PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1968

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in right of the Province of British Columbia.
1970

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, 1968.

LESLIE RAYMOND PETERSON,
Attorney-General.

Attorney-General's Department,
Victoria, British Columbia, December, 1969.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1968

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

SIR,—It is my privilege to submit the Annual Report of the Motor-vehicle Branch for 1968. The report deals with the activities of the Branch during the 1968 licence-year which ended on February 28, 1969.

The constant growth in the number of vehicle registrations and in licensed drivers in British Columbia, which has been evident in reports of recent years, continues to carry on during 1968. Our rate of growth continues to exceed the National average and there is every expectation that this trend will carry on. The National average for increased vehicle registrations is 4 per cent per year. The increase in registrations in British Columbia in 1968 over vehicle registrations in 1967 was at the rate of 6.1 per cent.

The need to service the fast-growing smaller communities of the Province continues to be a problem of the Branch and in 1968 we were able to supply driver-licensing and vehicle-licensing service in communities that had not been covered in previous years. Drivers' examination service is available in all areas of the Province and this has made it possible for citizens to obtain original driver's licences without long delays or without the necessity of having to travel many miles to get that public service.

The number of motor-vehicle accidents continues to rise and there are tables of statistics contained in this Report which set out some of the facts about this very serious problem. Traffic fatalities in 1968 reached an all-time high of 574, which is an increase of 15 over the 1967 total, the increase being 2.7 per cent. Programmes to deal with this serious social problem occupy a very considerable amount of the staff time of the Motor-vehicle Branch. Our Driver Improvement Programme continues to deal with ever-increasing numbers of drivers whose records show accident trends and also with records which show an accumulation of conviction reports or notices of traffic violations.

In 1968 a new programme was introduced which deals with persons who have violated traffic rules of the *Motor-vehicle Act* in what is known as a " no-fine " method. This programme was commenced on October 1, 1968, in the County of Victoria on a trial basis and it was on the successful results that were indicated during the trial period that the programme will be expanded in the future. The basis of the " no-fine " method is that, instead of the violating driver being required to appear in Court and if found guilty pay a fine assessed by the Judge, now under the new programme the driver is given a notice of the violation by the police officer who alleges that a violation took place. The driver then has a period of seven days in which he may dispute this violation if he feels the police officer was not correct. The dispute is heard by a Judge and if the Judge finds the driver was right in his dispute then the violation is not reported to the Motor-vehicle Branch. If the violation is not disputed, all the violation reports are received by the Branch and form part of the driving record of the person involved. A fundamental part of the " no-fine " method is the assignment of point values for various traffic offences, and when the point values reach certain totals the Motor-vehicle Branch takes action against the driver commensurate with the point total in the record. The action may

be to require the driver to take a defensive driving course or to show cause why a licence should not be suspended. The philosophy behind the programme is to place a much-greater degree of emphasis than heretofore on the value of driving within the confines of the law if a driver is going to maintain his driver's licence and his privilege of driving upon our highways.

The roadside suspension law which was first introduced in British Columbia in 1967 was expanded during 1968 to cover the entire Province. This legislation concerns the problem of alcohol and driving and was designed to keep those drivers who would appear to be a hazard to other drivers at a particular time off the road. When the police officer suspects that a driver has been drinking and he feels that the consumption of alcohol is so that it has affected his ability to drive, the policeman may require the driver to surrender his driver's licence for a period of 24 hours. The driver may request the police officer to provide him with a device with which he can take a test to prove to the policeman that he was not in fact impaired to the level thought to be the case by the policeman. Experience has shown that very few drivers who are dealt with under the roadside suspension law desire to take this test, presumably on the ground that they know very well in their own mind that they have been consuming alcohol and that there is nothing to gain by carrying out a test. During 1968 the licences of 7,916 drivers were suspended for a period of 24 hours each under this Provincial statute.

On July 4, 1968, the Motor-vehicle Inspection Station in the Greater Victoria area was opened to business. This station is the first of a number of similar stations to be developed in the Provincial Government's programme of compulsory motor-vehicle inspection. The station is a four-laned unit and has been designed with adequate capacity to serve the County of Victoria, and the requirement now exists that all motor-vehicles that are regularly operated within the County must bear a certificate of approval showing compliance with the vehicle inspection regulation.

Activities of the Branch are dealt with under the following headings:—

1. Licences.
2. Accidents and Convictions.
3. Driving Safety.
   (*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 1968 reach the total of 918,612, as compared to 865,217 in 1967, an increase of 53,395 or 9.4 per cent.

Passenger-type motor-vehicles licensed in 1968 numbered 740,979, an increase of 38,976 over the 1967 total of 702,003. Commercial-vehicle registrations increased by 14,419. For 1968 the total of commercial vehicles licensed was 177,633. In comparison, the 1967 total for commercial vehicles was 163,214.

The increase in motor-cycle registrations of 1,235 from the 1967 total of 17,229 to the 1968 total of 18,464 (9.33 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 1968 total of 102,068 is an increase of 10,441 over the 91,627 registration total of 1967. The camping and boat-type trailers account for the majority of this increase and would indicate that the residents of British Columbia are continuing to enjoy and spend more of their leisure hours out-of-doors.

Trailer records will be converted to computer methods during 1969 so that owners will receive application forms for their 1970 renewal licences.

The comparative statement of licences, permits, etc., for motor-cycles, trailers, and chauffeurs covers the volumes in these categories during the licence-years 1961 to 1968.

Comparative Statement of Licences, Permits, Etc., Issued during the Licence-years 1961 to 1968, Inclusive

Licences Issued	1961	1962	1963	1964	1965	1966	1967	1968
Motor-vehicles—								
Passenger (new)	48,348	56,822	67,659	76,388	94,190	89,427	89,817	94,333
Passenger (renewal)	419,022	438,486	463,457	495,419	529,552	575,364	612,186	646,646
Total passenger	467,370	495,308	531,116	571,807	623,742	664,791	702,003	740,979
Commercial (new)	10,576	11,886	13,830	16,604	20,367	20,009	20,329	25,171
Commercial (renewal)	106,095	108,843	112,228	116,969	123,560	133,311	142,885	152,462
Total commercial	116,671	120,729	126,058	133,573	143,927	153,320	163,214	177,633
Total motor-vehicles	584,041	616,037	657,174	705,380	767,669	818,111	865,217	918,612
Non-resident touring motor-vehicle permits	1,343	1,551	1,613	1,446	1,212	1,222	1,067	929
Non-resident special motor-vehicle permits	187	157	110	111	86	45	34	32
Non-resident commercial motor-vehicle permits—								
Single trip	15,831	12,069	12,478	13,221	14,250	15,260	13,209	15,690
Quarterly permits	2,471	1,772	2,241	2,746	2,228	1,968	1,912	2,408
Totals	18,302	13,841	14,719	15,967	16,478	17,228	15,121	18,098
Extra-Provincial prorated trucks	.....	2,048	1,822	2,203	2,072	2,693	2,775	2,713
Temporary operation permits—								
Passenger	7,719	8,732	10,076	11,237	12,961	14,076	15,717	17,599
Commercial	19,988	20,490	25,429	30,368	36,360	35,995	37,057	42,128
Totals	27,707	29,222	35,505	41,605	49,321	50,071	52,774	59,727
Transporter—								
Original	.....	.....	5	9	17	20	26	27
Additional	.....	.....	63	67	82	88	81	68
Motor-cycles—								
New	652	706	1,342	4,209	5,630	4,263	4,063	3,780
Renewal	3,587	3,683	3,937	4,803	8,016	11,124	13,166	14,684
Totals	4,239	4,389	5,279	9,012	13,376	15,387	17,229	18,464
Trailers	53,109	56,434	62,116	66,725	73,152	81,703	91,627	102,068
Extra-Provincial prorated trailers	.....	3,391	3,647	4,042	4,275	5,246	6,743	7,859
Motor-dealers—								
Original licences	782	885	968	1,057	1,105	1,097	1,086	1,140
Additional plates	817	866	884	966	1,097	1,238	1,306	1,332
Original motor-cycle dealer licences	28	44	51	91	124	124	118	120
Additional motor-cycle dealer licences	10	13	16	24	31	84	92	85
Salesmen's licences	954	1,044	1,182	1,296	1,404	1,347	1,196	1,191
Transfers—								
Passenger	228,311	256,580	284,641	304,487	337,369	337,860	341,859	351,092
Commercial	41,800	43,610	44,899	47,618	52,423	54,598	57,193	62,370
Motor-cycle	2,726	2,976	3,349	5,312	8,171	9,614	10,872	11,391
Trailers	1,510	2,818	4,069	4,489	5,810	7,225	8,654	9,637
Total transfers	274,347	305,984	336,958	361,906	403,773	409,297	418,578	434,490
Chauffeurs—								
Original Class A	5,518	5,672	5,891	5,910	6,310	7,059	7,605	7,972
Original Class B	4,925	5,010	5,320	5,432	5,785	6,435	6,876	7,078
Original Class C	64,446	63,677	67,781	72,484	80,977	83,853	83,091	83,323
Searches	1,493,937	796,687	641,992	1,619,395	1,145,251	1,659,586	1,692,128	1,701,655
Safety responsibility insurance certificates filed	12,523	13,741	14,281	15,563	17,707	13,080	13,459	15,884

DRIVERS' LICENCES

Original drivers' licences issued during the 1968 licence-year totalled 69,895, a slight decrease from the 1967 total of 73,010. Original licences issued to adult applicants amounted to 40,677, and those issued to applicants under 21 years of age amounted to 29,218.

Licensed drivers in British Columbia at the end of 1968 totalled 1,075,418, an increase of 73,844 or 13.5 per cent over the 1967 total of 1,001,574. Male drivers comprised 63.4 per cent of the total in the amount of 681,561, leaving the remaining 393,857 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	1949–1953	59,072	34,335	93,407	8.686
21–24 ,,	1945–1948	69,384	44,576	113,960	10.597
25–30 ,,	1939–1944	100,243	65,801	166,044	15.440
31–35 ,,	1934–1938	72,593	45,562	118,155	10.987
36–40 ,,	1929–1933	71,951	43,335	115,286	10.720
41–45 ,,	1924–1928	66,686	41,499	108,185	10.060
46–50 ,,	1919–1923	60,843	38,810	99,653	9.266
51–55 ,,	1914–1918	51,715	30,960	82,675	7.688
56–60 ,,	1909–1913	45,015	22,353	67,368	6.264
61–65 ,,	1904–1908	34,446	13,445	47,891	4.453
66–69 ,,	1900–1903	19,802	6,283	26,085	2.425
70–75 ,,	1894–1899	17,148	4,931	22,079	2.053
76–80 ,,	1889–1893	8,185	1,483	9,668	0.899
81–85 ,,	1884–1888	3,584	414	3,998	0.372
86–90 ,,	1879–1883	790	57	847	0.079
Over 90 years	1878 and prior	104	13	117	0.011
Totals	.....	681,561	393,857	1,075,418	100.000
Male	.....	681,561	.....	.....	63.376
Female	.....	.....	393,857	.....	36.624

CHAUFFEURS' LICENCES

The comparative statement of licences and permits on the previous page shows the number of licensed chauffeurs in 1968 to be 98,373, an increase of 801 over the 1967 total of 97,572. The number of Class A category chauffeurs licensed to drive buses increased to 7,972 from 7,605 in 1967. The Class B category chauffeurs licensed to drive taxis increased to 7,078 from 6,876 in 1967. The Class C category chauffeurs licensed to drive trucks showed an increase in 1968 to 83,323 from the total of 83,091 in 1967.

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 1968 licence-year, 1,132 motor-dealers' licences permitting the sale of motor-vehicles and trailers and 120 motor-cycle dealers' licences permitting the sale of motor-cycles and trailers were issued.

A prerequisite for the issuance of a motor-dealer's 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 1968, 308 dealers' bonds were filed, of which 211 were original bonds for new motor-dealers and 97 were replacement bonds. There were 233 bonds cancelled during 1968. Security was filed with the Minister of Finance by three 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 1968 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	323	1,027	9,108	10,458	68	331	2,747	3,146	13,604
Alberni	170	783	8,380	9,333	22	316	1,958	2,296	11,629
Ashcroft	50	11	1,155	1,216	13	13	579	605	1,821
Atlin	12	11	23	46	10	10	70	90	136
Burns Lake	46	130	1,081	1,257	42	97	815	954	2,211
Chilliwack	431	1,211	12,891	14,533	64	411	3,674	4,149	18,682
Clinton	9	17	429	455	7	21	302	330	785
Cloverdale	941	1,476	26,393	28,810	148	697	6,525	7,370	26,180
Courtenay	603	1,030	12,515	14,148	52	512	3,474	4,038	18,186
Cranbrook	502	707	6,352	7,561	158	318	2,506	2,982	10,543
Creston	143	253	2,362	2,758	52	152	1,358	1,562	4,320
Dawson Creek	324	695	4,936	5,955	222	408	2,896	3,526	9,481
Duncan	229	668	9,632	10,529	59	244	2,788	3,091	13,620
Fernie	249	151	1,472	1,872	138	135	853	1,126	2,998
Fort Nelson	120	57	539	716	83	53	471	607	1,323
Fort St. John	430	543	4,594	5,567	188	552	3,278	4,018	9,585
Ganges	21	4	940	965	3	3	348	354	1,319
Golden	223	229	1,617	2,069	96	97	803	996	3,065
Grand Forks	36	128	2,071	2,235	8	63	1,081	1,152	3,387
Haney	225	980	8,631	9,836	29	290	1,939	2,258	12,094
Invermere	136	77	1,068	1,281	54	51	693	798	2,079
Kamloops	704	1,420	13,316	15,440	179	757	5,187	6,123	21,563
Kaslo	22	10	338	370	8	1	196	205	575
Kelowna	1,001	1,261	13,177	15,439	220	397	3,904	4,521	19,960
Kitimat	101	286	3,040	3,427	7	107	531	645	4,072
Lillooet	22	24	686	732	7	6	395	408	1,140
Merritt	67	128	1,847	2,042	7	85	846	938	2,980
Mission	59	210	3,608	3,877	17	71	1,120	1,208	5,085
Nanaimo	419	1,438	15,951	17,808	77	456	3,792	4,325	22,133
Nelson	286	689	9,942	10,917	64	282	3,641	3,987	14,904
New Westminster[1]	1,972	6,338	78,676	86,986	251	1,369	10,417	12,037	99,023

[1] New Westminster (includes temporary office at Burnaby during rush period and mail-order issuance to New Westminster area from Victoria. Issuance at Port Coquitlam, which accounts through New Westminster, has been deducted): Passenger, 81,287; commercial, 11,010.

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 1968 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	
North Vancouver	1,069	5,026	29,704	35,799	39	711	3,086	3,836	39,635
Oliver	86	85	2,773	2,944	17	56	1,172	1,245	4,189
Penticton	589	1,207	9,742	11,538	124	354	2,795	3,273	14,811
Pouce Coupe	46	17	392	455	226	41	341	608	1,063
Powell River	104	270	5,567	5,941	12	90	1,257	1,359	7,300
Prince George	696	1,844	15,258	17,798	213	987	6,358	7,558	25,356
Prince Rupert	178	454	4,629	5,261	43	156	1,365	1,564	6,825
Princeton	18	37	867	922	4	21	452	477	1,399
Quesnel	120	350	3,586	4,056	46	250	2,033	2,329	6,385
Revelstoke	185	118	2,199	2,502	43	79	907	1,029	3,531
Rossland	15	24	1,100	1,139	2	17	298	317	1,456
Salmon Arm	320	349	3,635	4,304	129	161	1,667	1,957	6,261
Smithers	95	260	2,529	2,884	34	194	1,466	1,694	4,578
Terrace	97	354	3,285	3,736	25	240	1,666	1,931	5,667
Trail	162	756	6,880	7,798	24	154	1,463	1,641	9,439
Vancouver[2]	4,273	13,297	97,501	115,071	178	2,158	18,252	20,588	135,659
Vancouver East[2]	2,001	9,842	54,274	66,117	253	3,210	8,398	11,853	77,970
Vancouver-Pt. Grey[2]	1,451	5,232	38,382	45,065	61	441	2,591	3,093	48,158
Vanderhoof	108	99	1,743	1,950	72	56	1,309	1,437	3,387
Vernon	458	1,157	9,701	11,316	141	520	4,189	4,850	16,166
Victoria[3]	2,657	6,231	91,724	100,612	249	2,131	19,092	21,480	122,092
Williams Lake	187	541	4,405	5,133	82	469	3,118	3,669	8,802
Totals	24,791	69,542	646,646	740,979	4,370	20,801	152,462	177,633	918,612

[2] Vancouver (includes issuance from Motor Licence offices at 1730 West Georgia Street, 2410 Nanaimo Street, and 6237 West Boulevard and mail-order issuance to Vancouver area from Victoria and includes temporary office at Richmond during rush period; does not include issuance at North Vancouver and does not include 735 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance at Sechelt, Squamish, and Pemberton which account through Vancouver has been deducted): Passenger, 234,608; commercial, 34,311.

[3] Victoria (does not include mail-order issuance to other areas; does not include 1,445 passenger and 5,678 commercial plates for Provincial Government vehicles that operate throughout British Columbia and does not include 591 National Defence vehicles that operate throughout British Columbia; issuance of 253 commercial plates to prorated vehicles has been deducted; issuance at Port Hardy, Port McNeill, Alert Bay, and Bella Coola, which account through Victoria has been deducted): Passenger, 78,577; commercial, 11,215.

Revenue

Revenue collected by the Motor-vehicle Branch from licences, permits, Motor-vehicle Inspection, and other services, and in the payment of social services tax, increased by 9.4 per cent to $32,820,206.73 in the 1968 licence-year. The increase was $1,727,644.97 over the 1967 total of $31,092,561.10. Social services tax collections amounted to $3,066,096.00, as compared to $2,929,854.27 in 1967. These collections cover motor-vehicle and trailer taxes on transactions which do not involve licensed motor-dealers. The motor-dealers make their payment of tax collections directly to the Consumer Taxation Branch of the Department of Finance.

Offices of this Branch and Motor-vehicle Inspection (Victoria) collected 66.58 per cent of the total collections, in the amount of $21,854,903.28. Offices of the Department of Finance, which carry our licence-issuing service in areas not served by the Motor-vehicle Branch, collected the balance of 33.42 per cent. These percentages show no appreciable change on the 1967 licence-year figures.

The location of Motor-vehicle Branch offices are listed on the following page, and the 1968 revenue collection at each office is shown:—

Vancouver	$5,251,506.82
Victoria	3,778,872.49
New Westminster	3,024,758.30
Vancouver East	2,747,696.49
Vancouver-Point Grey	1,320,582.68
Cloverdale	1,198,135.43
North Vancouver	1,069,599.89
Kamloops	859,892.58
Chilliwack	704,474.16
Dawson Creek	584,284.99
Abbotsford	468,458.28
Haney	368,673.17
Trail	297,896.62
Mission	180,071.38
Total	$21,854,903.28

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 relicense 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 are 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 1968 licence-year:—

Type of Refund		Number		Amount
Drivers' licences		1,592		$3,998.00
Motor-vehicle licences, general refunds—				
Motor-vehicle Act—passenger	725		$7,778.63	
Dealers	29		216.45	
Drivers' general	215		1,037.00	
Chauffeurs	14		22.00	
Department of Commercial Transport Act—Commercial	350		24,365.83	
		2,925		37,417.91

Type of Refund		Number		Amount
Relinquishment refunds—				
Motor-vehicle Act—passenger	6,599		$41,451.26	
Department of Commercial Transport Act—				
Regular commercial	907		32,828.62	
Farm commercial	62		775.82	
		7,568		$75,055.70
Seasonal refunds—				
Motor-vehicle Act—passenger	253		$1,524.81	
Department of Commercial Transport Act—				
Regular commercial	273		15,953.40	
Farm commercial	65		1,275.38	
		591		18,753.59
Refunds on transfers—				
Department of Commercial Transport Act—				
Regular commercial	318		$69,477.55	
Farm commercial	14		508.75	
		332		69,986.30
Totals		13,008		$205,211.50

2. ACCIDENTS AND CONVICTIONS

MOTOR-VEHICLE ACCIDENTS

The following table gives a summary of the accident frequency during the period 1959 to 1968:—

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
1959	536,120	25,536	47.63	10,541	309	5.7	$478.79	7.55	268	6.55
1960	566,144	26,091	46.08	11,311	294	5.2	474.78	6.73	253	5.79
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

The toll of motor-vehicle accidents continues to grow. During 1968 the number of persons killed increased from 559 in 1967 to a new high of 574, an increase of 2.6 per cent.

During 1968, reportable accidents totalled 58,300, an increase of 8,550 or 5.8 per cent over the 1967 total of 49,750. The number of fatal accidents decreased by one from 461 to 460. The number of persons injured during 1968 was 20,945, an increase of 1,445 over the 1967 total of 19,500 or 13.4 per cent.

The property damage as a result of these accidents amounted to $33,281,768.84, an increase of $5,144,111.53 or 18 per cent over the 1967 total of $28,137,657.31.

The preceding table again shows an increase in the accidents per 1,000 vehicles registered, but a slight decrease is shown in the deaths per 10,000 vehicles registered. The average property damage increased slightly from last year.

The following tables set out accident statistics of the various cities, municipalities, villages, and districts in British Columbia for 1967 and 1968.

Statistical Summary of Motor-vehicle Accidents in

	Killed			Fatal Accidents			Injured		
	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford-Sumas	5	2	—60.0	4	2	—50.0	120	71	—40.0
Agassiz Det.	3	8	166.0	2	6	200.0	58	76	31.0
Airport Det.									
Alert Bay Det.							11	12	9.0
Alexis Creek	1	1		1	1		8	12	50.0
Armstrong City							4	9	125.0
Armstrong Det.	3	2	—33.0	3	2	—33.0	31	27	—12.0
Ashcroft Det.	3	4	33.0	2	3	50.0	83	54	—34.0
Atlin Det.								5	100.0
Bella Coola Det.		2	100.0		2	100.0	11	13	18.0
Blue River	1	3	200.0	1	2	100.0	38	58	52.0
Boston Bar	13	8	—38.0	7	6	—14.0	53	69	30.0
Burnaby Mun.	17	10	—41.0	15	7	—53.0	1,204	1,193	—0.9
Burns Lake Det.	5	2	—60.0	4	2	—50.0	68	46	—24.0
Campbell River Det.	7	4	—42.0	3	4	33.0	116	106	—8.0
Campbell River Village	1	1		1	1		50	98	96.0
Cassiar								7	100.0
Castlegar Det.	6	2	—66.0	5	2	—60.0	79	83	5.0
Central Saanich		1	100.0		1	100.0	41	29	—29.0
Chase Det.	1	8	700.0	1	5	400.0	39	64	64.0
Chemainus Det.	2	1	—50.0	2	1	—50.0	56	30	—46.0
Chetwynd		3	100.0		3	100.0		60	100.0
Chilliwhack Mun.	15	1	—93.0	9	1	—88.0	260	90	—65.0
Chilliwack Township	1	6	500.0	1	6	500.0	43	213	395.0
Clinton		2	100.0		2	100.0	43	53	23.0
Colwood Det.	9	16	77.0	6	10	66.0	179	181	1.0
Courtenay Det.	9	4	—55.0	6	4	—33.0	138	137	—0.7
Cranbrook City	1		—100.0	1		—100.0	23	45	95.0
Cranbrook Det.	4	2	—50.0	3	1	—66.0	80	68	—15.0
Crescent Valley Det.	3		—100.0	3		—100.0	50	42	—16.0
Creston Det.	9	2	—77.0	8	2	—75.0	65	89	36.0
Cumberland Det.		2	100.0		2	100.0	38	42	10.0
Dawson Creek City	3	2	—33.0	3	2	—33.0	40	63	57.0
Dawson Creek Det.	9	1	—800.0	7	1	—85.0	99	92	—7.0
Delta Mun.	10		—100.0	7		—100.0	220	106	—51.0
Duncan City	1	3	200.0	1	3	200.0	96	92	—4.0
Duncan Det.	4	2	—50.0	3	2	—33.0	70	74	5.0
Enderby Det.	1		—100.0	1		—100.0	26	40	53.0
Esquimalt Mun.							65	66	1.0
Falkland	2	4	100.0	2	4	100.0	13	40	207.0
Fernie City							8	10	25.0
Fernie Det.	7	2	—71.0	1	2	100.0	22	37	68.0
Field	1		—100.0	1		—100.0	21	31	47.0
Fort Nelson	6	6		6	4	—33.0	84	114	35.0
Fort St. James Det.	1	1		1	1		7	9	28.0
Fort St. John Det.	6	6		5	5		94	133	41.0
Fraser Mills		2	100.0		2	100.0	2	3	50.0
Freeway Patrol A		7	100.0		7	100.0		262	100.0
Freeway Patrol B		8	100.0		7	100.0		169	100.0
Freeway Patrol C		8	100.0		6	100.0		109	100.0
Fruitvale Det.	2		—100.0	2		—100.0	24	22	—8.0
Ganges Det.							24	32	33.0
Gibsons Landing Det.	1	1		1	1		43	43	
Gold River								18	100.0
Golden	7	6	—14.0	5	6	20.0	68	80	17.0
Grand Forks Det.	3	7	133.0	3	1	—66.0	45	85	88.0
Haney Mun.	10	15	50.0	8	8		266	238	—10.0
Hazelton Det.	2	5	150.0	2	5	150.0	49	34	—30.0
Hope Det.	9	6	—33.0	8	4	—50.0	178	234	31.0
100 Mile House	8	14	87.0	8	9	12.0	124	161	29.0
Houston								34	100.0
Hudson Hope								34	100.0
Invermere Det.	4	3	—25.0	4	2	—50.0	55	39	—29.0
Kamloops City		1	100.0		1	100.00	153	212	38.0
Kamloops Det.	6	7	16.0	4	5	25.0	155	206	32.0

Det.=Detachment. Mun.=Municipality.

the Province for the Calendar Years 1967 and 1968

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
63	47	—25.0	374	358	—4.0	231	214	—7.0	$155,378.99	$118,545.40	—23.0
33	38	15.0	165	197	19.0	112	141	25.0	117,093.47	105,996.23	—9.0
.....	.....	.....	.....	9	100.0	.....	5	100.0	.....	1,525.00	100.0
7	9	28.0	34	49	44.0	26	31	19.0	8,625.00	13,168.41	52.0
6	6	.....	41	49	19.0	33	35	6.0	19,080.00	16,308.76	—9.0
4	4	.....	22	25	13.0	15	15	.....	5,230.00	6,584.81	25.0
15	18	20.0	82	75	—8.0	58	51	—12.0	56,085.05	46,725.12	—16.0
45	27	—40.0	229	204	—10.0	168	146	—13.0	143,543.82	107,504.38	—25.0
.....	3	100.0	5	13	160.0	4	9	125.0	1,590.00	5,250.00	230.0
8	9	12.0	41	49	19.0	29	35	20.0	17,185.00	34,648.46	101.0
26	32	23.0	149	164	10.0	115	127	10.0	72,545.12	83,100.94	14.0
26	29	11.0	187	164	—12.0	126	110	—12.0	142,487.12	120,942.48	—15.0
796	842	5.0	6,153	7,091	15.0	3,254	3,761	15.0	1,707,779.34	1,949,981.70	14.0
44	25	—43.0	225	175	—22.0	148	119	—19.0	110,938.97	85,584.93	—22.0
71	66	—7.0	380	309	—18.0	264	221	—16.0	179,602.64	152,812.73	—14.0
40	65	62.0	380	425	11.0	212	246	16.0	133,878.03	126,357.53	—5.0
.....	4	100.0	.....	31	100.0	.....	21	100.0	.....	41,938.65	100.0
55	57	3.0	343	363	5.0	222	226	1.0	137,190.29	136,104.91	—0.7
16	19	18.0	86	109	26.0	51	71	39.0	35,470.94	41,675.47	17.0
17	33	94.0	106	165	55.0	75	119	58.0	61,095.36	163,851.98	168.0
32	22	—31.0	184	182	—1.0	121	118	—2.0	76,560.26	56,757.74	—25.0
.....	32	100.0	.....	154	100.0	.....	115	100.0	.....	144,964.20	100.0
155	51	—67.0	795	281	—64.0	484	171	—64.0	242,907.64	111,628.59	—54.0
26	124	376.0	115	779	577.0	81	467	476.0	44,835.14	242,414.99	440.0
23	31	34.0	131	172	31.0	100	125	25.0	70,471.92	151,948.12	115.0
115	119	3.0	580	744	28.0	352	456	29.0	238,123.07	284,442.71	19.0
87	98	12.0	588	625	6.0	374	379	1.0	229,740.63	230,567.41	0.3
20	29	45.0	196	259	32.0	109	142	30.0	48,636.68	59,540.21	22.0
43	47	9.0	174	226	29.0	141	170	20.0	104,687.37	105,851.74	1.0
30	24	—20.0	116	113	—2.0	87	85	—2.0	59,310.52	54,882.44	—7.0
40	58	45.0	236	319	35.0	173	225	47.0	102,099.34	161,137.00	57.0
28	27	—3.0	163	149	—8.0	115	106	—7.0	69,348.76	73,683.52	6.0
33	45	36.0	394	458	16.0	211	246	16.0	150,883.12	123,100.22	—18.0
48	43	—10.0	235	219	—6.0	147	153	4.0	133,751.33	166,796.44	24.0
124	79	—36.0	595	510	—14.0	366	312	—14.0	255,136.03	226,063.17	—11.0
55	58	5.0	315	453	43.0	188	285	51.0	105,658.55	203,619.07	92.0
40	39	—2.0	243	201	—17.0	161	128	—20.0	110,990.97	87,937.95	—20.0
18	25	38.0	111	130	17.0	77	88	14.0	47,760.84	67,786.78	41.0
51	47	—7.0	318	420	32.0	176	232	31.0	84,605.26	110,948.86	31.0
9	20	122.0	65	74	13.0	48	59	22.0	26,758.08	48,058.72	79.0
6	6	.....	32	81	153.0	21	47	25.0	7,160.85	19,627.69	174.0
16	21	31.0	71	102	43.0	53	76	43.0	29,984.00	67,812.09	126.0
11	17	54.0	64	67	4.0	51	53	3.0	32,495.17	56,115.00	72.0
48	73	52.0	328	325	—0.9	232	242	4.0	316,564.30	516,265.06	63.0
4	6	50.0	40	62	55.0	27	40	48.0	12,220.00	38,590.72	215.0
62	93	50.0	572	692	20.0	340	427	25.0	271,438.27	373,846.67	37.0
2	3	50.0	17	16	—5.0	8	10	25.0	8,153.00	5,750.82	—29.0
.....	132	100.0	.....	649	100.0	.....	354	100.0	.....	292,709.60	100.0
.....	93	100.0	.....	442	100.0	.....	303	100.0	.....	264,610.75	100.0
.....	62	100.0	.....	257	100.0	.....	170	100.0	.....	149,532.72	100.0
16	13	—18.0	78	72	—7.0	52	46	—11.0	32,675.29	27,568.65	—15.0
15	17	13.0	56	83	48.0	43	61	41.0	19,754.71	43,323.59	119.0
26	28	7.0	172	152	—11.0	108	101	—6.0	76,813.82	52,506.64	—31.0
.....	12	100.0	.....	79	100.0	.....	58	100.0	.....	48,618.17	100.0
43	49	13.0	288	338	17.0	205	236	15.0	227,267.25	216,151.92	—31.0
30	43	43.0	161	237	47.0	121	168	38.0	91,009.35	123,453.87	35.0
171	153	—10.0	826	836	1.0	494	503	1.0	263,348.10	303,895.04	15.0
30	21	—30.0	144	127	—11.0	102	91	—10.0	85,218.82	65,836.47	—22.0
88	113	28.0	511	655	28.0	329	421	27.0	255,238.97	377,334.32	47.0
70	68	—2.0	369	302	—18.0	263	218	—17.0	218,409.00	256,426.32	17.0
.....	27	100.0	.....	124	100.0	.....	93	100.0	.....	76,299.28	100.0
.....	22	100.0	.....	81	100.0	.....	56	100.0	.....	50,665.76	100.0
29	22	—24.0	165	126	—23.0	131	90	—31.0	197,460.65	59,340.70	—69.0
109	140	28.0	937	1,242	32.0	496	672	35.0	247,419.92	347,242.45	40.0
99	133	34.0	563	674	19.0	379	460	21.0	286,997.88	450,646.60	57.0

Statistical Summary of Motor-vehicle Accidents in the

	Killed			Fatal Accidents			Injured		
	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Kaslo Det.	.....	3	100.0	.....	2	100.0	14	13	—7.0
Kelowna City	4	5	25.0	4	5	25.0	111	144	29.0
Kelowna Det.	4	11	175.0	3	10	233.0	140	162	15.0
Keremeos	7	1	—85.0	6	1	—83.0	56	37	—33.0
Kimberley City	.....	1	100.0	.....	1	100.0	11	14	27.0
Kimberley Det.	.....	1	100.0	.....	1	100.0	44	64	45.0
Kitimat Det.	1	.....	—100.0	1	.....	—100.0	37	16	—56.0
Kitimat Mun.	1	1	.....	1	1	.....	55	73	32.0
Ladner	.....	.....	.....	.....	.....	.....	.....	8	100.0
Ladysmith Det.	1	4	300.0	1	3	200.0	62	50	—19.0
Lake Cowichan	.....	.....	.....	.....	.....	.....	62	43	—30.0
Langley City	.....	4	100.0	.....	2	100.0	49	91	85.0
Langley Mun.	4	6	50.0	3	5	66.0	148	124	—16.0
Lillooet Det.	.....	6	100.0	.....	5	100.0	41	40	—2.0
Lions Gate Bridge Patrol	.....	.....	.....	.....	.....	.....	59	45	—23.0
Lumby Det.	1	2	100.0	1	2	100.0	15	24	60.0
Lytton Det.	4	5	25.0	1	4	300.0	67	45	—32.0
McBride Det.	.....	1	100.0	.....	1	100.0	4	15	275.0
Mackenzie	.....	1	100.0	.....	1	100.0	.....	45	100.0
Maillardville	.....	2	100.0	.....	2	100.0	4	283	6,975.0
Masset Det.	1	1	.....	1	1	.....	6	8	33.0
Matsqui Mun.	3	2	—33.0	2	2	.....	131	96	—26.0
Merritt Det.	1	1	.....	1	1	.....	54	74	37.0
Mica Creek	.....	.....	.....	.....	.....	.....	.....	9	100.0
Midway Det.	3	4	33.0	3	2	—33.0	39	30	—23.0
Mission Det.	2	4	100.0	1	3	200.0	30	62	106.0
Mission Mun.	2	7	250.0	2	5	150.0	40	43	7.0
Nakusp Det.	1	1	.....	1	1	.....	35	42	20.0
Nanaimo City	2	1	—50.0	2	1	—50.0	115	94	—18.0
Nanaimo Det.	7	8	14.0	6	8	33.0	147	164	11.0
Nelson City	.....	.....	.....	.....	.....	.....	17	23	35.0
Nelson Det.	4	1	—75.0	4	1	—75.0	64	59	—7.0
New Denver Det.	2	.....	—100.0	1	.....	—100.0	12	13	8.0
New Westminster	7	2	—71.0	7	2	—71.0	491	391	—20.0
North Vancouver Det.	2	4	100.0	2	3	50.0	275	262	—4.0
North Vancouver Mun.	5	4	—20.0	5	4	—20.0	288	231	—19.0
Oak Bay Mun.	.....	.....	.....	.....	.....	.....	57	55	—3.0
Ocean Falls Det.	.....	.....	.....	.....	.....	.....	5	6	20.0
Oliver	1	5	400.0	1	4	300.0	26	58	123.0
Osoyoos	1	.....	—100.0	1	.....	—100.0	43	68	58.0
Parksville Det.	2	3	50.0	2	2	.....	21	66	214.0
Patullo Bridge Patrol	.....	.....	.....	.....	.....	.....	46	46	.....
Pemberton Det.	.....	.....	.....	.....	.....	.....	2	27	1,250.0
Penticton City	4	.....	—100.0	4	.....	—100.0	90	126	40.0
Penticton Det.	2	2	.....	2	2	.....	70	62	—11.0
Port Alberni City	2	3	50.0	2	3	50.0	124	120	—3.0
Port Alberni Det.	3	3	.....	3	2	—33.0	77	87	12.0
Port Alice Det.	3	.....	—100.0	3	.....	—100.0	17	9	—47.0
Port Coquitlam	10	4	—60.0	10	2	—80.0	427	140	—67.0
Port Edward Det.	5	5	.....	3	1	—66.0	55	22	—60.0
Port Hardy Det.	1	3	200.0	1	3	200.0	49	55	12.0
Port Moody City	1	.....	—100.0	1	.....	—100.0	52	50	—3.0
Powell River Det.	.....	.....	.....	.....	.....	.....	65	32	—50.0
Powell River Mun.	1	1	.....	1	1	.....	69	62	—10.0
Prince George City	2	4	100.0	2	4	100.0	225	284	26.0
Prince George Det.	30	14	—53.0	25	11	—56.0	412	252	—38.0
Prince Rupert City	.....	1	100.0	.....	1	100.0	74	76	2.0
Prince Rupert Det.	1	1	.....	1	1	.....	13	5	—61.0
Princeton Det.	6	7	16.0	5	7	40.0	102	138	35.0
Qualicum Det.	3	4	33.0	3	2	—33.0	70	49	—30.0
Quesnel Det.	2	9	350.0	2	5	150.0	158	186	17.0
Queen Charlotte Det.	2	.....	—100.0	2	.....	—100.0	16	7	—56.0
Radium Hot Springs	.....	1	100.0	.....	1	100.0	.....	19	100.0
Revelstoke City	.....	.....	.....	.....	.....	.....	15	16	6.0
Revelstoke Det.	19	13	—31.0	12	7	—41.0	129	127	—1.0

Det.=Detachment. Mun.=Municipality.

Province for the Calendar Years 1967 and 1698—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
10	10	.....	43	45	4.0	31	34	9.0	20,000.00	22,603.00	13.0
73	99	35.0	752	806	7.0	400	438	9.0	182,363.84	246,828.26	35.0
91	93	2.0	435	580	33.0	272	361	32.0	150,421.16	255,182.55	69.0
32	21	—34.0	134	128	—4.0	101	98	—2.0	75,018.82	58,154.36	—22.0
9	13	44.0	97	149	53.0	55	84	52.0	24,100.32	36,188.67	50.0
22	36	63.0	126	194	53.0	96	145	51.0	58,187.60	127,555.83	119.0
18	13	—27.0	93	83	—1.0	64	58	—9.0	52,344.55	37,439.98	—28.0
37	44	18.0	311	358	15.0	170	200	17.0	88,038.59	131,678.88	49.0
.....	8	100.0	.....	48	100.0	.....	33	100.0	.....	12,807.65	100.0
39	32	—17.0	205	196	—4.0	126	125	—0.7	81,294.08	74,981.38	—4.0
38	25	—33.0	135	136	0.7	97	96	—1.0	73,972.64	69,360.18	—6.0
33	52	57.0	146	346	136.0	99	198	100.0	70,105.45	110,632.55	57.0
96	72	—25.0	520	433	—16.0	325	275	—15.0	195,326.40	178,538.47	—8.0
23	20	—13.0	84	112	33.0	60	82	36.0	42,380.00	47,346.00	11.0
41	32	—21.0	257	209	—18.0	111	95	—14.0	66,996.95	67,943.94	1.0
8	11	37.0	84	84	.....	59	61	3.0	39,472.00	41,965.48	6.0
37	28	—24.0	140	124	—11.0	103	96	—6.0	123,121.52	146,412.00	18.0
4	8	100.0	35	51	45.0	25	42	68.0	16,040.00	21,791.92	35.0
.....	23	100.0	.....	143	100.0	.....	108	100.0	.....	97,539.95	100.0
4	191	4,675.0	17	1,321	7,670.0	10	740	7,300.0	6,894.81	349,592.56	4,970.0
3	6	100.0	21	23	9.0	17	19	11.0	8,463.82	10,802.00	27.0
78	70	—10.0	488	437	—10.0	284	270	—4.0	159,905.57	131,365.52	—17.0
34	43	26.0	235	228	—2.0	169	164	—2.0	111,723.84	115,997.93	3.0
.....	7	100.0	.....	49	100.0	.....	39	100.0	.....	23,481.46	100.0
14	23	64.0	90	126	40.0	74	98	32.0	48,959.89	100,233.77	104.0
22	36	63.0	111	179	61.0	75	116	54.0	51,192.75	64,685.35	26.0
29	23	—20.0	164	122	—25.0	106	83	—21.0	46,248.94	45,061.59	—2.0
22	21	—4.0	130	134	3.0	95	96	1.0	61,691.61	54,184.86	—12.0
76	72	—5.0	738	784	6.0	392	422	7.0	181,843.88	176,506.90	—2.0
76	102	34.0	355	660	85.0	218	397	82.0	159,555.14	250,912.88	57.0
11	17	54.0	135	198	46.0	75	109	45.0	49,076.38	57,457.90	17.0
35	37	5.0	168	174	3.0	122	127	4.0	97,699.28	97,230.19	—0.4
6	9	50.0	24	50	108.0	20	39	95.0	15,667.10	22,407.51	43.0
342	281	—17.0	2,919	3,228	10.0	1,495	1,670	11.0	757,845.19	781,948.50	3.0
185	198	7.0	1,456	1,889	29.0	756	999	32.0	401,885.65	495,235.59	23.0
207	161	—22.0	1,483	1,521	2.0	795	841	5.0	383,594.38	415,903.72	8.0
42	44	4.0	295	341	15.0	165	190	15.0	75,430.68	81,055.77	7.0
4	7	75.0	13	15	15.0	9	12	33.0	4,255.00	5,110.00	20.0
19	31	63.0	155	163	5.0	102	111	8.0	52,647.56	74,588.20	41.0
26	35	34.0	125	157	25.0	86	113	31.0	83,052.97	71,901.88	—13.0
16	35	118.0	73	165	126.0	49	110	124.0	35,569.97	90,543.51	154.0
24	28	16.0	221	235	6.0	104	109	4.0	48,248.39	66,145.15	37.0
2	16	700.0	18	66	266.0	14	52	271.0	7,134.00	28,774.00	303.0
69	89	28.0	519	610	17.0	289	333	15.0	162,461.92	190,897.11	17.0
35	31	—11.0	137	151	10.0	91	103	13.0	65,201.39	77,282.29	18.0
86	73	—15.0	777	770	—0.9	422	423	0.2	214,251.65	242,816.65	13.0
44	54	22.0	236	302	27.0	168	215	27.0	121,992.65	148,572.32	21.0
12	5	—58.0	66	41	—37.0	50	27	—46.0	32,874.00	14,278.54	—56.0
272	90	—66.0	1,709	601	—64.0	941	337	—64.0	492,199.78	159,481.46	—67.0
21	10	—52.0	125	116	—7.0	82	86	4.0	72,550.00	67,353.00	—7.0
27	26	—3.0	150	154	2.0	102	114	11.0	81,722.51	96,348.84	17.0
37	36	—2.0	229	329	43.0	123	186	51.0	64,474.75	87,838.33	36.0
40	23	—42.0	162	128	—20.0	118	98	—16.0	71,934.03	51,811.62	—28.0
55	52	—5.0	459	353	—23.0	262	209	—20.0	132,026.10	101,199.76	—23.0
155	173	11.0	1,645	1,658	0.7	874	873	—0.1	437,881.99	579,446.50	32.0
239	153	—35.0	1,367	840	—38.0	927	570	—38.0	791,892.41	424,527.55	—46.0
61	60	—1.0	631	681	7.0	343	370	7.0	180,396.18	207,566.32	15.0
6	.....	—100.0	53	15	—71.0	34	8	—76.0	23,405.50	4,330.00	—81.0
54	86	59.0	295	395	33.0	220	290	31.0	223,427.81	219,606.06	—1.0
44	29	—34.0	238	166	—30.0	167	112	—32.0	103,173.78	104,435.89	0.1
89	108	21.0	588	651	10.0	372	412	10.0	256,782.09	376,966.32	46.0
9	6	—33.0	41	44	7.0	29	32	10.0	25,250.00	20,090.00	—20.0
.....	14	100.0	.....	93	100.0	.....	70	100.0	.....	51,741.00	100.0
14	11	—21.0	184	163	—11.0	102	95	—6.0	36,347.02	46,886.63	28.0
60	41	—31.0	330	263	—20.0	239	190	—20.0	407,445.98	234,274.12	—42.0

Statistical Summary of Motor-vehicle Accidents in the

	Killed			Fatal Accidents			Injured		
	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Richmond Mun.	10	8	—20.0	9	8	—11.0	490	452	—7.0
Rossland Det.	1	1	.....	1	1	.....	9	7	—22.0
Saanich Mun.	5	5	.....	5	5	.....	343	445	29.0
Salmo Det.	5	1	—80.0	5	1	—80.0	32	30	—6.0
Salmon Arm City	1	7	600.0	1	3	200.0	39	39	.....
Salmon Arm Det.	1	.....	—100.0	1	.....	—100.0	49	33	—32.0
Sechelt Det.	.....	2	100.0	.....	2	100.0	48	39	—18.0
Shawnigan Lake Det.	3	3	.....	2	2	.....	38	57	50.0
Sicamous Det.	7	1	—85.0	4	1	—75.0	52	59	13.0
Sidney	.....	.....	.....	.....	.....	.....	47	45	—4.0
Smithers Det.	4	4	.....	3	4	33.0	91	84	—7.0
Sooke Det.	.....	4	100.0	.....	2	100.0	52	57	9.0
Sparwood	.....	3	100.0	.....	2	100.0	8	29	262.0
Spences Bridge Det.	6	2	—66.0	5	1	—80.0	26	56	115.0
Squamish Det.	6	8	33.0	4	6	50.0	122	100	—18.0
Stewart Det.	.....	1	100.0	.....	1	100.0	7	6	—14.0
Summerland Det.	1	5	400.0	1	3	200.0	55	100	81.0
Surrey Mun.	26	23	—11.0	20	22	10.0	916	1,046	14.0
Tadanac Mun.	.....	2	100.0	.....	1	100.0	10	6	—40.0
Tahsis	.....	.....	.....	.....	.....	.....	13	.....	—100.0
Telegraph Creek Det.	.....	.....	.....	.....	.....	.....	1	2	100.0
Terrace Det.	3	8	166.0	2	6	200.0	66	67	1.0
Terrace Village	.....	2	100.0	.....	2	100.0	52	39	—25.0
Tofino Det.	.....	.....	.....	.....	.....	.....	8	15	87.0
Trail City	.....	2	100.0	.....	2	100.0	35	36	2.0
Trail Det.	3	.....	—100.0	3	.....	—100.0	38	12	—68.0
Ucluelet	2	1	—50.0	1	1	.....	21	17	—19.0
University Det.	1	1	.....	1	1	.....	52	51	—1.0
Valemount	1	.....	—100.0	1	.....	—100.0	16	18	12.0
Vancouver City	57	49	—14.0	53	44	—16.0	5,007	4,784	—4.0
Vanderhoof Det.	6	7	16.0	6	4	—33.0	95	79	—16.0
Vernon City	1	1	.....	1	1	.....	79	86	8.0
Vernon Det.	7	9	28.0	6	6	.....	91	103	13.0
Victoria City	6	4	—33.0	6	4	—33.0	746	719	—3.0
Wells Det.	.....	.....	.....	.....	.....	.....	6	1	—83.0
West Vancouver Mun.	2	9	350.0	2	9	350.0	300	305	1.0
White Rock City	.....	1	100.0	.....	1	100.0	30	41	36.0
Williams Lake Det.	2	8	300.0	2	8	300.0	138	116	—15.0
Totals	559	573	2.0	461	459	—0.4	19,500	20,372	4.0

Det.=Detachment. Mun.=Municipality.

Province for the Calendar Years 1967 and 1698—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease	1967	1968	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
334	294	—11.0	2,121	2,091	—1.0	1,168	1,151	—1.0	568,783.07	561,868.37	—1.0
6	3	—50.0	99	81	—18.0	62	50	—19.0	23,184.86	21,016.05	—9.0
224	298	33.0	1,450	1,929	33.0	803	1,097	36.0	392,835.48	584,991.29	48.0
20	19	—5.0	93	89	—4.0	69	66	—4.0	38,086.79	140,811.38	269.0
22	19	—13.0	146	167	14.0	83	101	21.0	41,519.90	102,341.37	146.0
25	19	—24.0	134	181	35.0	91	113	24.0	56,789.28	85,982.00	51.0
36	25	—30.0	172	147	—14.0	123	110	—10.0	77,871.40	53,888.42	—30.0
23	35	52.0	128	174	46.0	96	121	26.0	63,869.88	84,622.71	32.0
24	27	12.0	95	108	13.0	59	73	23.0	60,376.98	84,465.18	38.0
29	30	3.0	139	213	53.0	83	136	63.0	60,797.18	63,954.87	5.0
51	47	—7.0	322	302	—6.0	212	200	—5.0	136,750.26	170,573.97	24.0
28	33	17.0	133	133	.....	94	103	9.0	59,008.34	76,976.35	30.0
6	18	200.0	39	86	120.0	29	59	103.0	8,723.85	35,692.75	309.0
14	24	71.0	63	82	30.0	46	60	30.0	86,054.75	54,926.26	—36.0
68	59	—13.0	447	433	—3.0	315	294	—6.0	184,234.87	199,089.42	8.0
3	2	—33.0	13	22	69.0	10	16	60.0	10,350.00	12,338.35	19.0
36	58	61.0	189	245	29.0	131	162	23.0	87,010.57	111,144.87	27.0
547	660	20.0	2,970	3,804	28.0	1,689	2,176	28.0	1,044,623.20	1,212,865.56	16.0
8	5	—37.0	35	42	20.0	21	25	19.0	12,044.52	12,146.89	0.8
12	.....	—100.0	72	7	—90.0	47	4	—91.0	37,887.62	2,875.00	—92.0
1	2	100.0	2	9	350.0	2	7	250.0	700.00	6,350.00	807.0
44	43	—2.0	228	293	28.0	162	192	18.0	147,123.79	166,175.14	12.0
28	30	7.0	281	345	22.0	151	192	27.0	75,881.34	122,430.86	61.0
5	6	20.0	28	26	—7.0	23	19	—17.0	15,202.82	15,419.00	1.0
24	29	20.0	260	318	22.0	144	166	15.0	64,268.64	78,286.85	21.0
21	10	—52.0	118	105	—11.0	79	68	—13.0	51,919.09	36,190.19	—30.0
9	9	.....	55	51	—7.0	42	35	—16.0	41,463.40	37,136.20	—10.0
40	35	—12.0	376	412	9.0	211	233	10.0	96,579.08	99,766.94	3.0
6	13	116.0	34	61	79.0	24	50	108.0	21,258.71	33,247.00	56.0
3,589	3,431	—4.0	26,877	30,758	12.0	14,440	17,269	19.0	6,436,001.58	7,397,533.96	14.0
49	43	—12.0	254	259	1.0	162	181	11.0	169,329.97	152,963.44	—9.0
59	59	.....	551	550	—0.1	294	299	1.0	131,998.64	138,110.69	4.0
47	54	14.0	247	358	44.0	167	243	45.0	122,509.36	175,599.87	43.0
523	538	2.0	3,582	4,094	14.0	1,876	2,163	15.0	800,658.57	961,634.28	20.0
5	1	—80.0	41	30	—26.0	26	18	—30.0	26,323.22	10,685.00	—59.0
188	205	9.0	1,468	2,040	38.0	793	1,084	36.0	415,874.46	564,743.67	35.0
24	26	8.0	258	259	0.3	133	146	9.0	61,581.15	64,980.08	5.0
75	70	—6.0	447	528	18.0	300	349	16.0	216,024.43	289,207.84	33.0
12,694	13,300	4.0	86,889	100,159	15.0	49,750	58,300	17.0	28,137,657.31	33,281,768.84	18.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1968

1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	PERSONS INJURED													
			Total Injured	Male	Female	Age-groups								Ages Not Stated	Total Injured for Same Period Last Year
						0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		
Collision with—															
1. Another vehicle	42,137	35,558	12,834	6,503	6,331	341	850	1,958	3,556	2,008	1,751	1,702	668	.....	12,154
2. Non-collision accident	5,700	5,304	2,852	1,968	884	47	177	747	940	342	296	205	98	.....	2,841
3. Fixed object	6,877	5,460	2,109	1,452	657	29	92	545	722	262	217	176	66	.....	1,942
4. Pedestrian	1,438	1,516	1,441	813	628	152	426	172	151	85	135	153	167	.....	1,504
5. Bicycle	361	355	361	297	64	11	293	30	9	2	2	8	6	.....	352
6. Animal	950	824	134	100	34	7	8	37	40	17	12	10	3	.....	111
7. Motor-cycle	678	621	563	511	52	8	16	375	131	15	9	7	2	.....	567
8. Railroad train	99	90	41	29	12	2	3	10	10	7	3	4	2	.....	13
11. Miscellaneous	60	22	36	22	14	3	14	3	6	2	1	6	1	.....	16
Totals	58,300	49,750	20,371	11,695	8,676	600	1,879	3,877	5,565	2,740	2,426	2,271	1,013	.....	19,500

TYPE OF ACCIDENT	PERSONS KILLED											Totals for Year to Date			Totals for Same Period Last Year		
	Total Killed	Male	Female	Age-groups								Total Killed for Same Period Last Year						
				0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		Accidents	Injured	Killed	Accidents	Injured	Killed
Collision with—																		
1. Another vehicle	236	156	80	4	5	38	57	30	24	48	30	186	42,137	12,834	236	35,558	12,154	186
2. Non-collision accident	121	84	37	6	2	19	38	20	20	11	5	128	5,700	2,852	121	5,304	2,841	128
3. Fixed object	88	75	13	2	3	16	35	7	9	7	9	93	6,877	2,109	88	5,460	1,942	93
4. Pedestrian	99	59	40	11	14	8	5	4	11	10	36	114	1,438	1,441	99	1,516	1,504	114
5. Bicycle	9	8	1	.....	5	1	.....	.....	1	.....	2	14	361	361	9	355	352	14
6. Animal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	950	134	.....	824	111	1
7. Motor-cycle	17	13	4	.....	.....	9	7	.....	.....	1	.....	9	678	563	17	621	567	9
8. Railroad train	4	1	3	.....	.....	.....	.....	2	1	1	.....	10	99	41	4	90	13	10
11. Miscellaneous	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	60	36	.....	22	16	4
Totals	574	396	178	23	29	91	142	63	66	78	82	559	58,300	20,371	574	49,750	19,500	559

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1968—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	2,417	36	576	1,805
1 to 2 a.m.	1,698	28	391	1,279
2 to 3 a.m.	1,080	16	287	777
3 to 4 a.m.	663	11	165	487
4 to 5 a.m.	459	10	97	352
5 to 6 a.m.	342	7	84	251
6 to 7 a.m.	572	8	135	429
7 to 8 a.m.	2,077	9	413	1,655
8 to 9 a.m.	2,408	10	517	1,881
9 to 10 a.m.	1,822	10	360	1,452
10 to 11 a.m.	2,082	8	412	1,662
11 to 12 m.	2,310	11	456	1,843
12 to 1 p.m.	2,795	6	639	2,150
1 to 2 p.m.	2,948	22	641	2,285
2 to 3 p.m.	3,504	17	761	2,726
3 to 4 p.m.	4,344	25	1,025	3,294
4 to 5 p.m.	5,430	21	1,209	4,200
5 to 6 p.m.	4,669	26	1,073	3,570
6 to 7 p.m.	3,016	35	801	2,180
7 to 8 p.m.	3,324	39	855	2,430
8 to 9 p.m.	2,815	25	708	2,082
9 to 10 p.m.	2,694	31	578	2,085
10 to 11 p.m.	2,518	27	583	1,908
11 to 12 p.m.	2,313	22	533	1,758
Totals	58,300	460	13,299	44,541

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	7,381	77	1,911	5,393
2. Monday	7,296	45	1,579	5,672
3. Tuesday	7,771	46	1,695	6,030
4. Wednesday	6,917	44	1,570	5,303
5. Thursday	7,460	48	1,654	5,758
6. Friday	10,425	79	2,271	8,075
7. Saturday	11,046	121	2,617	8,308
8. Not stated	4	-------	2	2
Totals	58,300	460	13,299	44,541

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	89,294	546	19,675	69,073
2. Truck	9,096	100	2,025	6,971
3. Bus	417	3	118	296
4. Taxi	355	1	76	278
5. "Drive Yourself"	36	1	5	30
6. Motor-cycle	878	19	644	215
7. School bus	24	1	8	15
8. Ambulance	19	-------	9	10
9. Not stated	40	-------	11	29
Totals	100,159	671	22,571	76,917

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	47	2	15	30
2. Automatic signal	10	-------	1	9
3. Guarded crossing—man on duty	3	-------	-------	3
4. Gates not down	-------	-------	-------	-------
5. Driver disregarded signal	-------	-------	-------	-------
6. Signal not given	3	-------	2	1
7. Not stated	36	1	9	26
Totals	99	3	27	69

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1968—Continued

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	24,286	157	5,405	18,724
2. Head-on collision or head-on side-swipe	7,516	179	2,212	5,125
3. Rear-end collision	14,497	14	3,560	10,923
4. Backed into other vehicle	3,158	1	106	3,051
5. Side-swiped other vehicle going same direction	3,415	7	260	3,148
6. Not stated	5,428	102	1,756	3,570
Totals	58,300	460	13,299	44,541

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	74,101	568	17,780	55,753
2. Female	16,457	82	4,207	12,168
3. Not stated	9,601	21	584	8,996
Totals	100,159	671	22,571	76,917

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	16,372	138	4,205	12,029
2. 21 to 24 years	12,930	104	3,251	9,575
3. 25 to 30 years	13,537	86	3,269	10,182
4. 31 to 40 years	16,060	105	3,887	12,068
5. 41 to 50 years	14,510	101	3,374	11,035
6. 51 to 60 years	10,071	64	2,336	7,671
7. 61 to 64 years	2,902	14	682	2,206
8. 65 to 69 years	1,459	18	340	1,101
9. 70 years and over	2,265	19	434	1,812

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	2,170	24	570	1,576
2. 3 to 6 months	1,102	8	314	780
3. 6 to 12 months	1,781	7	440	1,334
4. 1 to 4 years	18,891	151	4,787	13,953
5. 5 years and over	66,597	462	15,868	50,267
6. Not stated	9,618	19	592	9,007

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	88,641	563	21,293	66,785
2. Extreme fatigue	433	10	160	263
3. Physical defect	110	9	34	67
4. Confused by traffic	190	3	50	137
5. Ability impaired	1,576	67	443	1,066
6. Not known	1,519	4	55	1,460
7. Not stated	7,690	15	536	7,139

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	84,686	575	20,409	63,702
2. Unlicensed	1,839	24	539	1,276
3. Non-resident	3,970	53	1,023	2,894
4. Not stated	9,664	19	600	9,045

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1968—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	41,034	276	9,683	31,075
2. Driving off roadway	6,411	85	1,663	4,663
3. Did not have right of way	11,475	36	2,574	8,865
4. Car standing in roadway (not parked)	7,239	8	2,000	5,231
5. Following too close	7,097	.....	1,800	5,297
6. On wrong side of road	2,804	73	600	2,131
7. Failing to signal	369	.....	73	296
8. Through street—did not stop	1,528	6	430	1,092
9. Passing at intersection	265	1	51	213
10. Exceeding speed limit	1,211	43	331	837
11. Careless driving	9,052	117	2,526	6,409
12. Cutting in	948	1	83	864
13. Car ran away	740	.....	30	710
14. Passing on curve or hill	58	3	13	42
15. Passing on wrong side	118	.....	22	96
16. Hit and run	2,345	6	144	2,195
17. Railroad—did not stop	32	1	10	21
18. Cutting left corner	220	.....	27	193
19. Parked legally	7,141	15	502	6,624
20. Driving through school-zone	12	.....	3	9
21. Driving through safety-zone	9	.....	1	8
Totals	100,108	671	22,566	76,871

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	42,703	384	9,405	32,914
2. Police officer	153	.....	44	109
3. Automatic traffic signal	7,684	14	1,950	5,720
4. Stop signs	5,787	26	1,321	4,440
5. Warning signs, slow signs, etc.	1,973	36	579	1,358
Totals	58,300	460	13,299	44,541

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known	328	17	311
2. Crossing at intersection—no signal	182	11	171
3. In street, not at intersection	201	23	178
4. Coming from behind parked or moving vehicle	224	9	215
5. Crossing at intersection with signal	96	1	95
6. Crossing street diagonally, not at intersection	115	11	104
7. Walking on or along highway	106	16	90
8. Playing in street	67	1	66
9. Crossing at intersection against signal	46	.....	46
10. Not on roadway	26	3	23
11. Getting on or off another vehicle	9	1	8
12. Riding or hitching on vehicle	11	.....	11
13. Working on car or roadway	3	.....	3
14. Crossing intersection diagonally	11	2	9
15. In pedestrian crosswalk	77	3	74
16. Standing on safety-isle	3	.....	3
Totals	1,505	98	1,407

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal	1,127	81	1,046
2. Extreme fatigue	.....	.....	.....
3. Had physical defect	13	2	11
4. Confused by traffic	19	1	18
5. Ability impaired	41	4	37
6. Not known	23	2	21
7. Not stated	282	8	274
Totals	1,505	98	1,407

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1968—Continued

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	9,726	206	9,520
2. Drivers	8,604	240	8,364
3. Pedestrians	1,505	98	1,407
4. Bicyclists	373	11	362
5. Motor-cycle drivers	590	13	577
6. Others (persons in horse-drawn vehicles, etc.)	21	.....	21
7. Motor-cycle passengers	126	6	120
Totals	20,945	574	20,371

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	7,447	.....	7,447
2. Fractured skull	250	139	111
3. Fractured spine	159	56	103
4. Other fractures	1,767	27	1,740
5. Other injuries (sprains, dislocations, etc.)	7,146	125	7,021
6. Internal injuries	446	191	255
7. Concussion of brain	560	2	558
8. Severe general shock with bruises and cuts	3,077	1	3,076
9. Cuts by glass (only)	51	.....	51
10. Drowned	25	25	.....
11. Burned	10	1	9
12. Asphyxiated	7	7	.....
Totals	20,945	574	20,371

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	34,453	183	7,707	26,563
2. Darkness	15,403	215	3,600	11,588
3. Artificial light—good	3,941	24	912	3,005
4. Dusk or semi-darkness	3,350	27	806	2,517
5. Artificial light—poor	1,076	11	258	807
6. Not stated	77	.....	16	61
Totals	58,300	460	13,299	44,541

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, $33,281,768.84; amount for same period last year, $28,137,657.31.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	95,682	641	21,491	73,550
2. No chains (slippery road)	1,401	.....	282	1,119
3. Brakes defective	1,046	9	278	759
4. Steering mechanism defective	338	2	107	229
5. Head-lights dim	232	3	41	188
6. Puncture or blow-out	572	4	156	412
7. Head-lights out (both)	131	.....	34	97
8. Tail-light out or obscured	69	3	13	53
9. Glaring head-lights	19	.....	6	13
10. Head-light out (one light)	57	.....	14	43
11. Other defects	590	9	143	438
12. Not stated	22	.....	6	16
Totals	100,159	671	22,571	76,917

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1968—Continued

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	50,574	489	12,878	37,207
2. Turning left	10,743	52	2,347	8,344
3. Turning right	5,184	21	860	4,303
4. Slowing down or stopping	7,357	11	2,021	5,325
5. Backing (not to or from curb)	2,878	3	141	2,734
6. Skidding	5,354	39	1,207	4,108
7. Leaving curb (including backing)	1,190	3	78	1,109
8. Making U-turn	142	2	34	106
9. Overtaking	483	10	130	343
10. Stopping (not at curb or off paved strip)	5,729	2	1,650	4,077
11. Overtaking on right side	314	5	59	250
12. Overtaking on left side	1,127	11	241	875
13. Avoiding object or pedestrian	1,650	8	416	1,226
14. Not stated	7,434	15	509	6,910
Totals	100,159	671	22,571	76,917

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	30,975	263	7,375	23,337
2. Wet surface	18,699	149	4,358	14,192
3. Icy surface	4,883	33	871	3,979
4. Loose sand or gravel	1,238	5	278	955
5. Snowy surface	2,324	10	382	1,932
6. Muddy surface	181	-------	35	146
Totals	58,300	460	13,299	44,541

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	56,575	440	12,915	43,220
2. Defect in roadway	381	11	97	273
3. Obstruction in road	305	1	59	245
4. Road under repair	386	6	89	291
5. Obstruction not marked or lighted	163	1	25	137
6. Other	487	1	114	372
7. Not stated	3	-------	-------	3
Totals	58,300	460	13,299	44,541

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt	53,967	428	12,455	41,084
2. Gravel	3,057	24	598	2,435
3. Concrete	650	1	144	505
4. Earth	437	3	62	372
5. Brick or cobble	35	-------	3	32
6. Other	153	4	37	112
7. Not stated	1	-------	-------	1
Totals	58,300	460	13,299	44,541

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1968—Continued

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	31,688	257	7,266	24,165
2. Rain	14,309	98	3,350	10,861
3. Cloudy	8,102	83	1,905	6,114
4. Fog or mist	866	9	221	636
5. Snow	3,197	13	519	2,665
6. Smoke or dust	133	.....	38	95
7. Not stated	5	.....	.....	5
Totals	58,300	460	13,299	44,541

During the year, 134 motor-cyclists were injured and two killed in other than a motor-cycle accident. One bicyclist was injured and two killed in other than a bicycle accident. Thirty-four persons other than pedestrians were injured and one person other than a pedestrian killed in pedestrian accidents. One person killed in May (heart-attack victim, not motor-vehicle accident fatality).

Motor-vehicle and motor-cycle licences issued for the year 1968...917,872

Motor-vehicle and motor-cycle licences issued for the year 1967...864,348

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 1965 to 1968, inclusive. The convictions for the offence of speeding continue to increase, representing a thorough programme of traffic surveillance by the enforcement agencies throughout the Province.

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1965–1968

Offences	1965	1966	1967	1968
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192	12	3	6	12
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	33	27	50	49
Failing to stop after accident, sec. 221 (2)	876	1,011	1,009	1,038
Dangerous driving, sec. 221 (4)	450	479	543	599
Driving motor-vehicle while intoxicated, sec. 222	131	178	161	156
Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223	4,635	5,119	5,230	5,919
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3)	918	999	1,193	1,570
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	6	2	3	------
	7,061	7,818	8,195	9,343
Under *Motor-vehicle Act*—				
Failing to obtain or display motor-vehicle licence or permit as required, secs. 3–10, 57	2,962	2,805	2,485	2,120
Failing to notify *re* change of address, secs. 11, 18 (11)	78	101	134	240
Failing to report change in motor-vehicle, sec. 12	4	2	1	1
Failing to transfer motor-vehicle, etc., sec. 14	124	165	143	171
Failing to register as a tourist, sec. 17	24	34	31	55
Driving without obtaining driver's licence, sec. 18 (1), (2)	4,439	4,666	4,526	3,791
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8)	4,914	6,688	5,654	3,876
Driving without having driver's licence in possession at time, sec. 19	1,142	1,033	1,061	1,095
Driving while right to obtain licence is under suspension, sec. 20	175	244	256	208
Driving as a chauffeur without chauffeur's licence or permit, secs. 21–23, 25–28	463	361	334	364
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34	48	31	32	35
Operating with " D " plates without salesman's licence or permit, secs. 36–39	50	34	24	29
Operating vehicle not properly equipped, sec. 40 (refer sec. 205)	342	300	------	------
Improper disposition of licence-plate, dismantled vehicle, sec. 45	------	------	------	6
Failing to report accident, etc., sec. 54	443	551	552	426
Making false statement, permitting another to use licence, etc., sec. 55	93	79	79	90
Using licence belonging to another, refusing to show licence, etc., sec. 56	256	252	341	266
Failing to stop on request of police or state proper name, sec. 58	63	68	65	54
Altering number-plates and using fictitious plates, sec. 59	10	18	17	24
Responsibility of owner when not driver, sec. 67	8	------	5	14
Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69	393	338	322	278
Failing to surrender licence on suspension, sec. 99	------	------	10	------
Producing invalid financial liability card, etc., sec. 102	6	9	6	5
Improper operation of emergency vehicle, sec. 123	------	------	------	4
Failing to obey emergency instructions of a peace officer, sec. 124	14	21	28	20
Failing to obey traffic-control signal legend, secs. 127, 128, 152	19,973	16,705	16,625	19,288
Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136	15	9	12	12
Failing to obey special signal signs *re* highway construction, secs. 134, 135, 137	137	96	119	102
Careless driving, secs. 138, 139	5,536	6,344	6,293	5,353
Exceeding maximum speed limit, sec. 140	44,678	53,568	70,450	81,150
Exceeding speed limit passing schools and playgrounds, sec. 141	2,549	3,043	4,542	3,772
Exceeding speed limit overtaking stopped school bus, sec. 142	106	111	183	170
Failure to drive on the right, sec. 143	458	408	458	535
Infractions of " lane " driving, secs. 144–146	2,754	4,447	5,327	4,359
Leaving highway other than at intersections, sec. 147	7	7	3	3
Infractions of " passing," secs. 148–151, 153, 154	2,472	3,188	2,929	3,328
Infractions of turning, starting, and directional signals, secs. 155–159, 160–162	4,386	3,934	3,168	3,736
Failure to yield right of way, secs. 163–167	3,448	3,952	4,103	3,733
Not exercising due care *re* pedestrians, secs. 168–172	2,526	887	1,787	1,670
Failure to stop at railroad crossing, secs. 174–176	141	289	215	233
Failure to stop at intersections, sec. 177	7,301	6,605	6,979	7,643
Illegal stopping or parking, secs. 178–181	2,264	2,016	2,411	2,944
Leaving vehicle improperly parked, sec. 182	1,144	1,422	1,128	1,178
Illegal parking on private property, sec. 183	4	3	1	13
Backing vehicle illegally, sec. 184	889	935	1,016	1,047
Operating motor-cycle with more than one person, sec. 185	126	316	78	28
Requirements of safe driving on highway, secs. 186, 187	54	69	54	53
Fire-vehicle safety, secs. 189, 190	30	50	37	29
Driving on sidewalk, sec. 191	76	87	65	83
Opening-door requirements, sec. 194	34	52	------	33

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1965–1968—Continued

Offences	1965	1966	1967	1968
Under *Motor-vehicle Act—Continued*				
Illegal depositing of articles on highway, sec. 195	221	262	225	251
Transporting explosives, sec. 196	------	2	7	10
Failing to carry adequate safety equipment, secs. 197, 198	260	241	248	246
Illegal use or defacement of signs, sec. 201	2	5	6	------
Motor-vehicle not properly equipped, sec. 205	------	211	901	1,071
Motor-vehicle not equipped with safety belts, sec. 206	------	7	6	2
Riding motor-cycle without safety helmet, sec. 207	------	251	417	537
Miscellaneous	1	------	------	13
	117,643	127,322	145,899	155,797
Under Motor-vehicle Act Regulations—				
Operating defective vehicle after ordered off road, secs. 2.02, 7.09	20	------	25	48
Number plates, secs. 3.01–3.03	321	367	383	498
Driving without proper head-lamps, secs. 4.01–4.06	1,518	1,345	1,214	1,227
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07–4.10	1,127	1,069	1,189	983
Driving without clearance-lamps, lamps on projections, etc., secs. 4.11–4.13	151	145	142	141
Driving without proper parking-lamps, spot-lamps, turn-signal devices, etc., secs. 4.14–4.22	48	42	35	38
Driving without adequate brakes, secs. 5.01–5.09, 6.01–6.14	1,266	1,358	1,098	1,116
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	193	187	192	291
Causing loud or unnecessary noise, sec. 7A.01	------	------	------	1,374
Driving vehicle without muffler, sec. 7.03	3,128	3,379	3,485	2,531
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	177	275	198	348
Inadequate windshield-wiper, etc., sec. 7.05	543	484	347	368
Driving without mudguards, etc., sec. 7.06	205	119	85	129
Failing to have proper connection between motor-vehicle and trailer, sec. 7.07	295	308	211	240
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14	------	13	7	3
Failing to sign driver's licence, sec. 15.01	9	3	9	5
Parking prohibited at yellow curb, sec. 18.01	68	97	36	143
Oversize loads, secs. 19.01, 19.02 (19.03 repealed)	779	577	315	297
Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04	202	371	513	781
Excessive weight, sec. 19.05	481	413	127	109
Failure to report for weight inspection, sec. 19.06	66	78	43	70
Failure to obtain overweight or oversize permits, sec. 19.07	296	291	96	73
Miscellaneous infractions	15	13	------	106
	10,908	10,934	9,750	10,919
Summary—				
Criminal Code of Canada	7,061	7,818	8,195	9,343
Motor-vehicle Act	117,643	127,322	145,899	155,797
Motor-vehicle Act Regulations	10,908	10,934	9,750	10,919
Vancouver City by-laws	1,609	1,709	2,469	806
Traffic Violation Reports	------	------	------	2,420
Juvenile Delinquents Act	3,543	3,812	3,831	------
Notices of juvenile offence	------	------	------	10,123
Total of all infractions in British Columbia	140,764	151,595	170,144	189,408
Infractions from out of Province	3,284	3,454	4,672	6,495
Grand totals	144,048	155,049	174,816	195,903

Traffic Violation Reports, 1968

Under *Motor-vehicle Act*—

Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8)	2
Failing to obey emergency instructions of a peace officer, sec. 124	5
Failing to obey traffic-control signal legend, secs. 127, 128, 152	568
Careless driving, secs. 138, 139	295
Exceeding maximum speed limit, sec. 140	864
Exceeding speed limit passing schools and playgrounds, sec. 141	15
Exceeding speed limit overtaking stopped school bus, sec. 142	3
Failure to drive on the right, sec. 143	6
Infractions of " lane " driving, secs. 144–146	101
Leaving highway other than at intersections, sec. 147	1
Infractions of " passing," secs. 148–151, 153, 154	83
Infractions of turning, starting, and directional signals, secs. 155–159, 160–162	90
Failure to yield right of way, secs. 163–167	128
Not exercising due care *re* pedestrians, secs. 168–172	19
Failure to stop at intersections, sec. 177	111
Leaving vehicle improperly parked, sec. 182	7
Backing vehicle illegally, sec. 184	37
Requirements of safe driving on highway, secs. 186, 187	2
Fire-vehicle safety, secs. 189, 190	1
Opening door requirements, sec. 194	3
	2,341

Under Motor-vehicle Act Regulations—

Driving without proper head-lamps, secs. 4.01–4.06	9
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07–4.10	12
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	9
Causing loud or unnecessary noise, sec. 7A.01	23
Driving vehicle without muffler, sec. 7.03	16
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	4
Inadequate windshield-wiper, etc., sec. 7.05	4
Miscellaneous infractions	2
	79

Notice of Juvenile Offence, 1968

Under *Motor-vehicle Act*—

Driving without obtaining driver's licence, sec. 18 (1), (2)	933
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8)	1,373
Failing to obey traffic-control signal legend, secs. 127, 128, 152	307
Failing to obey special signal signs *re* highway construction, secs. 134, 135, 137	9
Careless driving, secs. 138, 139	812
Exceeding maximum speed limit, sec. 140	3,002

Notice of Juvenile Offences, 1968—Continued

Under *Motor-vehicle Act*—Continued

Exceeding speed limit passing schools and playgrounds, sec. 141	166
Exceeding speed limit overtaking stopped school bus, sec. 142	6
Failure to drive on the right, sec. 143	46
Infractions of " lane " driving, secs. 144–146	153
Infractions of " passing," secs. 148–151, 153, 154	220
Infractions of turning, starting, and directional signals, secs. 155–159, 160–162	97
Failure to yield right of way, secs. 163–167	246
Not exercising due care *re* pedestrians, secs. 168–172	51
Failure to stop at railroad crossing, secs. 174–176	10
Failure to stop at intersections, sec. 177	403
Backing vehicle illegally, sec. 184	53
Miscellaneous	2,236
	10,123

Driver Licence Suspension under Roadside Suspension Law (Driving After Consuming Alcohol), 1968

	Suspensions, Section 203	Requested Mobat Test	Positive Reading	Charged Driving under Suspension
Delta	192	5	5	11
Esquimalt	50	-----	-----	1
Matsqui	47	14	14	1
Nelson	23	1	1	-----
New Westminster	294	2	-----	5
Oak Bay	42	4	4	1
Port Moody	82	7	7	1
R.C.M.P. Detachments	7,001	211	206	145
Tadanac	3	-----	-----	-----
Vancouver	3,451	73	73	77
Victoria	338	7	7	5
West Vancouver	132	4	4	3
Total	11,655	328	321	250

3. DRIVING SAFETY

(*a*) Safety Responsibility

Present legislation requires proof of financial responsibility to be submitted by owners and drivers of motor-vehicles if, as a result of the operation of a motor-vehicle, a judgment is rendered and remains unsatisfied, upon conviction for an infraction of the Criminal Code of Canada, or because of an unsatisfactory driving record.

In all cases where proof of financial responsibility was required to be submitted by private individuals, a certificate of a duly authorized automobile insurance company was obtained. As a result, the Safety Responsibility Division received 16,770 certificates from the insurance companies. Of this total, 16,135 certificates were accepted as proof of the policyholder's financial responsibility. Due to the fact that the insurance industry ceased to operate the British Columbia Assigned Risk Plan, only 10 interim certificates were received. A table with full information concerning the filing and cancellation of certificates is shown on the following page:—

Comparison of Financial Responsibility Certificates Received, Filed, and Cancelled in 1967 and 1968

	1967	1968	Increase	Decrease	Per Cent
Total number of certificates received	13,166	16,770	3,604	.....	27.3
Total number of certificates filed	12,764	16,135	3,371	.....	26.4
Total number of certificates returned	402	635	233	.....	57.9
Owners' policy certificates and sales agency certificates filed	10,677	13,684	3,007	.....	28.1
Drivers' policy certificates filed	1,088	1,273	185	.....	17.0
Owners' policy certificates filed (public and limited)	999	1,178	179	.....	17.9
Certificate cancellations	13,763	15,357	1,594	.....	11.5
Filing fees	$25,528	$32,270	$6,742	.....	26.4

An alternative method of submitting proof of financial responsibility, by way of a bond of a guarantee or surety company, by a deposit of security with the Minister of Finance, or by satisfying the Superintendent of Insurance that they could be classified as self-insurers, was taken advantage of by some of the larger corporations in this Province. Upon receipt of appropriate certificates and bonds, 149 financial responsibility cards were issued by this Division.

During 1968, 3,871 owners involved in accidents were unable to prove that the operation of their motor-vehicle was insured or were in a position to respond in damages. As a result, the uninsured drivers or owners had their licences placed under suspension until they submitted proof of satisfaction of claims or deposited security sufficient, in the opinion of the Superintendent, to satisfy any judgment that could be made as a result of the accident. This is a decrease of 4.1 per cent from 1967 when 4,037 owners were affected.

A total of 4,714 licences were reinstated upon compliance with the requirements as shown below:—

Revocation of Suspension

Judgment in favour of the uninsured motorist	1
Proof of satisfaction of claims	2,273
Valid policy	241
Owner, driver only	109
Stolen	6
Legally parked	23
Damage under $250	14
Expiration of one year from date of accident	1,727
Security deposited with the Minister of Finance	266
Settlement agreement with Traffic Victims Indemnity Fund	54
Total	4,714

Suspensions made as a result of unsatisfied judgments arising from motor-vehicle accidents rose to 713 in 1968, compared to 396 in 1967, an increase of 44.4 per cent. Of this total, 337 settlement agreements were concluded between the uninsured motorist and the Traffic Victims Indemnity Fund.

Suspension of Drivers' Licences by Court Orders and Recommendations, 1968

	Months								Years		Other	Total
	Under 1	1	2	3	4	5	6	9	1	2		
Death by criminal negligence—Accident	.....	.....	.....	.....	.....	.....	.....	1	.....	1	5	7
Injury by criminal negligence—Accident	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Criminal negligence—												
Accident	1	.....	.....	.....	.....	.....	1	.....	2	5	7	16
No accident	.....	.....	.....	.....	.....	.....	2	.....	2	1	6	11
Failing to remain at scene of accident—Accident	4	19	37	61	19	.....	113	8	48	24	27	360
Dangerous driving—												
Accident	1	3	4	13	3	.....	26	.....	13	17	16	96
No accident	2	9	17	50	12	2	50	3	37	15	17	214
Driving while intoxicated—												
Accident	.....	.....	.....	.....	.....	.....	6	1	9	3	3	22
No accident	.....	2	4	8	3	.....	20	1	18	9	5	70
Driving while ability impaired—												
Accident	10	48	49	125	65	2	177	24	78	21	25	624
No accident	43	147	173	520	222	8	525	41	263	88	100	2,130
Driving while under suspension—												
Accident	1	3	.....	4	.....	.....	7	2	4	1	3	25
No accident	8	13	9	25	2	.....	47	6	29	9	8	156
Conviction and judgment outside the Province	1	9	2	16	1	.....	27	2	9	3	2	72
Driving without due care and attention—Accident	39	203	90	137	15	3	82	4	20	3	13	609
Exceeding speed limit—Accident	54	130	47	52	5	.....	15	.....	12	1	6	322
Notices of juvenile offence	4	5	14	26	8	8	58	8	32	30	8	201
Miscellaneous	43	39	20	28	2	1	14	.....	11	2	1	161
Totals	211	630	466	1,065	357	24	1,170	101	588	233	252	5,097

Suspension by Superintendent under Financial Responsibility Requirements

Offence	Suspended	Reinstated
Dangerous driving—		
Accident	63	13
No accident	186	308
Criminal negligence—		
Accident	8	.....
No accident	4	20
Drunken driving—		
Accident	18	1
No accident	102	72
Impaired driving—		
Accident	587	24
No accident	2,704	3,338
Failing to remain at scene of accident	591	622
Driving under suspension—		
Accident	23	1
No accident	297	259
Suspension due to accident	3,384	3,957
Unsatisfied judgment—Accident	548	203
Conviction and judgment outside Province	220	264
Unsatisfactory driving record	31	77
Suspension by Superintendent	553	445
Death by criminal negligence	13	5

Suspension by Superintendent under Financial Responsibility Requirements—Continued

Offence	Suspended	Reinstated
Bodily harm by criminal negligence	-------	-------
Further or additional proof of financial responsibility	5,041	4,325
Notices of juvenile offence	134	-------
Totals	14,507	13,934

Release due to strike-off, 9,104.
Release due to section 92, *Motor-vehicle Act,* 5,032.

(*b*) Examination of Drivers

A total of 126,973 persons was examined by our Drivers' Examination Division during 1968, compared with the 1967 total of 114,624. Original licence examinations amounted to 92,291, compared with 85,844 in 1967.

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 1968, a total of 92,291 applicants were examined for an original British Columbia driver's licence. The results of the examinations showed 42,212 or 83 per cent of male applicants passed, while 8,658 or 17 per cent failed. Female applicants had 9,189 or 22 per cent failures and 32,232 or 78 per cent passed.

Of the successful male applicants 30,507 or 72 per cent were given unrestricted licences, while 11,705 or 28 per cent have one or more restrictions. There were 21,252 or 66 per cent female examinees with no restrictions, while 10,980 or 34 per cent had one or more restrictions.

A certificate of competency for physical condition was issued to 609 male examinees, 75 of them being in the 70-year-or-over group. Certificate of competency for physical condition was also issued to 273 female examinees, 66 of them being 70 years of age and over.

Failure in one or more of the examinations caused this Department to suspend the right to obtain a licence of 111 male and 60 female applicants.

In the road-test portion of the examination, 15,388 male examinees and 15,267 female examinees were given the passing grade of 70 per cent to 79 per cent, 6,605 male and 5,469 female examinees had between 80 per cent and 84 per cent, 4,701 male and 3,519 female examinees had 85 per cent to 89 per cent, and 2,913 male and 1,308 female examinees attained 90 per cent or over.

For surrendering valid out-of-province driver's licences, 12,605 male and 6,669 female examinees had the road-test portion waived.

In 1968, 604 applicants failed one or more written examinations, 448 being male and 156 female applicants.

Summary of Drivers' Original Examinations, 1968

MALES

	Number Examined, by Age-group																			
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	13,257	69.3	5,299	75.0	3,738	77.0	4,234	80.0	2,437	78.0	1,000	64.0	248	50.0	207	45.0	87	33.0	30,507	72.0
Restricted	5,878	30.7	1,745	25.0	1,098	23.0	1,042	20.0	705	22.0	556	36.0	248	50.0	257	55.0	176	67.0	11,705	28.0
Total passed	19,135		7,044		4,836		5,276		3,142		1,556		496		464		263		42,212	
Applicants taking dual tests	413		62		14		18		8										515	
Failed Examinations																				
Reasons—																				
Road test	4,258		844		624		677		439		196		53		38		61		7,190	
Written test	154		103		68		68		32		15		5		3				448	
Failed to complete	401		68		32		36		22		10		6		4		9		588	
Vision	320		59		14		8		12		10		1		1		6		431	
Physical condition	1																		1	
Total failed	5,134		1,074		738		789		505		231		65		46		76		8,658	
Applicants Suspended																				
Reasons—																				
Road test			1				1		2						1		1		6	
Vision	30		12		10		4		5		3		1				1		66	
Physical condition	19		6		2		2		4		2				1		1		37	
Failed to complete	1		1																2	
Total suspended	50		20		12		7		11		5		1		2		3		111	
Total examinations conducted	24,269		8,118		5,574		6,065		3,647		1,787		561		510		339		50,870	
Passed	19,135	79.0	7,044	87.0	4,836	87.0	5,276	87.0	3,142	86.0	1,556	87.0	496	88.0	464	91.0	263	78.0	42,212	83.0
Failed	5,134	21.0	1,074	13.0	738	13.0	789	13.0	505	14.0	231	13.0	65	12.0	46	9.0	76	22.0	8,658	17.0

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	4,486	299	11	14	----	5	15	1,363	392	119
21–25 ,,	1,625	115	9	8	1	1	9	41	69	24
26–30 ,,	963	85	2	5	----	----	8	10	63	15
31–40 ,,	859	116	2	5	1	1	12	2	51	22
41–50 ,,	619	95	1	3	----	----	7	6	36	31
51–60 ,,	491	70	4	10	----	----	14	2	23	36
61–64 ,,	226	41	2	2	2	2	4	1	14	22
65–69 ,,	238	50	----	----	1	1	4	2	8	75
70 years and over	153	55	----	----	2	----	7	-------	8	265
Totals	9,660	926	31	47	7	10	80	1,427	664	609

Summary of Drivers' Original Examinations, 1968—Continued

FEMALES

	Number Examined, by Age-group																			
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	7,995	65.0	4,225	65.0	2,814	70.0	3,397	74.0	1,944	67.0	724	48.0	86	34.0	49	30.0	18	27.0	21,252	66.0
Restricted	4,277	35.0	2,268	35.0	1,195	30.0	1,188	26.0	943	33.0	782	52.0	166	66.0	113	70.0	48	73.0	10,980	34.0
Total passed	12,272		6,493		4,009		4,585		2,887		1,506		252		162		66		32,232	
Applicants taking dual tests	31		6		2														39	
Failed Examinations																				
Reasons—																				
Road test	2,970		1,187		794		1,105		848		526		93		47		30		7,600	
Written test	56		32		15		23		12		17		1						156	
Failed to complete	315		89		64		68		28		23		3		2		1		593	
Vision	332		206		77		86		90		34		11		1		2		839	
Physical condition	1																		1	
Total failed	3,674		1,514		950		1,282		978		600		108		50		33		9,189	
Applicants Suspended																				
Reasons—																				
Road test	1																		1	
Vision	12		9		10		4		4								1		40	
Physical condition	8		2		3		2		2										17	
Failed to complete			2																2	
Total suspended	21		13		13		6		6								1		60	
Total examinations conducted	15,946		8,007		4,959		5,867		3,865		2,106		360		212		99		41,421	
Passed	12,272	77.0	6,493	81.0	4,009	81.0	4,585	78.0	2,887	75.0	1,506	72.0	252	70.0	162	76.0	66	67.0	32,232	88.0
Failed	3,674	23.0	1,514	19.0	950	19.0	1,282	22.0	978	25.0	600	28.0	108	30.0	50	24.0	33	33.0	9,189	22.0

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	4,080	185	----	3	----	----	7	57	179	68
21–24 ,,	2,278	107	3	2	----	1	1	15	73	23
25–30 ,,	1,153	57	----	2	1	----	6	2	59	24
31–40 ,,	1,111	90	1	4	----	1	11	----	52	20
41–50 ,,	880	74	2	8	1	1	13	----	28	28
51–60 ,,	964	44	1	4	1	----	4	1	23	23
61–64 ,,	158	15	----	----	----	----	2	----	4	8
65–69 ,,	109	9	1	----	----	----	1	----	2	13
70 year and over	47	6	----	----	----	----	1	----	1	66
Totals	10,780	587	8	23	3	3	46	75	421	273

Summary of Drivers' Re-examinations, 1968

MALES

	Number Examined, by Age-group																			
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	2,497	74.0	1,674	72.0	1,794	75.0	3,381	80.0	2,863	77.0	1,835	62.0	481	48.0	351	39.0	1,509	24.0	16,385	60.0
Restricted	895	26.0	657	28.0	600	25.0	821	20.0	845	23.0	1,144	38.0	512	52.0	541	61.0	4,699	76.0	10,714	40.0
Total passed	3,392		2,331		2,394		4,202		3,708		2,979		993		892		6,208		27,099	
Applicants taking dual tests	1,838		419		176		207		211		25		3		3		2		2,884	
Failed Examinations																				
Reasons—																				
Road test	226		48		31		28		34		61		11		33		570		1,042	
Written test	1		5				6		2		2						13		29	
Failed to complete	17		3		1		2		3		4				2		47		79	
Vision											1		1				35		37	
Physical condition																	10		10	
Total failed	244		56		32		36		39		68		12		35		675		1,197	
Applicants Suspended																				
Reasons—																				
Road test	4		1		3		1		5		14				4		7		39	
Vision	3		4		1		2		3		8		6		6		6		39	
Physical condition	9		14		5		20		22		17		8		13		92		200	
Written test															1				1	
Failed to complete	4		2		2		7		6		4		1		3		3		32	
Did not attend when notified	2		3		2		4		3		2		2		1		15		34	
Total suspended	22		24		13		34		39		45		17		28		123		345	
Total examinations conducted	3,636		2,387		2,426		4,238		3,747		3,047		1,005		927		6,883		28,296	
Passed	3,392	93.0	2,331	98.0	2,394	99.0	4,202	99.0	3,708	99.0	2,979	98.0	993	99.0	892	96.0	6,208	90.0	27,099	96.0
Failed	244	7.0	56	2.0	32	1.0	36	1.0	39	1.0	68	2.0	12	1.0	35	4.0	675	10.0	1,197	4.0

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	814	63	8	12	----	1	15	10	26	38
21–24 ,,	532	32	4	7	----	----	10	1	66	939
25–30 ,,	551	47	3	14	----	----	10	1	47	672
31–40 ,,	705	113	4	50	----	1	31	----	43	841
41–50 ,,	648	142	5	36	----	1	55	2	70	743
51–60 ,,	1,031	170	9	30	1	----	41	2	54	529
61–64 ,,	461	82	8	5	1	----	10	1	19	119
65–69 ,,	491	97	4	3	3	1	10	----	24	223
70 years and over	4,066	1,377	292	40	127	89	185	8	205	6,204
Totals	9,299	2,123	337	197	132	93	367	25	554	10,308

Summary of Drivers' Re-examinations, 1968—Continued

FEMALES

	Number Examined, by Age-group																			
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	80	62.5	123	55.0	332	65.0	1,032	75.0	1,003	72.0	511	53.0	88	37.0	68	31.0	241	22.0	3,478	57.0
Restricted	48	37.5	99	45.0	176	35.0	346	25.0	396	28.0	449	47.0	149	63.0	149	69.0	846	78.0	2,658	43.0
Total passed	128		222		508		1,378		1,399		960		237		217		1,087		6,136	
Applicants taking dual tests	47		19		6		2		6										80	
Failed Examinations																				
Reasons—																				
Road test	6		4		6		10		23		24		26		11		122		232	
Failed to complete	1		1				2				2						6		12	
Vision																	6		6	
Total failed	7		5		6		12		23		26		26		11		134		250	
Applicants Suspended																				
Reasons—																				
Road test	3		2		1		3		7		10		2		2		1		31	
Vision			1				1		3		2						1		8	
Physical condition	2		4				3		5				1		1		4		20	
Road signs															1				1	
Failed to complete	1		1		1		3		1		1				1				9	
Did not attend when notified	1						4		1		1		2				4		13	
Total suspended	7		8		2		14		17		14		5		5		10		82	
Total examinations conducted	135		227		514		1,390		1,422		986		263		228		1,221		6,386	
Passed	128	95.0	222	98.0	508	99.0	1,378	99.1	1,399	98.0	960	97.0	237	90.0	217	95.0	1,087	89.0	6,136	96.0
Failed	7	5.0	5	2.0	6	1.0	12	0.9	23	2.0	26	3.0	26	10.0	11	5.0	134	11.0	250	4.0

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	43	6	----	1	----	----	1	----	1	3
21–25 ,,	91	8	----	1	----	----	----	----	7	44
26–30 ,,	168	12	----	----	----	----	----	----	7	37
31–40 ,,	316	39	3	3	1	2	7	----	10	52
41–50 ,,	355	51	3	3	2	2	8	----	23	64
51–60 ,,	436	27	3	2	1	1	5	----	7	34
61–64 ,,	145	17	1	1	1	1	2	----	7	5
65–69 ,,	145	14	2	----	1	----	4	----	1	43
70 years and over	781	141	30	1	9	18	54	1	31	1,087
Totals	2,480	315	42	12	15	24	81	1	94	1,369

Drivers' Re-examinations

During 1968, this Department re-examined 34,682 drivers as to their ability to safely operate a motor-vehicle in British Columbia.

Of the male examinees, 27,099 or 96 per cent qualified, and 1,197 or 4 per cent failed the examination. Female drivers had 250 or 4 per cent failures, while 6,136 or 96 per cent qualified.

Of the qualified male drivers, 16,385 or 60 per cent had unrestricted licences, while 10,714 or 40 per cent had licences with one or more restrictions. There are 3,478 or 57 per cent of the female examinees unrestricted, while 2,658 or 43 per cent had one or more restrictions.

A certificate of competency for physical condition was issued to 10,308 male drivers, 6,204 of these being 70 years of age or older. These certificates were also issued to 1,311 female drivers, of whom 1,087 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 345 male drivers and 82 female drivers.

In the road-test portion of the examination, 10,084 male examinees and 2,983 female examinees had the passing grade of 70 per cent to 79 per cent; 4,939 male and 1,460 female examinees had between 80 per cent and 84 per cent; 6,078 male and 1,097 female had 85 per cent to 89 per cent; and 5,319 male and 467 female examinees had 90 per cent or over. For surrendering valid out-of-Province driver licences, 679 male and 129 female examinees had the road-test portion waived.

During 1968, 1,563 drivers voluntarily surrendered their driver's licences.

Summary of Drivers' Examinations

SUMMARY OF ORIGINAL EXAMINATIONS, 1968 (GRAND TOTAL, 92,291)

Applicants Passed

	Number	Per Cent
Total	74,444	81.0
Unrestricted	51,759	69.0
Restricted	22,685	31.0

Failed Examinations

Reason	Number	Per Cent
Total	17,847	19.0
Failed road test	14,790	-----
Failed written test	604	-----
Failed to complete	1,181	-----
Failed vision	1,270	-----
Physical condition	2	-----

Males

	Number
Road test waived due to applicant being holder of a driver's licence from another Province or State of the United States	12,605
Qualified with 70 to 79 per cent	15,388
Qualified with 80 to 84 per cent	6,605
Qualified with 85 to 89 per cent	4,701
Qualified with 90 per cent and over	2,913
Qualified after second road test	3,892
Qualified after third road test	615
Qualified after fourth road test	103
Qualified after five or more road tests	20
Qualified after second written test	382
Qualified after third written test	20
Qualified after fourth written test	1
Qualified after five or more written tests	0

Females

	Number
Road test waived due to applicant being holder of a driver's licence from another Province or State of the United States	6,669
Qualified with 70 to 79 per cent	15,267
Qualified with 80 to 84 per cent	5,469
Qualified with 85 to 89 per cent	3,519
Qualified with 90 per cent and over	1,308
Qualified after second road test	3,314
Qualified after third road test	566
Qualified after fourth road test	109
Qualified after five or more road tests	17
Qualified after second written test	137
Qualified after third written test	5
Qualified after fourth written test	0
Qualified after five or more written tests	0

SUMMARY OF RE-EXAMINATIONS, 1968 (GRAND TOTAL, 34,682)

Applicants Passed

	Number	Per Cent
Total	33,235	96.0
Unrestricted	19,863	60.0
Restricted	13,372	40.0

Failed Examinations

Reason	Number	Per Cent
Total	1,447	4.0
Failed road test	1,274	-----
Failed written test	29	-----
Failed to complete	91	-----
Failed vision	43	-----
Physical condition	10	-----

Males

	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	679
Qualified with 70 to 79 per cent	10,084
Qualified with 80 to 84 per cent	4,939
Qualified with 85 to 89 per cent	6,078
Qualified with 90 per cent and over	5,319
Qualified after second road test	513
Qualified after third road test	67
Qualified after fourth road test	22
Qualified after five or more road tests	4

Females

	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	129
Qualified with 70 to 79 per cent	2,983
Qualified with 80 to 84 per cent	1,460
Qualified with 85 to 89 per cent	1,097
Qualified with 90 per cent and over	467
Qualified after second road test	111
Qualified after third road test	20
Qualified after fourth road test	2
Qualified after five or more road tests	3

Chauffeurs' Examinations

In 1968 this Department conducted 1,699 Class A chauffeur examinations. Of these, 1,411 or 83 per cent were satisfactory, while 288 or 17 per cent resulted in failure in one or more portions of the examination.

There were 3,149 Class B examinations conducted, of which 2,135 or 68 per cent were satisfactory and 1,014 or 32 per cent resulted in failure.

There were 59 Class A and 155 Class B chauffeurs refused issuance for one or more reasons.

In 1968 a certification programme was instituted and resulted in 359 Class A chauffeur certifications.

CLASS A CHAUFFEURS

Passed (83.0 per cent)		1,411
Failed (17.0 per cent)		288
Certification		359
Failed—		
Hearing	6	
Vision	27	
Colourblind	10	
Road test	148	
Physical condition	20	
Written	54	
To complete	23	
To attend	.....	
Total		1,699

CLASS B CHAUFFEURS

Passed (68.0 per cent)		2,135
Failed (32.0 per cent)		1,014
Failed—		
Hearing	10	
Vision	75	
Colourblind	10	
Road test	533	
Physical condition	23	
Written	316	
To complete	46	
To attend	1	
Total		3,149

(*c*) Driver Improvement Programme

The Driver Improvement Programme, which began in 1953, is a flexible programme and is designed primarily to improve the driving habits of those persons who come to the attention of the Branch as a result of their unsatisfactory driving record. Copies of driving records produced from data stored in our computer system are scanned continuously, and action is taken commensurate with the record. Warning letters are being addressed directly from the information compiled within the Data Processing Centre, and 19,124 were mailed from this Branch in 1968. Driver's examiners stationed in various centres of the Province are trained to conduct driver-improvement interviews, and, therefore, we are able to interview drivers in the areas in which they reside.

In keeping with the primary concern of the Driver Improvement Programme to reduce motor-vehicle accidents, continued expansion of the Division's activities during 1968 included increased involvement in promoting defensive driving courses. Several staff members have been trained as instructors and have conducted classes for Motor-vehicle Branch staff and other departments. One staff member has also been on loan to the British Columbia Traffic and Safety Council for the purpose of extending their programme in regards to Defensive Driving Courses. Letters recommending the course are being forwarded to persons in most areas of the Province whose driving records indicate further instruction in safe-driving practices is essential.

The Juvenile Offence Programme which came into being late in 1967 is continuing to prove successful. Upon receipt of a notice of juvenile offence issued by a peace officer, a letter is forwarded to the parents or guardian of the juvenile concerned, pointing out the offence and recommending participation by the juvenile in high-school driver training or defensive driving. This programme endeavours to place the responsibility for a juvenile's actions on a highway in the hands of the parents or guardian, and an enthusiastic response from the parents in this regard is being experienced. Statistics for the year 1968 regarding this programme are quoted on following page:—

Notices of Juvenile Offence (N.O.J.O. Programme), 1968

Total number of offences committed to date (includes Court actions)	10,282
Total number of notices of juvenile offence (N.O.J.O.)	10,123
Total number of advisory letters forwarded to parents	5,905
Notices of intent to suspend	919
Notices to attend for interview	479
Suspensions under N.O.J.O. (sec. 86)	567
Suspensions by Juvenile Courts	201
Appeals (resolved and placed on probation)	255

A continued accelerated programme of public contact through schools and various organizations is being conducted by the Driver Improvement Programme staff, who are also assisted in the outside areas of the Province by members of the Driver Examination Division staff.

Searches of driving records and the preparation of abstracts of driving records under section 116 (*b*) of the *Motor-vehicle Act* have greatly increased within the past years, which indicates that many firms employing personnel responsible for the operation of motor-vehicles are now becoming more interested in the driving record of their staff. This increase also reflects the attitude of the insurance industry, which requires knowledge of the updated driving record before issuing motor-vehicle liability insurance policies to an ever-increasing number of applicants.

Statistics of driving-record searches for the past three years are as follows:—

1966 79,738 1967 101,410 1968 123,132

The 1968 statistics of the Driver Improvement Programme are as follows:—

Warning Letters, Etc., 1968

Warning letters	19,124
Notices of intent to suspend	14,353
Interviews and hearings	5,481
Results of notices to suspend, interviews, and submissions—	
Licences suspended	7,916
Licences placed on probation	5,405

Summary of Actions Taken under Driver Improvement Programme, 1968

	Age									Total
	16–20 Years	21–24 Years	25–30 Years	31–40 Years	41–50 Years	51–60 Years	61–64 Years	65–69 Years	70 and Over	
Warning letters	----	----	----	----	----	----	----	----	----	19,124
Advisory letters	----	----	----	----	----	----	----	----	----	5,905
Notices of intent to suspend	4,864	3,277	2,263	1,987	1,191	582	122	37	30	14,353
Male	4,794	3,229	2,196	1,914	1,152	556	116	36	28	14,021
Female	70	48	67	73	39	26	6	1	2	332
Interviews and hearings	1,780	1,328	851	794	535	142	32	9	10	5,481
Male	1,761	1,320	843	782	527	137	31	9	10	5,420
Female	19	8	8	12	8	5	1	----	----	61
Result of notices to suspend, interviews, and submissions—										
Licences suspended	2,494	2,150	1,386	1,007	544	245	57	17	16	7,916
Male	2,470	2,128	1,372	980	528	241	56	17	16	7,808
Female	24	22	14	27	16	4	1	----	----	108
Previously suspended	644	876	433	309	167	82	13	2	3	2,529
Previously warned	445	616	345	212	109	26	6	2	3	1,764
Previously on probation	257	323	224	146	78	25	5	2	2	1,062
Driver's licence placed on probation	1,318	1,275	945	900	584	287	61	22	13	5,405
Male	1,299	1,255	915	863	564	272	57	22	13	5,260
Female	19	20	30	37	20	15	4	----	----	145

(*d*) Motor-vehicle Inspection

In July, 1968, a Motor-vehicle Inspection Station was opened in Victoria to carry out the compulsory inspection of motor-vehicles, motor-cycles, and trailers in the Victoria area.

The Victoria Inspection Station was constructed with four lanes for the inspection of vehicles. Three lanes have been equipped with inspection equipment and placed in use, with the fourth lane to be equipped when the vehicle population of Victoria increases to require additional facilities. The station is manned by 19 Motor-vehicle Inspectors and three clerks.

Notices requiring the owner of a motor-vehicle to present his vehicle for inspection were mailed to 61,987 owners during the period from July 1, 1968, to February 28, 1969, although vehicles presented voluntarily were accepted for inspection. A fee of $1.50 was charged for an original inspection and 50 cents for reinspection. Small trailers were inspected without charge.

The following is a summary of vehicle inspection:—

Summary of Vehicle Inspection, July 1, 1968, to February 28, 1969

	Inspected and Approved					Reinspected and Approved					Free Approved					Approved This Period
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger	10,193	6,817	2,820	685	20,515	7,028	8,668	5,194	1,485	22,375	48	32	21	6	107	42,997
Commercial	2,020	613	440	218	3,291	1,244	821	690	467	3,222	9	3	1	2	15	6,528
Motor-cycle	397	55	16	12	480	70	16	4	7	97	8	2	.....	1	11	588
Trailer	39	8	6	2	55	18	5	4	4	31	308	83	28	31	450	536
Totals	12,649	7,493	3,282	917	24,341	8,360	9,510	5,892	1,963	25,725	373	120	50	40	583	50,649

	Inspected and Rejected					Reinspected and Rejected					Free Rejected					Rejected This Period
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger	7,813	10,003	6,082	1,808	25,706	570	921	718	233	2,442	9	4	4	3	20	28,168
Commercial	1,364	883	765	547	3,559	99	65	90	55	309	2	.....	.....	2	4	3,872
Motor-cycle	77	17	8	5	107	1	.....	.....	1	2	1	.....	.....	1	2	111
Trailer	24	10	3	3	40	2	4	.....	.....	6	38	15	14	3	70	116
Totals	9,278	10,913	6,858	2,763	29,812	672	990	808	289	2,759	50	19	18	9	96	32,267
Per cent	42.3	59.2	67.6	75.0	55.0	7.4	9.4	12.0	12.8	9.6	11.8	13.6	26.4	18.3	14.1	38.9
Presented for inspection	21,927	18,406	10,140	3,680	54,153	9,032	10,500	6,700	2,252	28,484	423	139	68	49	679	82,916

Vehicle Age Code: Age 1, 1952 and prior; Age 2, 1953 to 1957; Age 3, 1958 to 1963; Age 4, 1964 and after.

During the inspection of motor-vehicles it was found that 32,667 did not meet the standards of inspection and were rejected. The total number of defects found were 57,703 or 1.78 for each rejected vehicle. The following are the causes for rejection:—

Causes of Rejection

Code	Age 1	Age 2	Age 3	Age 4	Total
1. Motor-vehicle licence	56	32	20	8	116
2. Number-plates	82	111	123	52	368
3. Plate-lamp	792	1,218	818	249	3,077
4. Tail-lamps	171	466	550	113	1,300
5. Stop-lamps	494	987	816	359	2,656
6. Turn-signals	380	854	793	248	2,275
7. Reflectors	183	118	107	70	478
8. Horn	126	278	155	69	628
9. Windshield-wipers	155	538	604	262	1,559
10. Left window-raiser	11	57	76	40	184
11. Doors, body, hood	14	148	282	148	592
12. Bumper, mudflaps	36	72	71	52	231
13. Headlamps	7,773	8,303	4,621	1,511	22,208
14. Identification lamps	73	74	49	37	233
15. Spot-lamps	3	1	.....	1	5
16. Fog-lamps	.....	3	4	1	8
17. Auxiliary lamps	57	55	39	25	176
18. Wheel alignment	325	454	445	146	1,370
19. Steering mechanism	472	1,926	1,587	643	4,628
20. Tires, wheels	337	899	916	331	2,483
21. Fuel system	11	41	27	12	91
22. Exhaust, muffler	840	1,367	1,285	480	3,972
23. Service Brakes	751	1,170	911	442	3,274
24. Pedal reserve	66	330	271	90	757
25. Brake connections	128	207	730	410	1,475
26. Air or vacuum	24	14	11	5	54
27. Tell-tale	3	6	5	2	16
28. Parking brake	159	547	514	222	1,442
29. Visibility and mirror	191	406	455	207	1,259
30. Driver seat-belts	21	41	43	25	130
31. Miscellaneous	167	179	201	111	658

Vehicle Age Code: Age 1, 1952 and prior; Age 2, 1953 to 1957; Age 3, 1958 to 1963; Age 4, 1964 and after.

The programme of inspection through the use of a mobile inspection unit was continued during 1968. This marks the fourth full year of operation of this programme which started in 1964.

The mobile inspection unit consists of a panel truck and trailer which is outfitted with equipment to check front-end assemblies, wheel alignment, and 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 that poor condition could prove dangerous.

The mobile unit visited 27 communities in the Province during 1968. A total of 14,458 vehicles was inspected. Of that number, 60 per cent were rejected on the 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 27 different locations throughout the Province are one or more of the following:—

Model Year	Age 1	Age 2	Age 3	Age 4	Total
Presented for inspection	201	973	3,637	9,647	14,458
Passed on inspection	67	368	1,034	4,405	5,874
Rejected on inspection	134	732	2,613	5,212	8,691
Percentage rejected	66.6	75.2	71.8	54.0	60.1
Presented for reinspection	97	383	1,461	3,321	5,260
Passed on reinspection	88	368	1,406	3,239	5,101
Rejected on reinspection	8	5	27	43	87
Total inspected and reinspected	298	1,356	5,178	12,967	19,799
Causes of Rejection					
1. Motor-vehicle licence	3	25	48	198	274
2. Number-plates	2	21	46	92	161
3. Plate-lamp	15	139	481	986	1,621
4. Tail-lamps	3	28	85	102	218
5. Stop-lamps	20	59	286	210	575
6. Turn-signals	16	89	174	213	492
7. Reflectors	1	6	17	10	34
8. Horn	4	22	55	78	159
9. Windshield-wipers	4	34	64	43	145
10. Left window-raiser	3	7	14	5	29
11. Doors, body, hood	5	25	21	11	62
12. Bumper, mudflaps	2	19	8	10	39
13. Headlamps	73	449	1,773	3,634	5,929
14. Identification lamps	-------	-------	7	9	16
15. Spot-lamps	-------	-------	-------	-------	-------
16. Fog-lamps	-------	-------	-------	2	2
17. Auxiliary lamps	2	1	7	20	30
18. Wheel alignment	15	106	236	429	786
19. Steering mechanism	45	206	637	482	1,370
20. Tires, wheels	11	100	180	291	582
21. Fuel system	-------	1	6	7	14
22. Exhaust, muffler	29	194	420	679	1,322
23. Service brakes	22	73	169	217	481
24. Pedal reserve	10	120	249	152	531
25. Brake connections	9	46	66	114	235
26. Air or vacuum	-------	-------	-------	-------	-------
27. Tell-tale	-------	-------	2	2	4
28. Parking brake	18	91	209	191	509
29. Visibility and mirror	11	68	168	281	528
30. Driver seat-belts	1	10	7	4	22
31. Miscellaneous	2	6	8	7	23

Vehicle Age Code: Age 1, 1952 and prior; Age 2, 1953 to 1957; Age 3, 1958 to 1963; Age 4, 1964 and after.

Reinspection in conjunction with the mobile inspection unit in most cases is the production of work orders from local garages that the deficiencies have been rectified. There are 27 different locations throughout the Province.

The mobile vehicle inspection programme is operated on a voluntary basis. Its success depends on community support and sponsorship, so that the maximum number of interested motorists may be encouraged to subject their vehicles to the critical inspection routine. We enjoyed enthusiastic community support during 1968, with the result that it was often not possible to inspect all the vehicles which were brought to the testing-locations.

Prior to the visit of the inspection unit to a community, groups of citizens who are interested in traffic safety are approached to sponsor the visit. Sponsorship involves the development of a publicity campaign, usually as public service announcements in the local newspaper and by radio and television stations, arranging for a suitable testing-site, and recruiting and organizing voluntary help to assist the two qualified mechanics who are assigned to the programme by the Branch. We have also been assisted by the municipal governments of the communities to a great extent.

The aims of the programme are (*a*) the examination of vehicles, and (*b*) the development of public interest in the need to maintain vehicles in a safe mechanical

condition. The percentage of vehicles rejected is still high, particularly when it is considered that these vehicles were voluntarily submitted. The percentage would be much higher if it were possible to examine the many vehicles in doubtful mechanical condition on the highways whose owners have no intention of submitting them to a voluntary inspection.

Public interest in the programme is still high. We are usually requested to provide the inspection service more frequently. The need for additional facilities, equipment, and personnel to bring the programme to a stage where it can offer routine inspection to a larger percentage of motorists is evident.

4. CENTRAL REGISTRY

Documents encumbering motor-vehicles have been centralized since 1932 in the Province of British Columbia at the offices of the Encumbrance Registry, Motor-vehicle Branch, Victoria. The year 1961 saw a further centralization of liens when documents which had been recorded in the County Court Registries were now handled by a central body known as Central Registry. These documents could encumber all other chattels an individual may wish to provide as security.

Today's trend in purchasing through time payments and relaxation in controlled financing has steadily increased document registrations, and in turn, of course, searching for liens encumbering chattels has also increased. Consequently, documents accepted under the *Bills of Sale Act* and the *Conditional Sales Act*, which form the bulk of the documents filed, are now microfilmed and subsequent reference is made to the film. Microfilm equipment is used extensively, thus improving the service and efficiency of the staff of the Central Registry.

The year 1968 produced increases exceeding previous years. The total number of documents accepted increased 8.3 per cent over the year 1967, while the total revenue credited to the Central Registry increased 8.1 per cent. A statistical comparison with the year 1967 follows for a detailed view of this increase.

Statistical Comparisons with Year Ended December 31, 1968, to Year 1967

January 1 to December 31, 1967

Documents filed under *Conditional Sales Act*	69,975
Documents filed under *Bills of Sale Act*	119,208
Documents filed under *Mechanics' Lien Act*	15,462
Documents filed under *Assignment of Book Accounts Act*	366
Documents filed under *Companies Act*	160
Documents discharged under *Conditional Sales Act*	1,352
Documents discharged under *Bills of Sale Act*	2,153
Documents discharged under *Mechanics' Lien Act*	923
Documents discharged under *Assignment of Book Accounts Act*	30
Documents discharged under *Companies Act*	59
Total documents accepted	209,688
Total fees for documents accepted	$594,773.00
Total fees for searches	120,778.00
Total fees for certifications and photographic copies	1,885.50
Total revenue	$717,436.50

STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1968, TO YEAR 1967—*Continued*

January 1 to December 31, 1968

Documents filed under *Conditional Sales Act*	73,043
Documents filed under *Bills of Sale Act*	131,527
Documents filed under *Mechanics' Lien Act*	17,769
Documents filed under *Assignment of Book Accounts Act*	391
Documents filed under *Companies Act*	185
Documents discharged under *Conditional Sales Act*	1,423
Documents discharged under *Bills of Sale Act*	1,668
Documents discharged under *Mechanics' Lien Act*	1,013
Documents discharged under *Assignment of Book Accounts Act*	22
Documents discharged under *Companies Act*	63
Total documents accepted	227,104
Total fees for documents accepted	$642,054.00
Total fees for searches	131,446.05
Total fees for photographic copies	2,085.25
Total revenue	$775,585.30

5. SCHOOL BUSES

Control over the use and operation of school buses engaged in the transportation of students to and from the public 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 and by the Motor Carrier Branch of the Public Utilities Commission. 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 1968 the number of permits issued for vehicles to be used as school buses was 885 renewal permits and 121 permits for new vehicles, for a total of 1,006, as compared to the 1967 figure of 1,032. Of these permits issued, 31 were cancelled as the result of the lapse of insurance coverage or of poor mechanical condition. In 1968 school buses were involved in 38 accidents, of which 21 resulted in property damage only. Twenty-one students and seven persons other than students were injured in twelve injury accidents. There were no fatal accidents involving school buses in the year 1968.

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

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

In 1968, 161 permits for flashing amber lamps and 8 permits for flashing red lamps were issued. In addition, 19 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.

No permits were issued for the installation of theft alarms in vehicles.

7. STAFF

The staff of the Motor-vehicle Branch was increased to an over-all of 380 positions from 349 during the same period in 1967. The greater part of this increase can be contributed to the new programme of motor-vehicle inspection being extended throughout the Province. The permanent staff totalled 302, with two requisitions outstanding at the Civil Service Commission and the balance of 78 being temporary employees.

During the 1968 licence-renewal period our staff was again fortunate in receiving very capable assistance from the staff of the Liquor Control Board in many areas of the Province. Our sincere appreciation is extended to the Chairman of the Liquor Control Board and his staff which assisted our offices and also those left short-handed in their own stores to maintain good service. With this experienced aid we were able to keep our temporary employees to a minimum during the " rush " period.

Our own Motor-vehicle Branch staff have been under constant pressure due to the ever-increasing work volumes. Improved systems and more modern processing have enabled an efficient staff to stay abreast the normal increases and those brought about by new programmes. Sincere thanks are extended to this staff throughout the Province for without their continued loyalty and dedication to duty this Branch would be unable to cope with expanding duties and programmes assigned.

CONCLUSION

This Report has dealt with the continuing growth of the activities of the Motor-vehicle Branch. As stated in the outset the rate of growth of vehicle registrations in British Columbia is considerably in excess of the National average and there is no doubt that this rate of growth will continue to show the same trend in the years ahead. As vehicle registrations and the number of licensed drivers grow, so do the requirements to provide additional services and to meet the new problems which continue to arise as a result of highway traffic accidents. The years ahead will undoubtedly see an expansion of the " no-fine " method dealing with traffic offenders and in the compulsory motor-vehicle inspection programme. A continuing aim of the Branch will be to search for new methods to deal with problem drivers, those drivers who are at the heart of our highway accident programme. There is no doubt about it that in the future the trend will be toward greater emphasis on the need for driver training. Any thought of driver training should not be limited to training which would be given prior to licensing but to the continuing need to update driving habits. One of the better tools now available for this practice is the defensive driving course which is being offered in quite a number of school districts in the Province. There is every reason to believe that there will be a considerable expansion of this activity in the year ahead and the Branch expects to be in a position of referring increasing numbers of drivers to take a defensive driving course. The course is a good one, and offers a reasonable prospect for a higher level of highway safety.

The Branch has been very fortunate in receiving the assistance of many persons and organizations in the carrying-out of its efforts during the past year. The members of your Department have always been so willing to provide us with assistance

and advice and I would like to take this opportunity of expressing my appreciation. Our liaison with the Courts and the enforcement agencies throughout the Province continues to be maintained at a very high level and these connections are of extremely great value to us in meeting our obligations.

Respectfully submitted,

RAYMOND A. HADFIELD,
Superintendent of Motor-vehicles.

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