-17.0
114	83	-27.0	673	514	-23.0	384	320	-16.0	209,893.93	228,954.43	9.0
50	41	-18.0	331	300	-9.0	199	178	-10.0	103,035.88	114,839.11	11.0
3	19	533.0	17	80	370.0	10	63	530.0	4,380.75	99,530.00	220.0
13	28	115.0	99	133	34.0	71	104	46.0	57,460.04	111,222.32	93.0
109	96	-11.0	665	660	-0.7	400	384	-4.0	278,135.80	238,216.99	-14.0
115	110	-4.0	786	569	-27.0	490	380	-22.0	307,831.95	275,218.73	-10.0
20	36	80.0	285	303	6.0	154	167	8.0	76,456.25	98,622.35	28.0
35	39	11.0	210	199	-5.0	149	148	-0.6	120,393.82	137,376.92	14.0
12	22	83.0	86	75	-12.0	53	60	13.0	45,453.29	56,119.00	23.0
56	67	19.0	260	263	1.0	178	185	3.0	112,580.38	169,908.36	50.0
39	38	-2.0	415	323	-22.0	226	183	-19.0	130,729.15	107,266.00	-17.0
46	40	-13.0	224	147	-34.0	150	108	-28.0	157,322.85	268,000.23	70.0
75	84	12.0	601	654	8.0	353	391	10.0	203,146.04	298,363.11	46.0
77	66	-14.0	449	433	-3.0	272	257	-5.0	157,586.54	151,947.91	-3.0
42	39	-7.0	200	158	-21.0	123	105	-14.0	97,582.58	84,736.79	-13.0
13	32	146.0	108	134	24.0	72	97	34.0	40,410.62	76,434.15	89.0
46	55	19.0	385	343	-10.0	201	197	-1.0	106,496.18	92,892.87	-12.0
10	7	-30.0	63	53	-15.0	51	43	-15.0	64,240.48	87,315.41	35.0
7	7	-----	91	98	7.0	52	53	1.0	25,792.94	32,156.23	24.0
29	23	-20.0	159	162	1.0	118	112	-5.0	130,881.17	148,499.55	13.0
6	8	33.0	54	39	-27.0	39	25	-35.0	36,470.00	35,244.00	-3.0
53	58	9.0	363	338	-6.0	253	250	-1.0	419,193.35	377,128.98	-10.0
12	7	-41.0	61	66	8.0	41	45	9.0	31,079.48	22,237.00	-28.0
80	62	-22.0	609	447	-26.0	381	288	-24.0	383,644.08	380,349.03	-0.8
2	2	-----	11	4	-63.0	6	3	-50.0	3,365.00	1,800.00	-46.0
126	110	-12.0	692	624	-9.0	364	319	-12.0	320,757.27	286,552.97	-10.0
110	111	0.9	545	564	3.0	360	342	-5.0	337,708.44	368,526.61	9.0
62	49	-20.0	234	170	-27.0	162	123	-24.0	165,575.94	139,386.48	-15.0
22	18	-18.0	112	76	-32.0	74	48	-35.0	44,454.58	40,480.60	-8.0
10	14	40.0	66	79	19.0	49	55	12.0	26,332.95	32,932.37	25.0
29	40	37.0	137	125	-8.0	90	86	-4.0	56,209.24	57,009.71	1.0
19	20	5.0	92	130	41.0	68	103	51.0	42,551.00	78,312.00	84.0
39	53	35.0	298	262	-12.0	184	183	-0.5	156,405.37	212,375.76	35.0
30	41	36.0	175	181	3.0	122	135	10.0	75,577.14	115,671.95	53.0
143	119	-16.0	827	637	-22.0	469	377	-19.0	316,327.10	293,896.25	-7.0
20	15	-25.0	93	94	1.0	73	72	-1.0	83,411.66	54,154.44	-35.0
104	90	-13.0	573	541	-5.0	348	334	-4.0	365,354.32	341,222.75	-6.0
33	31	-6.0	142	137	-3.0	105	102	-2.0	112,150.00	97,975.28	-12.0
3	7	133.0	15	18	20.0	12	16	33.0	4,654.23	18,962.34	307.0
14	19	35.0	125	131	4.0	82	95	15.0	61,782.52	105,221.73	70.0
108	129	19.0	1,146	1,315	14.0	605	697	15.0	374,717.92	529,500.06	41.0
125	117	-6.0	647	610	-5.0	420	411	-2.0	343,426.32	417,224.49	21.0
11	12	9.0	63	46	-26.0	43	38	-11.0	27,072.57	36,220.00	33.0
83	70	-15.0	766	648	-15.0	410	348	-15.0	257,800.39	217,902.02	-15.0

Statistical Summary of Motor-vehicle Accidents in the

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1969	1970	Increase or (-) Decrease	1969	1970	Increase or (-) Decrease	1969	1970	Increase or (-) Decrease
			Per Cent			Per Cent			Per Cent
Kelowna Detachment	7	5	-28.0	4	5	25.0	127	155	22.0
Kelsey Bay	2		-100.0	2		-100.0	107	7	-93.0
Keremeos	2	1	-50.0	2	1	-50.0	38	42	10.0
Kimberley City	1	1	100.0		1	100.0	26	18	-30.0
Kimberley Detachment	1	5	400.0	1	4	300.0	27	40	48.0
Kitimat Detachment		1	100.0		1	100.0	36	27	-25.0
Kitimat Municipality							61	50	-18.0
Ladner							7	5	-28.0
Ladysmith Detachment	2	7	250.0	2	3	50.0	44	55	25.0
Lake Cowichan		2	100.0		1	100.0	23	22	-4.0
Langley	3	2	-33.0	3	2	-33.0	67	187	179.0
Lillooet Detachment	3	4	33.0	3	4	33.0	35	24	-31.0
Lions Gate Bridge							45	27	-40.0
Lumby Detachment	1		-100.0	1		-100.0	29	16	-44.0
Lytton Detachment	7	5	-28.0	4	5	25.0	52	53	1.0
Mackenzie	6	1	-83.0	5	1	-80.0	36	21	-41.0
McBride Detachment	1	1		1	1		42	39	-7.0
Maillardville	2	2		2	2		270	323	19.0
Masset Detachment							17	5	-70.0
Matsqui Municipality	2	2		2	2		85	111	30.0
Merritt Detachment	4	2	-50.0	4	2	-50.0	56	57	1.0
Mica Creek	3	1	-66.0	3	1	-66.0	7	16	128.0
Midway Detachment		3	100.0		2	100.0	34	33	-2.0
Mission Detachment							39	49	25.0
Mission Municipality	1	2	100.0	1	2	100.0	38	72	89.0
Nakusp Detachment		1	100.0		1	100.0	19	11	-42.0
Nanaimo City		1	100.0		1	100.0	122	118	-3.0
Nanaimo Detachment	4	3	-25.0	3	3		175	153	-12.0
Nelson City							29	27	-6.0
Nelson Detachment	3	4	33.0	3	3		66	42	-36.0
New Denver Detachment	1	1		1	1		11	19	72.0
New Westminster	3		-100.0	3		-100.0	414	466	12.0
North Vancouver Detachment	5	2	-60.0	5	2	-60.0	224	220	-1.0
North Vancouver Municipality		3	100.0		3	100.0	205	236	15.0
Oak Bay Municipality		1	100.0		1	100.0	53	48	-9.0
Ocean Falls Detachment							7	4	-42.0
Oliver	5	2	-60.0	4	2	-50.0	36	39	8.0
100 Mile House	6	9	50.0	4	6	50.0	118	74	-37.0
Osoyoos	3	1	-66.0	2	1	-50.0	23	40	73.0
Parksville Detachment	9	3	-66.0	5	3	-40.0	79	70	-11.0
Pemberton Detachment	1		-100.0	1		-100.0	26	33	26.0
Penticton City		2	100.0		2	100.0	124	117	-5.0
Penticton Detachment	3	4	33.0	2	4	100.0	33	44	33.0
Port Alberni City	1	2	100.0	1	2	100.0	95	121	27.0
Port Alberni Detachment	9		-100.0	5		-100.0	90	71	-21.0
Port Alice Detachment		2	100.0		1	100.0	8	7	-12.0
Port Coquitlam	2	1	-50.0	1	1		127	106	-16.0
Port Edward Detachment	1	1		1	1		49	28	-42.0
Port Hardy Detachment		1	100.0		1	100.0	34	39	14.0
Port Moody City		2	100.0		2	100.0	54	55	1.0
Powell River Detachment	2	2		2	2		41	32	-21.0
Powell River Municipality	1	1		1	1		40	57	42.0
Prince George City	2	6	200.0	2	6	200.0	204	216	5.0
Prince George Detachment	14	18	28.0	9	15	66.0	253	284	12.0
Prince Rupert City	1	4	300.0	1	2	100.0	63	72	14.0
Prince Rupert Detachment		1	100.0		1	100.0	5	8	60.0
Princeton Detachment	7	5	-28.0	5	4	-20.0	158	82	-48.0
Qualicum Detachment	1		-100.0	1		-100.0	55	24	-56.0
Quesnel Detachment	9	5	-44.0	7	4	-42.0	150	116	-22.0
Queen Charlotte Detachment							5	16	220.0
Radium Hot Springs	1	2	100.0	1	2	100.0	31	34	9.0
Revelstoke City							17	9	-47.0
Revelstoke Detachment	7	8	14.0	6	5	-16.0	64	55	-14.0
Richmond Municipality	3	6	100.0	3	6	100.0	366	394	7.0
Rossland Detachment							13	15	15.0
Saanich Municipality	4	10	150.0	4	6	50.0	370	349	-5.0

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

Province for the Calendar Years 1969 and 1970—Continued

Injury Accidents			Vehicles Involved			Accidents Reported ¹			Property Damage ¹		
1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
79	100	26.0	535	608	13.0	332	369	11.0	241,614.48	315,950.43	30.0
68	4	-94.0	446	23	-94.0	266	16	-93.0	173,547.88	11,589.00	-93.0
21	17	-19.0	113	90	-20.0	81	63	-22.0	69,875.94	69,043.00	-1.0
20	12	-40.0	178	119	-33.0	103	70	-32.0	49,410.29	37,039.71	-25.0
18	24	33.0	95	113	18.0	70	79	12.0	71,924.10	106,198.25	47.0
26	15	-42.0	81	78	-3.0	58	57	-1.0	50,149.26	49,617.25	-1.0
48	40	-20.0	353	258	-26.0	196	146	-25.0	117,126.59	100,601.12	-14.0
6	3	-50.0	61	40	-34.0	39	22	-43.0	15,672.25	13,030.44	-16.0
24	32	33.0	216	162	-25.0	127	106	-16.0	78,196.71	98,570.31	26.0
18	15	-16.0	139	90	-35.0	92	60	-34.0	70,858.59	44,722.00	-36.0
32	129	303.0	225	664	195.0	137	401	192.0	107,129.46	264,432.85	146.0
16	14	-12.0	90	109	21.0	63	79	25.0	40,649.00	53,195.48	30.0
30	17	-43.0	187	140	-25.0	82	62	-24.0	58,478.31	41,172.64	-33.0
16	11	-31.0	96	70	-27.0	72	52	-27.0	46,575.88	43,561.71	-6.0
18	30	66.0	119	100	-15.0	83	73	-12.0	121,758.00	117,606.00	-3.0
23	13	-43.0	122	112	-8.0	84	78	-7.0	123,495.30	88,083.10	-28.0
26	23	-11.0	85	91	7.0	60	74	23.0	54,105.68	77,676.00	43.0
189	221	16.0	1,619	1,337	-17.0	875	735	-16.0	430,828.05	410,945.99	-8.0
10	3	-70.0	50	20	-60.0	36	13	-63.0	19,992.50	13,305.00	-33.0
54	62	14.0	427	469	9.0	244	283	15.0	176,049.72	262,684.47	49.0
30	34	13.0	220	217	1.0	150	154	2.0	121,211.49	150,229.20	23.0
5	10	100.0	64	45	-29.0	46	36	-21.0	56,340.00	31,005.00	-44.0
23	26	13.0	93	89	-4.0	71	72	1.0	48,385.00	66,927.67	38.0
28	24	-14.0	174	165	-5.0	108	105	-2.0	59,502.51	59,802.94	0.5
25	42	68.0	185	170	-8.0	116	114	-1.0	76,111.07	76,953.93	1.0
13	8	-38.0	93	57	-38.0	63	46	-26.0	36,132.39	64,144.05	77.0
76	78	2.0	787	740	-5.0	425	399	-6.0	214,796.65	218,280.94	1.0
105	93	-11.0	600	522	-13.0	361	320	-11.0	249,736.95	239,618.15	-4.0
16	15	-6.0	182	200	9.0	103	116	12.0	57,362.59	72,351.65	26.0
38	24	-36.0	174	91	-47.0	120	63	-47.0	88,872.31	61,362.75	-30.0
6	11	83.0	37	44	18.0	30	36	20.0	28,880.73	29,075.00	0.6
294	302	2.0	3,055	2,508	-17.0	1,578	1,295	-17.0	797,195.37	777,084.37	-2.0
158	157	-0.6	1,711	1,366	-20.0	886	720	-18.0	453,754.26	455,653.11	0.4
153	160	4.0	1,609	1,574	-2.0	880	856	-2.0	454,464.81	484,659.71	6.0
40	39	-2.0	355	277	-21.0	207	152	-26.0	93,822.27	135,518.75	44.0
4	4	-----	18	18	-----	12	14	16.0	8,790.00	7,535.00	-14.0
19	26	36.0	126	107	-15.0	81	72	-11.0	53,587.99	141,697.41	164.0
67	37	-44.0	290	197	-32.0	209	150	-28.0	172,424.66	139,798.30	-18.0
17	25	47.0	132	104	-21.0	95	79	-16.0	63,183.09	80,520.11	27.0
35	38	8.0	193	221	14.0	119	136	14.0	84,966.98	116,987.03	37.0
12	27	125.0	61	70	14.0	46	59	28.0	24,762.84	66,195.89	167.0
84	77	-8.0	652	506	-22.0	346	280	-19.0	198,238.31	189,270.99	-4.0
16	22	37.0	127	119	-6.0	85	87	2.0	63,933.03	71,003.70	11.0
81	83	2.0	866	640	-26.0	459	356	-22.0	218,547.82	220,264.98	0.7
54	51	-5.0	316	252	-20.0	207	181	-12.0	137,654.39	186,389.43	35.0
4	7	75.0	32	50	56.0	21	30	42.0	20,710.89	17,754.50	-14.0
89	74	-16.0	587	498	-15.0	325	280	-13.0	160,884.32	155,816.13	-3.0
28	18	-35.0	120	103	-14.0	77	74	-3.0	76,649.00	145,763.00	90.0
16	23	43.0	107	130	21.0	74	94	27.0	63,193.44	89,269.28	41.0
36	40	11.0	352	278	-21.0	185	154	-16.0	92,353.36	106,711.17	15.0
22	24	9.0	128	144	12.0	91	97	6.0	61,631.62	86,166.15	39.0
33	32	-3.0	276	267	-3.0	160	156	-2.0	77,616.00	104,090.21	34.0
132	133	0.7	1,538	1,464	-4.0	790	770	-2.0	533,363.57	494,888.19	-7.0
153	157	2.0	759	762	0.3	503	503	-----	480,116.11	535,315.72	11.0
52	40	-23.0	648	520	-19.0	346	282	-18.0	189,593.31	223,538.05	17.0
4	3	-25.0	12	11	-8.0	10	9	-10.0	11,317.00	13,047.00	15.0
84	50	-40.0	333	276	-17.0	234	198	-15.0	231,215.83	188,962.74	-18.0
36	15	-58.0	186	68	-63.0	122	45	-63.0	100,528.06	32,950.43	-67.0
82	75	-8.0	507	521	2.0	319	338	5.0	287,450.91	370,025.75	28.0
5	11	120.0	29	42	44.0	19	30	57.0	13,080.00	22,535.00	72.0
13	18	38.0	91	74	-18.0	68	59	-13.0	49,610.43	58,925.58	18.0
13	8	-38.0	178	122	-31.0	94	69	-26.0	53,727.16	73,477.25	36.0
39	30	-23.0	200	178	-11.0	143	134	-6.0	283,780.97	162,090.55	-42.0
262	271	3.0	2,118	1,737	-17.0	1,165	971	-16.0	570,701.51	518,311.13	-9.0
9	11	22.0	103	61	-40.0	57	37	-35.0	26,773.12	14,333.31	-46.0
258	243	-5.0	1,957	1,655	-15.0	1,090	924	-15.0	541,392.42	581,223.27	7.0

Statistical Summary of Motor-vehicle Accidents in the

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Salmo Detachment	2	3	50.0	2	2	—	11	23	109.0
Salmon Arm City	1	1	—	1	1	—	51	52	1.0
Salmon Arm Detachment	1	3	200.0	1	2	100.0	31	68	119.0
Sechelt Detachment	1	—	—100.0	1	—	—100.0	30	36	20.0
Shawnigan Lake Detachment	3	4	33.0	3	3	—	58	72	24.0
Sicamous Detachment	—	2	100.0	—	2	100.0	32	46	43.0
Sidney	—	1	100.0	—	1	100.0	54	65	20.0
Smithers Detachment	3	2	—33.0	3	2	—33.0	61	83	36.0
Sooke Detachment	—	2	100.0	—	2	100.0	32	55	71.0
Sparwood	—	3	100.0	—	3	100.0	16	42	162.0
Spences Bridge Detachment	2	9	350.0	2	7	250.0	35	49	40.0
Squamish Detachment	12	8	—33.0	8	7	—12.0	143	124	—13.0
Stewart Detachment	—	—	—	—	—	—	7	5	—28.0
Summerland Detachment	2	1	—50.0	2	1	—50.0	65	65	—
Surrey Municipality	22	23	4.0	20	20	—	996	1,028	3.0
Tadanac Municipality	—	—	—	—	—	—	1	—	—100.0
Tahsis	—	1	100.0	—	1	100.0	2	10	400.0
Telegraph Creek Detachment	—	—	—	—	—	—	—	1	100.0
Terrace Detachment	10	4	—60.0	3	3	—	77	89	15.0
Terrace Village	—	—	—	—	—	—	32	41	28.0
Tofino Detachment	1	—	—100.0	1	—	—100.0	12	10	—16.0
Trail City	1	—	—100.0	1	—	—100.0	27	50	85.0
Trail Detachment	1	—	—100.0	1	—	—100.0	26	26	—
Ucluelet	2	1	—50.0	2	1	—50.0	21	31	47.0
University Detachment	—	—	—	—	—	—	76	31	—59.0
Valemount	2	—	—100.0	2	—	—100.0	16	34	112.0
Vancouver City	23	29	26.0	23	26	13.0	3,779	3,744	—0.9
Vanderhoof Detachment	1	3	200.0	1	3	200.0	58	49	—15.0
Vernon City	1	—	—100.0	1	—	—100.0	52	63	21.0
Vernon Detachment	3	6	100.0	3	5	66.0	85	108	27.0
Victoria City	7	1	—85.0	6	1	—83.0	651	618	—5.0
Wells Detachment	—	—	—	—	—	—	4	4	—
West Vancouver Municipality	4	5	25.0	3	5	66.0	241	238	—1.0
White Rock City	1	—	—100.0	1	—	—100.0	53	49	—7.0
Williams Lake Detachment	4	9	125.0	4	6	50.0	122	91	—25.0
Totals	438	466	6.0	375	390	4.0	17,873	17,956	0.4
Totals, January to December 1969-70	542	559	3.0	467	471	0.8	22,535	22,568	0.1

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

Province for the Calendar Years 1969 and 1970—Continued

Injury Accidents			Vehicles Involved			Accidents Reported ¹			Property Damage ¹		
1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease	1969	1970	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
7	20	185.0	105	103	-1.0	76	76	-----	52,969.01	80,503.42	51.0
30	29	-3.0	190	160	-15.0	115	100	-13.0	81,664.61	169,586.00	107.0
24	35	45.0	221	136	-38.0	133	86	-35.0	78,296.84	98,747.53	26.0
19	25	31.0	124	114	-8.0	89	83	-6.0	53,662.88	52,943.06	-1.0
27	40	48.0	148	158	6.0	99	113	14.0	99,633.52	105,571.96	5.0
18	20	11.0	90	98	8.0	66	72	9.0	69,074.26	86,195.00	24.0
30	36	20.0	201	184	-8.0	124	114	-8.0	83,467.78	180,303.46	116.0
39	45	15.0	234	163	-30.0	156	115	-26.0	97,677.51	103,832.53	6.0
20	34	70.0	140	128	-8.0	91	101	10.0	58,159.20	80,719.29	38.0
11	24	118.0	96	96	-----	62	65	4.0	42,505.34	96,996.00	128.0
18	22	22.0	64	87	35.0	46	60	30.0	49,022.87	110,388.44	125.0
82	77	-6.0	476	411	-13.0	315	305	-3.0	239,715.00	235,319.22	-1.0
3	4	33.0	21	17	-19.0	14	11	-21.0	11,160.00	8,675.00	-22.0
31	38	22.0	202	159	-21.0	135	103	-23.0	96,807.97	90,528.60	-6.0
611	621	1.0	4,026	3,711	-7.0	2,214	2,031	-8.0	1,252,563.95	1,455,563.08	16.0
1	1	-100.0	1	1	-100.0	1	1	-100.0	50.00	-----	-100.0
1	1	-100.0	3	3	-----	2	2	-----	5,000.00	900.00	-82.0
43	41	-4.0	248	245	-1.0	164	177	7.0	1,500.00	3,350.00	123.0
21	32	52.0	332	283	-14.0	179	163	-8.0	175,810.23	151,701.55	-13.0
7	5	-28.0	25	27	8.0	20	21	5.0	150,262.41	98,363.24	-29.0
19	33	73.0	286	243	-15.0	160	139	-13.0	14,751.21	15,059.00	2.0
17	19	11.0	102	72	-29.0	62	55	-11.0	61,099.53	92,272.79	51.0
11	16	45.0	86	74	-13.0	60	57	-5.0	39,205.66	36,699.43	-6.0
57	24	-57.0	467	332	-28.0	261	182	-30.0	36,390.25	59,904.50	64.0
6	21	250.0	54	66	22.0	41	54	31.0	114,141.16	79,174.28	-30.0
2,783	2,699	-3.0	27,366	24,479	-10.0	14,910	13,454	-9.0	55,866.90	102,652.05	83.0
35	30	-14.0	201	214	6.0	140	149	6.0	6,739,979.78	7,347,392.74	9.0
38	43	13.0	475	403	-15.0	246	217	-11.0	133,504.83	181,834.17	36.0
52	60	15.0	299	283	-5.0	196	193	-1.0	110,370.89	117,393.65	6.0
456	425	-6.0	3,649	2,771	-24.0	1,947	1,500	-22.0	126,779.58	178,958.42	41.0
4	2	-50.0	17	16	-5.0	14	12	-14.0	943,115.96	860,825.88	-8.0
169	147	-13.0	1,846	1,659	-10.0	988	900	-8.0	15,576.73	12,265.00	-21.0
32	34	6.0	301	219	-27.0	166	124	-25.0	511,257.75	591,332.88	15.0
73	50	-31.0	434	421	-2.0	276	277	0.3	86,032.22	89,023.09	3.0
11,689	11,548	-1.0	94,049	82,841	-11.0	53,464	47,971	-10.0	229,876.38	287,332.39	24.0
14,866	14,653	-1.0	122,652	104,272	-14.0	70,624	60,778	-13.0	31,804,055.29	34,582,082.20	8.0
									41,406,403.89	44,467,327.60	7.0

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1970—Continued*

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	2,229	43	601	1,585
1 to 2 a.m.	1,952	29	550	1,373
2 to 3 a.m.	1,250	17	385	848
3 to 4 a.m.	684	6	192	486
4 to 5 a.m.	434	3	108	323
5 to 6 a.m.	393	8	117	268
6 to 7 a.m.	664	8	167	489
7 to 8 a.m.	2,032	16	429	1,587
8 to 9 a.m.	2,386	12	512	1,862
9 to 10 a.m.	1,861	7	364	1,490
10 to 11 a.m.	2,287	7	440	1,840
11 to 12 m.	2,720	16	578	2,126
12 to 1 p.m.	2,820	16	676	2,128
1 to 2 p.m.	3,053	21	662	2,370
2 to 3 p.m.	3,835	16	855	2,964
3 to 4 p.m.	4,777	25	1,232	3,520
4 to 5 p.m.	5,761	22	1,302	4,437
5 to 6 p.m.	4,605	39	1,179	3,387
6 to 7 p.m.	2,987	33	807	2,147
7 to 8 p.m.	3,353	40	888	2,425
8 to 9 p.m.	2,772	22	709	2,041
9 to 10 p.m.	2,882	22	660	2,200
10 to 11 p.m.	2,518	19	608	1,891
11 to 12 p.m.	2,515	24	630	1,861
Not stated	8	-----	2	6
Totals	60,778	471	14,653	45,654

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	7,539	85	2,065	5,389
2. Monday	7,178	65	1,615	5,498
3. Tuesday	7,856	41	1,819	5,996
4. Wednesday	7,408	45	1,688	5,675
5. Thursday	8,634	59	2,094	6,481
6. Friday	10,685	84	2,451	8,150
7. Saturday	11,474	92	2,920	8,462
8. Not stated	4	-----	1	3
Totals	60,778	471	14,653	45,654

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	92,786	510	21,203	71,073
2. Truck	9,424	124	2,271	7,029
3. Bus	440	3	135	302
4. Taxi	405	2	98	305
5. "Drive Yourself"	92	2	15	75
6. Motor-cycle	1,026	21	805	200
7. School bus	37	-----	10	27
8. Ambulance	2	-----	1	1
9. Not stated	60	11	16	33
Totals	104,272	673	24,554	79,045

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	66	5	22	39
2. Automatic signal	14	1	3	10
3. Guarded crossing—man on duty	7	-----	2	5
4. Driver disregarded signal	3	-----	-----	3
5. Signal not given	5	1	-----	4
6. Not stated	14	-----	2	12
Totals	109	7	29	73

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1970—Continued*

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision.....	23,944	145	5,650	18,149
2. Head-on collision or head-on side-swipe.....	8,323	185	2,485	5,653
3. Rear-end collision.....	14,884	14	3,772	11,098
4. Backed into other vehicle.....	3,423	4	117	3,302
5. Side-swiped other vehicle going same direction.....	3,847	4	366	3,477
6. Not stated.....	6,357	119	2,263	3,975
Totals.....	60,778	471	14,653	45,654

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male.....	75,559	569	19,034	55,956
2. Female.....	18,779	88	4,861	13,830
3. Not stated.....	9,934	16	659	9,259
Totals.....	104,272	673	24,554	79,045

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years.....	17,535	126	4,811	12,598
2. 21 to 24 years.....	14,270	108	3,752	10,410
3. 25 to 30 years.....	14,681	100	3,692	10,889
4. 31 to 40 years.....	16,973	93	4,250	12,630
5. 41 to 50 years.....	14,555	114	3,462	10,979
6. 51 to 60 years.....	9,906	65	2,356	7,485
7. 61 to 64 years.....	3,107	25	767	2,315
8. 65 to 69 years.....	1,417	10	338	1,069
9. 70 years and over.....	1,956	20	487	1,449

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months.....	2,497	31	650	1,816
2. 3 to 6 months.....	1,532	9	422	1,101
3. 6 to 12 months.....	2,392	3	693	1,696
4. 1 to 4 years.....	18,805	140	4,999	13,666
5. 5 years and over.....	69,102	467	17,131	51,504
6. Not stated.....	9,944	23	659	9,262

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal.....	91,351	559	22,820	67,972
2. Extreme fatigue.....	514	8	177	329
3. Physical defect.....	132	1	51	80
4. Confused by traffic.....	289	—	69	220
5. Ability impaired.....	2,170	83	766	1,321
6. Not known.....	1,796	6	55	1,735
7. Not stated.....	8,020	16	616	7,388

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia.....	88,405	567	22,173	65,665
2. Unlicensed.....	1,529	37	489	1,003
3. Nonresident.....	4,391	57	1,241	3,093
4. Not stated.....	9,947	12	651	9,284

Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1970—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving.....	36,621	258	9,463	26,900
2. Driving off roadway.....	5,433	97	1,536	3,800
3. Did not have right of way.....	11,911	26	2,759	9,126
4. Car standing in roadway (not parked).....	7,469	9	2,177	5,283
5. Following too closely.....	7,887	1	2,064	5,822
6. On wrong side of road.....	3,627	70	730	2,827
7. Failing to signal.....	232	1	50	181
8. Through street—did not stop.....	1,443	11	456	976
9. Passing at intersection.....	275	1	45	229
10. Exceeding speed limit.....	2,722	35	708	1,979
11. Careless driving.....	14,737	130	3,619	10,988
12. Cutting in.....	1,141	—	112	1,029
13. Car ran away.....	722	1	33	688
14. Passing on curve or hill.....	95	1	22	72
15. Passing on wrong side.....	166	1	29	136
16. Hit and run.....	2,066	11	108	1,947
17. Railroad—did not stop.....	58	5	20	33
18. Cutting left corner.....	262	—	41	221
19. Parked legally.....	7,294	5	548	6,741
20. Driving through school-zone.....	14	—	6	8
21. Driving through safety-zone.....	13	—	6	7
Totals.....	104,188	663	24,532	78,993

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present.....	43,785	389	10,210	33,186
2. Police officer.....	98	—	26	72
3. Automatic traffic signal.....	8,260	12	2,211	6,037
4. Stop signs.....	6,262	30	1,508	4,724
5. Warning signs, slow signs, etc.....	2,373	40	698	1,635
Totals.....	60,778	471	14,653	45,654

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known.....	49	1	48
2. Crossing at intersection—no signal.....	318	14	304
3. In street, not at intersection.....	269	24	245
4. Coming from behind parked or moving vehicle.....	243	9	234
5. Crossing at intersection with signal.....	121	3	118
6. Crossing street diagonally, not at intersection.....	118	8	110
7. Walking on or along highway.....	142	25	117
8. Playing in street.....	67	5	62
9. Crossing at intersection against signal.....	54	1	53
10. Not on roadway.....	38	2	36
11. Getting on or off another vehicle.....	11	1	10
12. Riding or hitching on vehicle.....	11	1	10
13. Working on car or roadway.....	10	—	10
14. Crossing intersection diagonally.....	9	1	8
15. In pedestrian crosswalk.....	108	2	106
16. Standing on safety-isle.....	4	—	4
Totals.....	1,572	97	1,475

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal.....	1,437	73	1,364
2. Extreme fatigue.....	2	2	—
3. Had physical defect.....	11	5	6
4. Confused by traffic.....	28	3	25
5. Ability impaired.....	64	14	50
6. Not known.....	1	—	1
7. Not stated.....	29	—	29
Totals.....	1,572	97	1,475

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1970—Continued*

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers.....	10,232	188	10,044
2. Drivers.....	9,901	245	9,656
3. Pedestrians.....	1,572	97	1,475
4. Bicyclists.....	470	8	462
5. Motor-cycle drivers.....	737	18	719
6. Others (persons in horse-drawn vehicles, etc.).....	21	2	19
7. Motor-cycle passengers.....	193	1	192
8. Not stated.....	1	-----	1
Totals.....	23,127	559	22,568

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up.....	8,690	-----	8,690
2. Fractured skull.....	316	190	126
3. Fractured spine.....	112	48	64
4. Other fractures.....	2,148	37	2,111
5. Other injuries (sprains, dislocations, etc.).....	5,379	4	5,375
6. Internal injuries.....	494	247	247
7. Concussion of brain.....	253	1	252
8. Severe general shock with bruises and cuts.....	5,523	1	5,522
9. Cuts by glass (only).....	160	-----	160
10. Drowned.....	16	15	1
11. Burned.....	20	6	14
12. Asphyxiated.....	10	10	-----
13. Not stated.....	6	-----	6
Totals.....	23,127	559	22,568

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight.....	36,884	214	8,525	28,145
2. Darkness.....	15,815	206	4,084	11,525
3. Artificial light—good.....	3,812	16	981	2,815
4. Dusk or semidarkness.....	3,034	24	727	2,283
5. Artificial light—poor.....	1,167	10	319	838
6. Not stated.....	66	1	17	48
Totals.....	60,778	471	14,653	45,654

14. PROPERTY DAMAGE—Amount of property damage for period covered by this report, \$44,467,327.60; amount for same period last year, \$41,406,403.89.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good.....	99,645	631	23,369	75,645
2. No chains (slippery road).....	1,348	-----	255	1,093
3. Brakes defective.....	1,134	11	306	817
4. Steering mechanism defective.....	404	2	132	270
5. Head-lights dim.....	130	4	52	74
6. Puncture or blow-out.....	598	4	186	408
7. Head-lights out (both).....	78	-----	21	57
8. Tail-lights out or obscured.....	76	-----	16	60
9. Glaring head-lights.....	22	-----	6	16
10. Head-light out (one light).....	75	1	24	50
11. Other defects.....	708	10	170	528
12. Not stated.....	54	10	17	27
Totals.....	104,272	673	24,554	79,045

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1970—Continued*

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight.....	53,135	464	14,067	38,604
2. Turning left.....	12,133	57	2,869	9,207
3. Turning right.....	5,784	30	1,038	4,716
4. Slowing down or stopping.....	6,840	8	1,904	4,928
5. Backing (not to or from curb).....	3,090	7	139	2,944
6. Skidding.....	5,894	52	1,447	4,395
7. Leaving curb (including backing).....	1,220	1	89	1,130
8. Making U-turn.....	163	1	41	121
9. Overtaking.....	609	5	164	440
10. Stopping (not at curb or off paved strip).....	4,923	3	1,491	3,429
11. Overtaking on right side.....	302	2	50	250
12. Overtaking on left side.....	968	20	232	716
13. Avoiding object or pedestrian.....	1,804	8	456	1,340
14. Not stated.....	7,407	15	567	6,825
Totals.....	104,272	673	24,554	79,045

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface.....	36,155	321	8,966	26,868
2. Wet surface.....	15,216	90	3,803	11,323
3. Icy surface.....	4,392	31	888	3,473
4. Loose sand or gravel.....	1,714	12	430	1,272
5. Snowy surface.....	3,140	16	538	2,586
6. Muddy surface.....	155	1	25	129
7. Not stated.....	6	—	3	3
Totals.....	60,778	471	14,653	45,654

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal.....	59,562	456	14,362	44,744
2. Defect in roadway.....	311	8	88	215
3. Obstruction in road.....	288	2	63	223
4. Road under repair.....	398	5	88	305
5. Obstruction not marked or lighted.....	124	—	31	93
6. Other.....	87	—	18	69
7. Not stated.....	8	—	3	5
Totals.....	60,778	471	14,653	45,654

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt.....	56,349	425	13,868	42,056
2. Gravel.....	3,528	39	618	2,871
3. Concrete.....	359	2	80	277
4. Earth.....	395	4	50	341
5. Brick or cobble.....	36	—	7	29
6. Other.....	105	1	27	77
7. Not stated.....	6	—	3	3
Totals.....	60,778	471	14,653	45,654

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1970—Continued*

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear.....	38,075	319	9,242	28,514
2. Rain.....	11,333	65	2,718	8,550
3. Cloudy.....	6,772	55	1,697	5,020
4. Fog or mist.....	1,080	10	326	744
5. Snow.....	3,314	21	618	2,675
6. Smoke or dust.....	185	1	47	137
7. Not stated.....	19	-----	5	14
Totals.....	60,778	471	14,653	45,654

Forty persons other than pedestrians were injured and one person other than a pedestrian was killed in pedestrian accidents; six persons other than bicyclists were injured and one bicyclist was killed in other than bicycle accidents; 205 motor-cyclists were injured and four motor-cyclists were killed in other than motor-cycle accidents.

Motor-vehicle and motor-cycle licences issued for the year 1969..... 989,202

Motor-vehicle and motor-cycle licences issued for the year 1970..... 1,024,738

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 1967 to 1970, 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, 1967-70

Offences	1967	1968	1969	1970
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192.....	6	12	6	7
Criminal negligence in operation of motor-vehicle, sec. 221 (1).....	50	49	29	46
Failing to stop after accident, sec. 221 (2).....	1,009	1,038	1,142	858
Dangerous driving, sec. 221 (4).....	543	599	661	604
Driving motor-vehicle while intoxicated, sec. 222.....	161	156	153	.....
Driving while ability impaired (as amended 1969), sec. 222.....	.....	.....	329	5,832
Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223.....	5,230	5,919	6,840	.....
Breath sample not provided (as amended 1969), sec. 223 (2).....	.....	.....	42	319
Driving with more than 80 mgs. of alcohol in blood (as amended 1969), sec. 224.....	.....	.....	324	4,920
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3).....	1,193	1,570	1,688	1,141
Unlawfully taking a motor-vehicle without consent of owner, sec. 281.....	3	.....	.....	.....
	8,195	9,343	11,214	13,727
Under Motor-vehicle Act—				
Failing to obtain or display motor-vehicle licence or permits as required, secs. 3-10, 57.....	2,485	2,120	2,920	2,653
Failing to notify <i>re</i> change of address, secs. 11, 18 (11).....	134	240	326	302
Failing to report change in motor-vehicle, sec. 12.....	1	1	1	4
Failing to transfer motor-vehicle, etc., sec. 14.....	143	171	217	152
Failing to register as a tourist, sec. 17.....	31	55	48	49
Driving without obtaining driver's licence, sec. 18 (1), (2).....	4,526	3,791	4,183	3,392
Driving without subsisting motor-vehicle liability policy, sec. 18 (2a).....	.....	.....	.....	3,141
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6-8).....	5,654	3,876	4,330	901
Driving without having driver's licence in possession at time, sec. 19.....	1,061	1,095	1,787	.....
Driving without having driver's licence and liability card in possession at time, sec. 19 (as amended 1970).....	.....	.....	.....	4,399
Driving while right to obtain licence is under suspension, sec. 20.....	256	208	176	33
Driving as a chauffeur without chauffeur's licence or permit, secs. 21-23, 25, 27, 28.....	334	364	421	305
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34.....	32	35	32	22
Operating with "D" plates without salesman's licence or permit, secs. 36-39.....	24	29	27	30
Improper disposition of licence-plate, dismantled vehicle, sec. 45.....	.....	6	8	7
Failing to report accident, etc., sec. 54.....	552	426	505	341
Making false statement, permitting another to use licence, etc., sec. 55.....	79	90	85	70
Using licence belonging to another, refusing to show licence, etc., sec. 56.....	341	266	340	281
Failing to stop on request of police or state proper name, sec. 58.....	65	54	77	62
Altering number-plates and using fictitious plates, sec. 59.....	17	24	.....	15
Responsibility of owner when not driver, sec. 67.....	5	14	.....	2
Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69.....	322	278	321	183
Failing to surrender licence on suspension, sec. 99.....	10	.....	.....	4
Producing invalid financial liability card, etc., sec. 102.....	6	5	1	.....
Improper operation of emergency vehicle, sec. 123.....	.....	4	.....	.....
Failing to obey emergency instructions of a peace officer, sec. 124.....	28	20	24	12
Failing to obey traffic-control signal legend, secs. 127, 128, 152.....	16,625	19,288	26,388	7,046
Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136.....	12	12	7	5
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137.....	119	102	349	163
Careless driving, secs. 138, 139.....	6,293	5,353	4,218	1,247
Exceeding maximum speed limit, sec. 140.....	70,450	81,150	100,288	26,920
Exceeding speed limit passing schools and playgrounds, sec. 141.....	4,542	3,772	3,124	791
Exceeding speed limit overtaking stopped school bus, sec. 142.....	183	170	123	25
Failure to drive on the right, sec. 143.....	458	535	673	162
Infractions of "lane" driving, secs. 144-146.....	5,327	4,359	4,573	1,174
Leaving highway other than at intersections, sec. 147.....	3	3	5	.....
Infractions of "passing," secs. 148-151, 153, 154.....	2,929	3,328	3,256	868
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162.....	3,168	3,736	4,102	1,017
Failure to yield right-of-way, secs. 163-167.....	4,103	3,733	3,308	858
Not exercising due care <i>re</i> pedestrians, secs. 168-172.....	1,787	1,670	2,395	616
Failure to stop at railroad crossing, secs. 174-176.....	215	233	258	48
Failure to stop at intersections, sec. 177.....	6,979	7,643	6,109	1,512
Illegal stopping or parking, secs. 178-181.....	2,411	2,944	3,137	2,120
Leaving vehicle improperly parked, sec. 182.....	1,128	1,178	1,131	457

Convictions Under Motor-vehicle Act and Criminal Code of Canada, 1967-70—
Continued

Offences	1967	1968	1969	1970
<i>Under Motor-vehicle Act—Continued</i>				
Illegal parking on private property, sec. 183.....	1	13	2	---
Backing vehicle illegally, sec. 184.....	1,016	1,047	1,265	238
Operating motor-cycle with more than one person, sec. 185.....	78	28	28	6
Requirements of safe driving on highway, secs. 186, 187.....	54	53	62	9
Fire-vehicle safety, secs. 189, 190.....	37	29	42	6
Driving on sidewalk, sec. 191.....	65	83	119	46
Opening door requirements, sec. 194.....	---	33	46	11
Illegal depositing of articles on highway, sec. 195.....	225	251	297	235
Transporting explosives, sec. 196.....	7	10	---	---
Failing to carry adequate safety equipment, secs. 197, 198.....	248	246	228	308
Illegal use or defacement of signs, sec. 201.....	6	---	---	---
Motor-vehicle not properly equipped, sec. 205.....	901	1,071	1,576	1,365
Motor-vehicle not equipped with safety belts, sec. 206.....	6	2	2	---
Riding motor-cycle without safety helmet, sec. 207.....	417	537	440	484
<i>Motor-vehicle Act miscellaneous</i>	---	13	27	29
	145,899	155,797	183,407	64,126
<i>Under Motor-vehicle Act Regulations—</i>				
Operating defective vehicle after ordered off road, secs. 2.02, 7.09.....	25	48	40	18
Number plates, secs. 3.01-3.03.....	383	498	497	372
Driving without proper head-lamps, secs. 4.01-4.06.....	1,214	1,227	1,445	510
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07-4.10.....	1,189	983	1,114	387
Driving without clearance-lamps, lamps on projections, etc., secs. 4.11-4.13.....	142	141	129	58
Driving without proper parking-lamps, spot-lamps, turn-signal devices, etc., secs. 4.14-4.22.....	35	38	46	13
Driving without adequate brakes, secs. 5.01-5.09, 6.01-6.14.....	1,098	1,116	1,084	877
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02.....	192	291	225	67
Causing loud or unnecessary noise, sec. 7A.01.....	---	1,374	2,541	519
Driving vehicle without muffler, sec. 7.03.....	3,485	2,531	2,128	605
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04.....	198	348	402	133
Inadequate windshield-wiper, etc., sec. 7.05.....	347	368	759	127
Driving without mudguards, etc., sec. 7.06.....	85	129	225	85
Failing to have proper connection between motor-vehicle and trailer, sec. 7.07.....	211	240	269	123
Operating motor-cycle against regulations as to handlebars, sec. 7.14.....	---	---	98	26
Operating slow-moving vehicle without slow-moving warning device, sec. 7B.02.....	---	---	23	81
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14.....	7	3	10	---
Failing to sign driver's licence, sec. 15.01.....	9	5	11	6
Parking prohibited at yellow curb, sec. 18.01.....	36	143	121	111
Oversize loads, secs. 19.01, 19.02 (19.03 repealed).....	315	297	346	181
Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04.....	513	781	1,077	1,540
Excessive weight, sec. 19.05.....	127	109	78	34
Failure to report for weight inspection, sec. 19.06.....	43	70	29	14
Failure to obtain overweight or oversize permits, sec. 19.07.....	96	73	77	76
Failure of a dealer to maintain security while carrying on a business, secs. 20.01, 20.04.....	---	---	---	---
Operating a snow vehicle on highway without a permit, secs. 24.01, 24.02.....	---	---	69	4
Operating a motor-vehicle without a current inspection certificate, sec. 25.02.....	---	---	983	2,489
No current inspection certificate affixed, secs. 25.04, 25.06.....	---	---	---	5
Miscellaneous infractions	---	106	2	22
Totals.....	9,750	10,919	13,828	8,483
<i>Summary—</i>				
<i>Criminal Code of Canada</i>	8,195	9,343	11,214	13,727
<i>Motor-vehicle Act</i>	145,899	155,797	183,407	64,126
<i>Motor-vehicle Act Regulations</i>	9,750	10,919	13,828	8,483
Vancouver City by-laws.....	2,469	806	147	---
Traffic violation reports.....	---	2,420	21,436	161,663
<i>Juvenile Delinquents Act</i>	3,831	---	---	---
Notices of juvenile offence.....	---	10,123	14,958	14,994
Total of all infractions in British Columbia.....	170,144	189,408	244,990	262,993
Infractions from out of Province.....	4,672	6,495	5,123	5,791
Grand totals.....	174,816	195,903	250,113	268,784

Traffic Violation Reports, 1968-70

	1968	1969	1970
Under Motor-vehicle Act—			
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6-8)	2	44	-----
Failing to obey emergency instructions of a peace officer, sec. 124	5	3	19
Failing to obey traffic-control signal legend, secs. 127, 128, 152	568	2,765	22,099
Failing to obey special signs <i>re</i> highway construction, secs. 134, 135, 137	-----	35	563
Careless driving, secs. 138, 139	295	1,921	5,766
Exceeding maximum speed limit, sec. 140	864	10,566	93,205
Exceeding speed limit passing schools and playgrounds, sec. 141	15	429	5,711
Exceeding speed limit overtaking stopped school bus, sec. 142	3	40	162
Failure to drive on the right, sec. 143	6	112	801
Infractions of "lane" driving, secs. 144-146	101	828	3,748
Leaving highway other than at intersections, sec. 147	1	13	-----
Infractions of "passing," secs. 148-151, 153, 154	83	775	3,186
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162	90	463	3,501
Failure to yield right-of-way, secs. 163-167	128	762	3,387
Not exercising due care <i>re</i> pedestrians, secs. 168-172	19	122	1,395
Failure to stop at railroad crossing, secs. 174-176	-----	7	223
Failure to stop at intersections, sec. 177	111	1,143	7,328
Leaving vehicle improperly parked, sec. 182	7	57	499
Backing vehicle illegally, sec. 184	37	235	1,038
Operating motor-cycle with more than one person, sec. 185	-----	6	14
Requirements of safe driving on highway, secs. 186, 187	2	5	97
Fire-vehicle safety, secs. 189, 190	1	11	29
Driving on sidewalk, sec. 191	-----	4	57
Opening door requirements, sec. 194	3	5	24
Riding motor-cycle without safety helmet, sec. 207	-----	9	-----
Motor-vehicle Act miscellaneous infractions	-----	23	2
	2,341	20,402	152,854
Under Motor-vehicle Act Regulations—			
Number plates, secs. 3.01-3.03	-----	9	366
Driving without proper head-lamps, secs. 4.01-4.06	9	88	1,117
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07-4.10	12	55	959
Driving without clearance lamps, lamps on projections, etc., secs. 4.11-4.13	-----	18	117
Driving without proper parking-lamps, spot-lamps, turn signal devices, etc., secs. 4.14-4.23	-----	3	39
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	9	23	280
Driving vehicle without muffler, sec. 7.03	16	182	1,496
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	4	32	555
Inadequate windshield-wiper, etc., sec. 7.05	4	16	213
Driving without mudguards, etc., sec. 7.06	-----	8	104
Failing to have proper connections between motor-vehicle and trailer, sec. 7.07	-----	12	260
Operating defective vehicle after ordered off road, sec. 7.09	-----	6	120
Operating motor-cycle against regulations as to handlebars, sec. 7.14	-----	2	93
Causing loud or unnecessary noise, sec. 7A.01	23	598	3,061
Operating slow-moving vehicle without slow-moving warning device, sec. 7B.02	-----	1	6
Operating snowmobile against regulations, sec. 24.01-24.02	-----	-----	23
Miscellaneous infractions	2	-----	-----
	79	1,053	8,809

Notice of Juvenile Offence, 1968-70

	1968	1969	1970
<i>Under Motor-vehicle Act—</i>			
Driving without obtaining driver's licence, sec. 18 (1), (2).....	933	1,612	1,516
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6-8).....	1,373	2,106	197
Driving without having driver's licence and liability card in possession at time, sec. 19.....			241
Failing to obey traffic-control signal legend, secs. 127, 128, 152.....	307	518	998
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137.....	9	5	17
Careless driving, secs. 138, 139.....	812	1,115	1,119
Exceeding maximum speed limit, sec. 140.....	3,002	4,165	5,570
Exceeding speed limit passing schools and playgrounds, sec. 141.....	166	159	369
Exceeding speed limit overtaking stopped school bus, sec. 142.....	6	8	13
Failure to drive on the right, sec. 143.....	46	59	84
Infractions of "lane" driving, secs. 144-146.....	153	266	278
Infractions of "passing," secs. 148-151, 153, 154.....	220	335	356
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162.....	97	187	213
Failure to yield right-of-way, secs. 163-167.....	246	290	325
Not exercising due care <i>re</i> pedestrians, secs. 168-172.....	51	63	76
Failure to stop at railroad crossing, secs. 174-176.....	10	8	12
Failure to stop at intersections, sec. 177.....	403	522	671
Backing vehicle illegally, sec. 184.....	53	83	94
<i>Motor-vehicle Act</i> miscellaneous.....	2,236	3,457	2,845
	10,123	14,958	14,994

*Driver Licence Suspension Under Roadside Suspension Law
(Driving After Consuming Alcohol), 1970*

	Suspensions, Section 203
Delta	162
Esquimalt	63
Matsqui	70
New Westminster	275
Oak Bay	38
Port Moody	106
RCMP detachments	5,888
Saanich Municipality	40
Vancouver	2,466
Victoria	366
West Vancouver	123
Total	9,597

Suspension of Drivers' Licences by Court Orders and Recommendations, 1970

	Months								Years				Total
	1	2	3	4	5	6	8	9	1	1½	2	3	
Death by criminal negligence—Accident	1	—	—	—	—	—	—	—	—	1	2	6	10
Injury by criminal negligence—Accident	—	—	—	—	—	—	—	—	—	—	—	1	1
Criminal negligence—													
Accident	2	—	3	1	—	2	—	—	3	—	3	6	20
No accident	6	1	1	—	—	3	1	—	3	1	5	1	22
Failing to remain at scene of accident	101	54	80	18	1	61	4	8	31	6	21	1	386
Dangerous driving—													
Accident	12	9	17	6	1	13	—	4	17	8	4	6	97
No accident	62	29	70	17	—	39	1	3	61	8	15	7	312
Driving while ability impaired—													
Accident	192	66	137	57	4	82	—	9	39	10	13	8	617
No accident	1,686	394	782	208	19	435	12	41	212	35	65	33	3,922
Breath sample not provided—													
Accident	38	10	10	12	1	16	—	1	4	5	1	3	101
No accident	216	48	87	19	—	56	2	4	22	4	4	1	463
Driving with more than 80 mgs. of alcohol in blood—													
Accident	151	61	89	25	5	45	—	2	18	4	3	3	406
No accident	1,379	422	607	114	2	259	12	19	104	13	15	4	2,950
Driving while under suspension—													
Accident	5	6	13	3	—	13	—	3	10	—	1	1	55
No accident	26	22	33	2	1	26	—	3	30	3	12	1	159
Conviction and judgment outside the Province	51	1	—	—	—	—	—	—	—	—	—	—	52
Driving without due care and attention—Accident	27	16	21	3	—	17	2	1	7	3	1	—	98
Exceeding speed limit—Accident	25	10	6	2	—	9	—	1	9	—	1	—	63
Notices of juvenile offence	6	6	9	2	—	10	—	—	20	5	3	2	63
Miscellaneous	49	10	23	4	—	13	—	2	7	3	—	—	111
Totals	4,035	1,165	1,988	493	34	1,099	34	101	597	109	169	84	9,908

3. DRIVING

(a) DRIVER IMPROVEMENT PROGRAMME

On January 1, 1970, the new British Columbia Compulsory Automobile Insurance Plan became effective and the sections of the *Motor-vehicle Act* which provided for the previous Financial Responsibility Programmes were repealed. As a result, the remaining responsibilities of the former Safety Responsibility Division were absorbed into the Driver Improvement Programme, which continued to enforce the suspension of the driver's licences of those persons who failed to satisfy a final judgment or for payments of money by the Traffic Victims Indemnity Fund under an agreement or judgment against the driver as a result of actions arising out of the ownership, maintenance, operation, or use of a motor-vehicle. As a result of this type of action, 527 drivers had their licences suspended during 1970.

The Driver Improvement Division also assumed the responsibilities for the issuance of financial responsibility cards to persons who give proof of their financial responsibility by way of a bond of a guarantee insurance or surety company or who deposit, with the Minister of Finance, an amount of money or security for money in the amount or value prescribed under the *Insurance Act*; this method being the alternative to obtaining a motor-vehicle liability insurance policy and is comparable with the mandatory provision requiring that a driver be able to produce on the demand of a peace officer a valid and subsisting motor-vehicle liability insurance

card or financial responsibility card. A total of 238 financial responsibility cards was issued during 1970.

Division activities designed to improve the driving habits of those persons coming to the attention of the Branch as a result of having committed driving infractions continue to expand. Considerable emphasis is placed on education, and courses in defensive driving play an important part in the programmes.

Progress has been made in endeavouring to control drivers who by the use of alcohol or drugs create hazards for others, and the services of the various offices and organizations such as Alcoholics Anonymous and the Alcoholism Foundation of British Columbia have been utilized in an ever-expanding programme.

Staff members of the Driver Improvement Division have continued to introduce safety education practices by personal contact through schools and various organizations. The staff of the Driver Examination Division continue to assist in this programme in the outlying areas of the Province.

The Data Processing Centre of the Department of Industrial Development, Trade, and Commerce has played a significant roll in collecting data and compiling valuable information relating to the driving records of our licensed drivers. This information, valuable to all persons, is continually requested by all enforcement agencies, transportation companies, the insurance industry, and the general public.

The records of all drivers, containing pertinent information indicating the driving habits, skills, and accident involvements, is the basis in formulating all programmes for the control of drivers on the highways. Increased public, enforcement, and company dependency on the information contained on driving records is reflected by a 48.20-per-cent increase in the total number of searches made in 1970 over 1969.

1970	202,292
1969	137,133
Increase	65,159

Summary of Action Taken Under Driver Improvement Programme, 1970

	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.....	---	---	---	---	---	---	---	---	---	---	30,432
Advisory letters.....	---	---	---	---	---	---	---	---	---	---	13,378
Notices of intent to suspend—											
Male.....	217	2,525	3,216	1,931	1,262	592	264	42	36	11	10,096
Female.....	1	28	47	33	32	18	8	4	1	1	173
Interviews and hearings.....	---	---	---	---	---	---	---	---	---	---	4,354
Result of notices to suspend, interviews and submissions—											
Licences suspended.....	234	1,964	2,190	1,266	904	443	186	52	30	45	7,314
Male.....	231	1,926	2,155	1,239	874	423	180	52	28	38	7,146
Female.....	3	38	35	27	30	20	6	---	2	7	168
Previously suspended.....	42	722	1,069	630	437	214	93	20	12	1	3,240
Previously warned.....	41	672	1,285	667	434	159	53	13	6	---	3,330
Previously on probation.....	4	125	236	129	81	32	12	4	3	---	626
Driver's licence placed on probation.....	28	269	331	215	154	97	36	14	7	2	1,153
Male.....	28	263	324	211	146	95	34	14	7	2	1,124
Female.....	---	6	7	4	8	2	2	---	---	---	29

Impaired, 11,129; total infractions received, 268,784; special restrictions, 559; juvenile offences, 15,275.

(b) EXAMINATION OF DRIVERS

A total of 147,585 persons was examined by our Drivers' Examination Division during 1970, compared with the 1969 total of 136,116. Original licence examinations amounted to 112,317, compared with 104,530 in 1969.

The Branch is conducting examinations in the major centres of the Province on a daily basis, and smaller communities are being serviced by travelling units, some on a weekly basis and some on a monthly basis, depending on the demand for examinations. We are servicing more small centres every year as the population expands in the smaller communities throughout the Province.

The examiners in charge of our drivers' examination units also spend a considerable amount of their time conducting interviews with persons called in under our Driver Improvement Programme.

Original Drivers' Examinations

In 1970, a total of 112,317 applicants was examined for an original British Columbia driver's licence. The results of the examinations showed 45,244 (75 per cent) of male applicants passed, while 14,989 (25 per cent) failed. Female applicants had 16,567 (32 per cent) failures and 35,517 (68 per cent) passed.

Of the successful male applicants, 32,450 (72 per cent) were given unrestricted licences, while 12,794 (28 per cent) have one or more restrictions. There were 23,642 (67 per cent) female examinees who had no restrictions, while 11,875 (33 per cent) had one or more restrictions.

A certificate of competency for physical condition was issued to 603 male examinees, 220 of them being in the 70 years or over group. Certificates of competency for physical condition were also issued to 303 female examinees, 64 of them being 70 years of age or over.

Failure in one or more of the examinations caused this Department to suspend the right to obtain a licence of 105 male and 62 female applicants.

In the road-test portion of the examination, 17,688 male examinees, and 17,984 female examinees were given the passing grade of 70 to 79 per cent, 6,206 male and 5,129 female examinees had between 80 and 84 per cent, 4,053 male and 3,123 female examinees had between 85 and 89 per cent, and 2,563 male and 896 female examinees attained 90 per cent or over.

For surrendering valid out-of-Province driver's licences, 14,734 male and 8,385 female examinees had the road-test portion waived.

In 1970, 31,556 applicants failed one or more written examinations, 14,989 being male and 16,567 female applicants.

Summary of Drivers' Original Examinations, 1970

MALES

	Number Examined, by Age-group														Total					
	16-18 Years		19-25 Years		26-30 Years		31-40 Years		41-50 Years		51-60 Years		61-64 Years		65-69 Years		70 and Over			
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent		
<i>Applicants Passed</i>																				
Unrestricted	12,567	70.0	7,454	72.0	4,064	75.0	4,427	80.0	2,464	77.0	943	63.0	227	50.0	233	45.0	71	33.0	32,450	72.0
Restricted	5,455	30.0	2,913	28.0	1,355	25.0	1,116	20.0	731	23.0	558	37.0	231	50.0	289	55.0	146	67.0	12,794	28.0
Total passed	18,022		10,367		5,419		5,543		3,195		1,501		458		522		217		45,244	
Applicants taking dual tests	358		131		30		16		11		2								548	
<i>Failed Examinations</i>																				
Reasons—																				
Road test	4,045		1,350		573		619		332		169		50		43		89		7,270	
Written test	156		110		66		51		23		12		2		7		2		429	
Failed to complete	48		9		4		4		1		3				1				70	
Vision	3,674		2,109		621		396		177		81		31		11		119		7,219	
Physical condition	1																		1	
Total failed	7,924		3,578		1,264		1,070		533		265		83		62		210		14,989	
<i>Applicants Suspended</i>																				
Reasons—																				
Road test							6				1									8
Written test			1		1															2
Failed to complete																				1
Vision	16		20		7		5		4		1								1	54
Physical condition	7		13		1		9		5		1								2	40
Did not attend when notified																				
Reaction																				
Total suspended	23		34		9		20		11		3		2				3		105	
Total examinations conducted	25,946		13,945		6,683		6,613		3,728		1,766		541		584		427		60,233	
Passed	18,022	69.0	10,367	74.0	5,419	81.0	5,543	84.0	3,195	86.0	1,501	85.0	458	85.0	522	89.0	217	51.0	45,244	75.0
Failed	7,924	31.0	3,578	26.0	1,264	19.0	1,070	16.0	533	14.0	265	15.0	83	15.0	62	11.0	210	49.0	14,989	25.0

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—										Certificate of Examination by Competent Authority	
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor-cycles	Vision	Physical Condition		
16-18 years.....	4,415	15	296	20	9	1	6	1,135	466	116		
19-25 years.....	2,694	15	182	6	7	2	2	157	140	58		
26-30 years.....	1,265	8	85	7	5	1	2	13	62	20		
31-40 years.....	1,021	12	118	4	6	.....	.....	10	59	18
41-50 years.....	645	18	89	2	10	.....	.....	2	30	35
51-60 years.....	527	9	60	1	5	—	.....	1	29	47	
61-64 years.....	219	2	14	2	—	.....	.....	1	9	21
65-69 years.....	273	6	41	.....	3	.....	.....	.....	10	68
70 years and over.....	133	5	44	.....	1	1	.....	.....	12	220
Totals.....	11,192	90	929	42	46	5	10	1,319	817	603		

Summary of Drivers' Original Examinations, 1970—Continued
FEMALES

	Number Examined, by Age-group														Total					
	16-18 Years		19-25 Years		26-30 Years		31-40 Years		41-50 Years		51-60 Years		61-64 Years		65-69 Years		70 and Over			
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent		
<i>Applicants Passed</i>																				
Unrestricted	7,974	67.0	6,131	64.0	3,081	69.0	3,426	73.0	1,973	70.0	859	54.0	120	42.0	65	39.0	13	21.0	23,642	67.0
Restricted	3,840	33.0	3,511	36.0	1,379	31.0	1,259	27.0	841	30.0	729	46.0	166	58.0	100	61.0	50	79.0	11,875	33.0
Total passed	11,814		9,642		4,460		4,685		2,814		1,588		286		165		63		35,517	
Applicants taking dual tests																				
	14		12																26	
<i>Failed Examinations</i>																				
Reasons—																				
Road test	2,737		1,547		778		1,064		741		562		100		61		65		7,655	
Written test	39		28		23		21		21		6		4		1		2		145	
Failed to complete	51		23		7		13		13		8		2		1		1		119	
Vision	3,029		2,753		929		977		475		263		54		20		147		8,647	
Physical condition			1																1	
Total failed	5,856		4,352		1,737		2,075		1,250		839		160		83		215		16,567	
<i>Applicants Suspended</i>																				
Reasons—																				
Road test			1								1								2	
Written test																				
Failed to complete																				
Vision	5		15		1		3		4		2								30	
Physical condition	10		9		5		2		1		2								30	
Did not attend when notified																				
Reaction																				
Total suspended	15		25		6		5		5		5								62	
Total examinations conducted																				
Passed	17,670		13,994		6,197		6,760		4,064		2,427		446		248		278		52,084	
Failed	11,814		9,642		4,460		4,685		2,814		1,588		286		165		63		23,035,517	
Total	5,856		33.0	4,352		31.0	28.0	31.0	31.0		31.0		160		36.0		215		77.0	
																			16,567	

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—										Certificate of Examination by Competent Authority	
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor-cycles	Vision	Physical Condition		
16-18 years.....	3,625	10	128	6	11	.....	1	35	234	76	
19-25 years.....	3,394	12	130	7	7	.....	2	35	138	38	
26-30 years.....	1,312	8	72	2	4	.....	.....	8	63	18
31-40 years.....	1,193	7	97	3	4	.....	.....	2	61	26
41-50 years.....	804	8	51	3	2	1	.....	3	38	25	
51-60 years.....	702	7	41	1	2	.....	.....	.....	28	28
61-64 years.....	159	.....	17	1	.....	.....	.....	.....	5	6
65-69 years.....	96	3	9	.....	2	.....	.....	.....	2	22
70 years and over.....	43	.....	8	1	.....	1	.....	.....	2	64
Totals.....	11,328	55	553	24	32	2	3	83	571	303		

Summary of Drivers' Pre-examinations, 1970
MALES

	Number Examined, by Age-group														Total					
	16-18 Years		19-25 Years		26-30 Years		31-40 Years		41-50 Years		51-60 Years		61-64 Years		65-69 Years		70 and Over			
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent		
<i>Applicants Passed</i>																				
Unrestricted	2,116	77.0	3,334	74.0	1,402	76.0	1,998	82.0	1,760	79.0	1,132	62.0	396	57.0	1,256	45.0	2,504	27.0	15,898	56.0
Restricted	639	23.0	1,181	26.0	435	24.0	437	18.0	472	21.0	683	38.0	294	43.0	1,564	55.0	6,816	73.0	12,521	44.0
Total passed	2,755		4,515		1,837		2,435		2,232		1,815		690		2,820		9,320		28,419	
Applicants taking dual tests																				
	1,753		1,409		313		276		171		38		4		1		4		3,969	
<i>Failed Examinations</i>																				
Reasons—																				
Road test	190		120		25		34		40		44		31		124		907		1,515	
Written test	2		1		1		2		5		1		1		6		25		39	
Failed to complete	1												1		1		64		71	
Vision																	9		12	
Physical condition																				
Total failed	193		121		26		36		45		46		32		133		1,005		1,637	
<i>Applicants Suspended</i>																				
Reasons—																				
Road test	2		1		1				4		2		2		3		6		21	
Written test																				
Failed to complete	3		5				1		1		2		3		2		2		15	
Vision	2		3				4				4		6		2		5		24	
Physical condition	5		13		12		14		20		14		6		20		79		183	
Did not attend when notified	2		6		1		11		5		4		2		5		8		44	
Reaction															1				1	
Total suspended	14		28		14		30		30		26		13		33		100		288	
Total examinations conducted																				
Passed	2,948		4,636		1,863		2,471		2,277		1,861		722		2,953		10,325		30,056	
Failed	2,755	93.0	4,515	97.0	1,837	97.0	2,435	99.0	2,232	98.0	1,815	98.0	690	96.0	2,820	95.0	9,320	90.0	28,419	95.0
	193	7.0	121	3.0	26	3.0	36	1.0	45	2.0	46	2.0	32	4.0	133	5.0	1,005	10.0	1,637	5.0

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—										Certificate of Examination by Competent Authority	
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor-cycles	Vision	Physical Condition		
16-18 years.....	608	5	50	7	1	—	2	7	17	29		
19-25 years.....	1,081	20	77	3	18	1	—	1	128	1,398		
26-30 years.....	395	10	37	4	6	—	—	2	130	683		
31-40 years.....	350	10	84	4	6	—	1	3	26	800		
41-50 years.....	388	33	80	2	13	—	—	2	43	558		
51-60 years.....	594	35	129	7	18	5	2	3	57	320		
61-64 years.....	260	13	64	7	8	3	—	—	16	101		
65-69 years.....	1,368	41	436	24	17	4	5	—	77	1,933		
70 years and over.....	5,724	216	1,952	347	71	220	157	8	498	9,324		
Totals.....	10,768	383	2,909	405	158	233	167	26	992	15,146		

Summary of Drivers' Pre-examinations, 1970—Continued

FEMALES

	Number Examined, by Age-group														Total					
	16-18 Years		19-25 Years		26-30 Years		31-40 Years		41-50 Years		51-60 Years		61-64 Years			65-69 Years		70 and Over		
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent		No.	Per Cent	No.	Per Cent	
<i>Applicants Passed</i>																				
Unrestricted.....	75	68.0	194	64.0	127	66.0	273	71.0	337	69.0	253	54.0	62	48.0	224	33.0	490	24.0	2,035	43.0
Restricted.....	36	32.0	109	36.0	66	34.0	114	29.0	154	31.0	219	46.0	67	52.0	461	67.0	1,523	76.0	2,749	57.0
Total passed.....	111		303		193		387		491		472		129		685		2,013		4,784	
<i>Applicants taking dual tests.</i>																				
	48		80		16		13		8		1								166	
<i>Failed Examinations</i>																				
<i>Reasons—</i>																				
Road test.....	14		19		3		9		23		28		6		43		261		406	
Written test.....																				
Failed to complete.....	1		2						1						1		9		14	
Vision.....																	6		6	
Physical condition.....			1								1								2	
Total failed.....	15		22		3		9		24		29		6		44		276		428	
<i>Applicants Suspended</i>																				
<i>Reasons—</i>																				
Road test.....							2				1						1		6	
Written test.....																				
Failed to complete.....																				
Vision.....											1				1		1		3	
Physical condition.....			3		1		4		4		3		1		1		12		29	
Did not attend when notified.....	1														1		4		6	
Reaction.....																				
Total suspended.....	1		3		1		6		6		5		1		3		18		44	
<i>Total examinations conducted</i>																				
Passed.....	126		325		196		396		515		501		135		729		2,289		5,212	
Failed.....	111	88.0	303	93.0	193	98.0	387	98.0	491	95.0	472	94.0	129	96.0	685	94.0	2,013	88.0	4,784	92.0
Total.....	15	12.0	22	7.0	3	2.0	9	2.0	24	5.0	29	6.0	6	4.0	44	6.0	276	12.0	4,784	8.0

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—										Certificate of Examination by Competent Authority	
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor-cycles	Vision	Physical Condition		
16-18 years.....	30	---	3	---	---	---	---	2	3	3		
19-25 years.....	101	2	7	---	---	---	---	---	4	49		
26-30 years.....	63	2	1	---	1	---	---	---	2	38		
31-40 years.....	104	5	10	---	3	---	1	---	6	71		
41-50 years.....	158	5	19	1	5	---	1	---	9	64		
51-60 years.....	204	11	20	2	2	3	2	---	14	38		
61-64 years.....	66	1	3	1	---	1	---	---	3	8		
65-69 years.....	435	19	52	1	1	1	1	---	19	222		
70 years and over.....	1,406	95	705	57	5	31	28	---	105	2,015		
Totals.....	2,567	140	820	62	17	35	33	---	165	2,508		

Drivers' Re-examinations

During 1970, this Department re-examined 35,268 drivers as to their ability to safely operate a motor-vehicle in British Columbia. Of the male examinees, 28,419 (95 per cent) qualified and 1,637 (5 per cent) failed the examination. Female drivers had 428 (8 per cent) failures while 4,784 (92 per cent) qualified.

Of the qualified male drivers, 15,898 (56 per cent) had unrestricted licences, while 12,521 (44 per cent) had licences with one or more restrictions. There are 2,035 (43 per cent) of the female examinees unrestricted, while 2,749 (57 per cent) have one or more restrictions.

A certificate of competency for physical condition was issued to 15,146 male drivers, 9,324 of these being 70 years of age or older. These certificates were also issued to 2,508 female drivers, of whom 2,015 were 70 years of age or older.

Failure in one or more portions of the examination resulted in the suspension of driver's licences for 288 male drivers and 44 female drivers.

In the road-test portion of the examination, 13,586 male examinees and 2,973 female examinees had the passing grade of 70 to 79 per cent; 4,313 male and 748 female examinees had between 80 and 84 per cent; and 4,893 male and 333 female examinees had 90 per cent or over. For surrendering valid out-of-Province driver's licences, 454 male and 122 female examinees had the road-test portion waived.

During 1970, 1,025 drivers voluntarily surrendered their licences.

In 1970 this Department began a programme on Drivers' Training Schools. There were 235 vision screening-tests conducted, 10 certificates of competency for vision issued, 209 certificates of competency for physical condition issued, and 68 assessment road tests conducted.

Summary of Drivers' Examinations

SUMMARY OF ORIGINAL EXAMINATIONS, 1970 (GRAND TOTAL, 112,317)

<i>Applicants Passed</i>			<i>Failed Examinations</i>		
	Number	Per Cent	Reason	Number	Per Cent
Total	80,761	72.0	Total	31,556	28.0
Unrestricted	56,092	69.0	Failed road test	14,925	---
Restricted	24,669	31.0	Failed written test	574	---
			Failed to complete	189	---
			Failed vision	15,866	---
			Physical condition	2	---

<i>Males</i>		<i>Females</i>	
	Number		Number
Road test waived due to applicant being holder of a driver's licence from another province or state of the United States	14,734	Road test waived due to applicant being holder of a driver's licence from another province or state of the United States	8,385
Qualified with 70 to 79 per cent	17,688	Qualified with 70 to 79 per cent	17,984
Qualified with 80 to 84 per cent	6,206	Qualified with 80 to 84 per cent	5,129
Qualified with 85 to 89 per cent	4,053	Qualified with 85 to 89 per cent	3,123
Qualified with 90 per cent and over	2,563	Qualified with 90 per cent and over	896
Qualified after second road test	3,735	Qualified after second road test	3,889
Qualified after third road test	655	Qualified after third road test	621
Qualified after fourth road test	110	Qualified after fourth road test	98
Qualified after five or more road tests	35	Qualified after five or more road tests	29
Qualified after second written test	367	Qualified after second written test	127
Qualified after third written test	14	Qualified after third written test	4
Qualified after fourth written test	1		

SUMMARY OF RE-EXAMINATIONS, 1970 (GRAND TOTAL, 35,268)

<i>Applicants Passed</i>			<i>Failed Examinations</i>		
	Number	Per Cent	Reason	Number	Per Cent
Total	33,203	94.0	Total	2,065	6.0
Unrestricted	17,933	54.0	Failed road test	1,921	---
Restricted	15,270	46.0	Failed to complete	53	---
			Failed vision	77	---
			Physical condition	14	---

<i>Males</i>		<i>Females</i>	
	Number		Number
Road test waived on surrender of a driver's licence from another province or state of the United States or certification by an authorized company	454	Road test waived on surrender of a driver's licence from another province or state of the United States or certification by an authorized company	122
Qualified with 70 to 79 per cent	13,586	Qualified with 70 to 79 per cent	2,973
Qualified with 80 to 84 per cent	4,313	Qualified with 80 to 84 per cent	748
Qualified with 85 to 89 per cent	5,173	Qualified with 85 to 89 per cent	608
Qualified with 90 per cent and over	4,893	Qualified with 90 per cent and over	333
Qualified after second road test	843	Qualified after second road test	185
Qualified after third road test	125	Qualified after third road test	38
Qualified after fourth road test	29	Qualified after fourth road test	7
Qualified after five or more road tests	7	Qualified after five or more road tests	3

Chauffeurs' Examinations

In 1970, this Department conducted 1,499 Class A chauffeur examinations. Of these, 1,054 (70 per cent) were satisfactory, while 445 (30 per cent) resulted in failure in one or more portions of the examination.

There were 4,091 Class B examinations conducted, of which 2,480 (61 per cent) were satisfactory and 1,611 (39 per cent) resulted in failure.

There were 56 Class A and 114 Class B chauffeurs refused issuance for one or more reasons.

In 1970 our certification programme resulted in 133 Class A chauffeur certifications.

Examination of Chauffeurs, 1970

CLASS A CHAUFFEURS		CLASS B CHAUFFEURS	
Passed (70 per cent)	1,054	Passed (61 per cent)	2,480
Failed (30 per cent)	445	Failed (39 per cent)	1,611
Certification	113	Failed—	
Failed—		Hearing	13
Hearing	9	Vision	375
Vision	138	Colour blind	28
Colour blind	8	Road test	788
Road test	220	Physical condition	14
Physical condition	17	Written	364
Written	45	To complete	28
To complete	4	To attend	1
To attend	4		
Total	1,499	Total	4,091

*Notices of Juvenile Offences (N.O.J.O. Programme),
January to December 1970*

Total number of offences committed to date (includes Court actions)	15,275
Total number of notices of juvenile offence (N.O.J.O.)	14,994
Total number of advisory letters forwarded to parents	13,378
Notices of intent to suspend	218
Suspensions under N.O.J.O. (sec. 86)	234
Appeals (resolved and placed on probation)	28

Statistics of driving-record searches for the past three years are as follows: 1968, 123,132; 1969, 137,133; 1970, 202,292.

The 1970 statistics of the Driver Improvement Programme are as follows:

Warning Letters, Etc., January to December 1970

Warning letters	29,690
Notices of intent to suspend	10,269
Interviews and hearings	4,354
Results of notices to suspend, interviews, and submissions—	
Licences suspended	7,314
Licences placed on probation	1,153

(c) MOTOR-VEHICLE INSPECTION

During 1970 the compulsory programme of motor-vehicle inspection was continued in Victoria and in the Delta-Richmond area of the Lower Mainland.

On July 1, 1970, the Inspection Station at Bidwell and Alberni Streets, Vancouver, operated for many years by the City of Vancouver, came under the inspection

programme of the Branch. This station comprises four lanes, three for the inspection of passenger vehicles and one for trucks. The station is manned by 27 inspectors and four clerks, plus six inspectors and two cashiers who work on a part-time basis. The Vancouver Inspection Station will serve the City of Vancouver and North Vancouver, the Districts of North Vancouver and West Vancouver, and the University Endowment Lands.

Notices requiring the owner to present his motor-vehicle for inspection were mailed to 135,793 owners during 1970, of whom 25,552 required a second notice. Notifications of suspension were given to 7,591 owners.

The following is a summary of vehicles inspected:

Summary of Vehicle Inspection, January 1, 1970, to December 31, 1970

	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	Total
Passenger.....	50,541	30,356	8,107	2,397	91,401	25,473	26,420	11,307	3,296	66,496	548	344	90	44	1,026	158,923
Commercial.....	8,474	2,617	947	614	12,652	4,687	2,727	1,441	1,107	9,962	161	62	24	10	257	22,871
Motor-cycle.....	1,265	194	32	23	1,514	261	68	12	11	352	23	8	.....	.....	31	1,897
Trailer.....	379	102	40	37	558	168	56	29	17	270	6,590	1,975	844	280	9,689	10,517
Totals.....	60,659	33,269	9,126	3,071	106,125	30,589	29,271	12,789	4,431	77,080	7,322	2,389	958	334	11,003	194,208
	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	Total
Passenger.....	27,375	30,861	13,366	4,196	75,798	2,571	3,524	2,165	689	8,949	47	26	6	4	83	84,830
Commercial.....	5,084	2,988	1,816	1,254	11,242	500	437	314	220	1,471	21	23	4	7	55	12,768
Motor-cycle.....	390	76	13	42	521	16	9	4	2	31	.....	.....	.....	.....	4	556
Trailer.....	277	88	46	17	428	90	9	6	.....	105	2,188	625	396	118	3,327	3,860
Totals.....	33,126	34,013	15,341	5,509	87,989	3,177	3,979	2,489	911	10,556	2,256	674	406	133	3,469	102,014
Per cent.....	35.3	50.5	62.7	64.2	45.3	9.4	11.9	16.2	17.0	12.0	23.5	22.0	29.7	28.4	23.9	34.4
Presented for inspection.....	93,785	67,282	24,467	8,580	194,114	33,766	33,250	15,278	5,342	87,636	9,578	3,063	1,364	467	14,472	296,222

Vehicle Age Code: Age 4, 1956 and prior; Age 3, 1957 to 1961; Age 2, 1962 to 1966; Age 1, 1967 and after.

During the inspection of motor-vehicles it was found that 102,014 did not meet the standards of inspection and were rejected. The total number of defects found were 197,813 (1.9 for each rejected vehicle).

The following are the causes for rejection:

Causes of Rejection, 1970

Code	Age 1	Age 2	Age 3	Age 4	Total
1. Motor-vehicle licence.....	984	676	464	244	2,368
2. Number-plates.....	1,060	1,372	627	268	3,327
3. Plate-lamp.....	3,456	4,296	2,401	825	10,978
4. Tail-lamps.....	1,414	2,111	1,570	572	5,667
5. Stop-lamps.....	2,809	3,151	2,089	1,089	9,138
6. Turn-signals.....	1,820	3,406	2,229	908	8,363
7. Reflectors.....	896	546	324	173	1,939
8. Horn.....	634	1,174	628	296	2,732
9. Windshield-wipers.....	643	1,428	1,178	506	3,755
10. Left window-raiser.....	33	208	240	119	600
11. Doors, body, hood.....	119	411	829	407	1,766
12. Bumper, mudflaps.....	608	345	448	201	1,602
13. Headlamps.....	25,631	21,219	9,813	3,238	59,901
14. Identification lamps.....	568	344	222	125	1,259
15. Spot-lamps.....	12	29	5	6	52
16. Fog-lamps.....	61	57	9	10	137
17. Auxiliary lamps.....	156	103	49	23	331
18. Wheel alignment.....	1,453	2,445	1,028	503	5,429
19. Steering mechanism.....	2,442	6,249	4,307	1,823	14,821
20. Tires, wheels.....	4,952	7,060	3,956	1,595	17,563
21. Fuel system.....	48	148	106	61	363
22. Exhaust, muffler.....	3,446	5,341	3,444	1,455	13,686
23. Service brakes.....	3,815	4,322	2,672	1,166	11,975
24. Pedal reserve.....	566	1,794	1,435	543	4,338
25. Brake connections.....	453	1,146	862	556	3,017
26. Air or vacuum.....	115	102	91	39	347
27. Tell-tale.....	17	33	10	16	76
28. Parking-brake.....	912	2,044	1,616	696	5,268
29. Visibility and mirror.....	1,150	1,688	1,155	523	4,516
30. Driver seat-belts.....	81	394	166	139	780
31. Miscellaneous.....	766	357	384	212	1,719

Vehicle Age Code: Age 4, 1956 and prior; Age 3, 1957 to 1961; Age 2, 1962 to 1966; Age 1, 1967 and after.

The programme of inspection through the use of a mobile inspection unit was continued during 1970. This marks the sixth year of operation of this programme, which started in 1964.

The mobile inspection unit consists of a panel truck and trailer which is out-fitted with equipment to check steering mechanism, wheel alignment, brake and headlamp adjustments. In addition, checks are made by the inspection unit staff of other vehicle lamps, mufflers and exhaust systems, the condition of window glass, windshield-wipers, tires, and other items whose poor condition could prove dangerous.

The mobile unit visited 14 communities in the Province in 1970. A total of 7,392 vehicles was inspected. Of that number, 57.7 per cent were rejected on first inspection. The following table shows the number of rejected vehicles on which defects were corrected and subsequently passed on reinspection. In addition, it was reported that many had their vehicle defects corrected after the inspection unit had left the community.

Causes of rejection at the 14 different locations throughout the Province are one or more of the following:

Summary of Inspections, Mobile Inspection Unit, 1970

	Model Year				
	Age 1	Age 2	Age 3	Age 4	Total
Presented for inspection	4,547	2,193	470	182	7,392
Passed on inspection	2,175	778	121	44	3,118
Rejected on inspection	2,372	1,415	349	131	4,267
Percentage rejected	52.1	64.5	74.2	71.9	57.7
Presented for reinspection	1,193	541	112	31	1,877
Passed on reinspection	1,193	541	112	31	1,877
Total inspected and reinspected	5,740	2,734	582	213	9,269
<i>Causes of Rejection</i>					
1. Motor-vehicle licence	122	56	13	11	202
2. Number-plates	33	27	12	6	78
3. Plate-lamp	247	207	92	79	625
4. Tail-lamps	51	57	38	25	171
5. Stop-lamps	89	70	40	19	218
6. Turn-signals	84	116	46	27	273
7. Reflectors	8	15	5	5	33
8. Horn	21	34	17	16	88
9. Windshield-wipers	21	40	26	8	95
10. Left window-raiser	-----	3	7	1	11
11. Doors, body, hood	3	9	20	12	44
12. Bumper, mudflaps	10	2	12	14	38
13. Headlamps	1,733	965	213	93	3,004
14. Identification lamps	4	5	29	1	39
15. Spot-lamps	1	-----	-----	-----	1
16. Fog-lamps	1	-----	-----	-----	1
17. Auxiliary lamps	21	3	2	1	27
18. Wheel alignment	147	115	36	20	318
19. Steering mechanism	165	245	104	52	566
20. Tires, wheels	324	228	80	45	677
21. Fuel system	5	6	5	1	17
22. Exhaust, muffler	366	302	133	40	841
23. Service brakes	130	112	47	21	310
24. Pedal reserve	26	45	45	22	138
25. Brake connections	69	95	22	22	208
26. Air or vacuum	-----	-----	-----	-----	-----
27. Tell-tale	-----	-----	-----	-----	-----
28. Parking-brake	90	86	41	26	243
29. Visibility and mirror	128	99	21	17	265
30. Driver seat-belts	2	4	5	2	13
31. Miscellaneous	7	5	3	5	20

Vehicle Age Code: Age 4, 1956 and prior; Age 3, 1957 to 1961; Age 2, 1962 to 1966; Age 1, 1967 and after.

4. CENTRAL REGISTRY

The Encumbrance Registry was reorganized in 1961 and became known as the Central Registry. The new Registry provides for registering of liens and searches concerning all motor-vehicles and other chattels not owned by corporations. Previously, the documents and "other chattels" had to be registered and searched in the various County Court Registries throughout the Province. The Superintendent of Motor-vehicles is also the Registrar-General and 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 in connection with the *Companies Act* when the chattels refer to vehicles. During the 1970 calendar year, document registration increased by 2,027 documents over the 1969 calendar year. This increase was not as large as in previous years, as a result of the economic conditions which prevailed in 1970. The Central Registry accepted for registration a total of 255,939 documents during 1970 and, as a result of these regulations, the Data Processing Centre of the Industrial Development, Trade, and Commerce Department key-punched 387,726 lien cards. There were 131,787 more lien cards produced than documents registered,

which illustrates that a large percentage of documents presented for registration included more than one vehicle, or a vehicle plus other goods.

Requests for search information continue to increase, and the Central Registry receives requests for information by counter, mail, telephone, telex, teletype, and TWX. In 1970 the value of search requests was \$157,261.50, an increase in revenue of \$10,328 over the 1969 calendar year.

The Central Registry administers approximately 1,800 Search Fee Accounts which may be used to obtain information pertaining to motor-vehicles and drivers' records, in addition to the regular lien-searching. In 1970, the Central Registry accounted for 172,463 driver abstract searches for a total of \$344,926, an increase of \$110,348 over the 1969 calendar year. It is believed this increase, in the request for driver record information, was due chiefly to the compulsory insurance legislation introduced by Government in 1970.

The total revenue accounted for by the Central Registry in 1970 was \$1,211,040.25, an increase of \$138,093.50 over the 1969 calendar year.

A statistical comparison with the 1969 calendar year follows, providing detailed report of the various activities of the Central Registry:

STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1970,
TO YEAR 1969

January 1 to December 31

	1969	1970
Documents filed under—		
<i>Conditional Sales Act</i>	84,166	72,978
<i>Bills of Sale Act</i>	134,819	145,181
<i>Mechanics' Lien Act</i>	21,108	23,731
<i>Assignment of Book Accounts Act</i>	394	503
<i>Companies Act</i>	225	273
Late Order Filing ¹ documents under <i>Con-</i> <i>ditional Sales Act</i>		2,868
Late Order Filing ¹ documents under <i>Bills</i> <i>of Sale Act</i>		5,900
Documents discharged under—		
<i>Conditional Sales Act</i>	1,792	1,480
<i>Bills of Sale Act</i>	1,413	1,592
<i>Mechanics' Lien Act</i>	1,091	1,316
<i>Assignment of Book Accounts Act</i>	30	28
<i>Companies Act</i>	106	89
Total documents accepted	245,144	255,939
Total value of—	\$	\$
Documents accepted	689,056.00	706,553.00
Searches	146,933.50	157,261.50
Photographic copies	2,199.25	2,299.75
Total revenue	838,188.75	866,114.25

¹ Record not kept in 1969 *re* Late Order Filings.

The total number of cards key-punched by Data Processing Division *re* document registrations, January 1 to December 31, 1970, was 387,726 (serial cards, 235,153; alphabetical cards, 152,573).

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 Victoria Inspection Station and the Richmond Inspection Stations were appointed mechanical inspectors for the inspection of school buses. School buses in the Victoria area and Greater Vancouver area are inspected at the 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 1970 the number of permits issued for vehicles to be used as school buses was 1,032 renewal permits and 119 permits for new vehicles, for a total of 1,151 as compared to the 1969 figure of 1,026. Of these permits issued, 51 were cancelled as the result of the lapse of insurance coverage or of poor mechanical condition. In 1970, school buses were involved in 45 accidents, of which 33 resulted in property damage only; 25 students and 11 persons other than students were injured in 12 injury accidents. There were no fatal accidents involving a school bus in the year 1970.

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 allowing vehicles to be equipped with a flashing lamp. 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. The regulations specify that certain emergency vehicles and tow cars may be equipped without obtaining a permit.

In 1970, 96 permits for flashing amber lamps and 23 permits for flashing red lamps were issued. In addition, 13 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.

Two permits were issued to allow police vehicles to install a device which would cause their headlamps to flash white light.

On July 1, 1970, a change in the Motor-vehicle Act Regulations allowed the use of flashing amber lights on pilot cars without the necessity of first obtaining a permit from the Superintendent. This resulted in a reduced demand for permits for flashing amber lamps.

7. STAFF

Two major changes in the administration of the Motor-vehicle Branch affected staff numbers to some degree. As of April 1970 there were 62 employees transferred to the Data Processing Centre of the Department of Industrial Development, Trade, and Commerce. The majority of these positions were key-punch operators. It was decided to centralize these operators, making them available for all phases of key-punch operations, under the direction of the Data Processing Centre. The second major change came about on July 1, 1970, when the Vancouver City Motor-vehicle Inspection Station was taken over by the Provincial Government and 38 new positions were added to the compliment of this Branch.

This resulted in a net decrease in the staff of 24 positions, from 398 to 374. Of this total, 330 positions were permanent and 44 temporary. A 50-per-cent decrease in temporary positions in 1970 over 1969 was due to many temporary key-punch operators being transferred to the Data Processing Centre.

The Branch was again fortunate during the motor-vehicle licence renewal period of January and February to have available 74 staff members of the Liquor Control Board to assist in issuance throughout the Province. We take this opportunity to sincerely thank the Chairman and administrative staff of the Liquor Control Board for their continued support during this demanding period.

The Motor-vehicle Branch staff in every area of the Province are to be congratulated for their co-operation, excellent performance, and dedication to duty. Due to an ever-increasing work load, legislative changes, and, from time to time, staff shortages, additional demands are made of employees. The supervisory staff are fully appreciative of the manner in which the employees have met these challenges. It is this type of support that makes it possible for the Branch to maintain a high level of efficiency in serving the public.

CONCLUSION

This Report sets out in detail the scope and work requirements of the Motor-vehicle Branch. The Branch is faced with a continuing trend of expansion of work requirements in order to fulfill its obligation to the people of this Province. As a result, a great deal of effort has been devoted to staff training, and the deeper we become involved in this sort of programme the more we appreciate its usefulness. This has resulted in a more efficient operation and certainly a higher level of service to the citizens of the Province. A very difficult work area is the one dealing with problem drivers. Great emphasis is being placed on the education aspects of the problem and through requiring large numbers of persons to take Defensive Driving Courses. Very strenuous efforts are being made to place many of these problem drivers in rehabilitative programmes, realizing that, in the long run, this type of training must succeed in order to reduce the serious types of highway accidents which are so prevalent today.

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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