

**MINISTRY OF JUSTICE
POLICING AND SECURITY PROGRAMS BRANCH
AND
MINISTRY OF FINANCE
INSURANCE CORPORATION OF BRITISH COLUMBIA
BRIEFING NOTE**

PREPARED FOR: Honourable Shirley Bond, Minister of Justice and Attorney General
and
Honourable Kevin Falcon, Minister of Finance

ISSUE: Renewal of the ICBC / Ministry of Justice (JAG - formerly Ministry of Public Safety and Solicitor General - 'MPSSG') Enhanced Traffic and Road Safety Law Enforcement Memorandum of Understanding (MOU)

CURRENT STATUS:

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- Special Direction IC2, which requires the British Columbia Utilities Commission (BCUC) to allow ICBC to collect sufficient Basic insurance premiums to pay for ICBC's obligations under the current MOU, will expire on March 31, 2012.
- An Order in Council (OIC) is required to update the IC2 regulation to put into effect the new MOU. Chair of Treasury Board approval must be received before the OIC can be brought to Cabinet (see Attachment A).

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- The Ministry and police in British Columbia value this longstanding partnership with ICBC, which has contributed to improved road safety, public safety and harm reduction in the Province, and wish to continue the mutually beneficial relationship.

BACKGROUND:

- ICBC and PSD have been actively working to renew the Enhanced Traffic and Road Safety MOU for the past two years, through a series of studies and deliverables identified by Treasury Board during renewal of the previous MOU (January 1/10).
- On September 30, 2011, with the participation and review of Police and ICBC, PSD completed a Business Case for the program which formed the basis of MOU negotiations.
- Early in November 2011, the then MPSSG advised Treasury Board that the parties were in discussion and hoped to have an agreement on the MOU amount and term shortly.

- Following agreement in principle on annual amounts and term in January, the parties met again on February 10, 2012, making significant progress on reporting and accountability measures, with a new MOU to be completed before March 31, 2012.
- A stakeholder relations/new MOU roll-out plan will be developed by the parties to inform police leadership, including Integrated Road Safety Units' Joint Management Teams and IMPACT, as well as road safety stakeholders, about the content of the new agreement.

NEXT STEPS:

- Confirm support for MOU renewal from Chair of Treasury Board.
- Prepare the OIC to renew Special Direction IC2 before March 31, 2012.
- Brief the Deputy Ministers of Justice and Finance on the renewal and terms of the new Enhanced Traffic and Road Safety Law Enforcement MOU, including the requirement for an OIC to renew Special Direction IC2.
- Brief the Minister of Justice and Attorney General, and the Minister of Finance, on renewal and terms of the new Enhanced Traffic and Road Safety Law Enforcement MOU, and the requirement for an OIC to renew Special Direction IC2.
- Upon receipt of approval by the Chair of Treasury Board, that the OIC be presented to Cabinet to bring the new Enhanced Traffic and Road Safety Law Enforcement MOU into effect.

Prepared by:

Jan Staples
Director, Road Safety Unit
Policing and Security Programs Branch
604 775-2108

Approved by:

Clayton Pecknold
Assistant Deputy Minister
and Director of Police Services
Policing and Security Programs Branch
250 387-1100

For ICBC

Sonny Senghera
Manager, Road Safety Policy & Programs
ICBC
604 982-4224

For ICBC

Fiona Temple
Director, Road Safety
ICBC
604 982-7299



Ministry of Justice

Office of the Deputy
Solicitor General

MEMORANDUM

11th Floor -- 1001 Douglas Street, PO Box 9290 Stn Prov Govt, Victoria, BC V8W 9J7 Phone: (250) 358-0149 Fax: (250) 387-6224

FEB 20 2012

Mr. Peter Milburn
Deputy Minister of Finance

Re: Renewal of the Road Safety Memorandum of Understanding

Further to the direction of Treasury Board (see attached letter from Colin Hansen regarding 'TB Minor Meeting date of March 10, 2010' Ref 224964), I am writing to advise you of progress in renewing the Traffic and Road Safety Law Enforcement Memorandum of Understanding (MOU) between the Ministry of Justice (MOJ), Policing and Security Programs Branch, and the Insurance Corporation of British Columbia (ICBC).

As directed by Treasury Board,

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.../2

Mr. Peter Milburn
Page 2

Policing and Security Programs Branch and ICBC request direction to proceed with completion of a new Traffic and Road Safety Law Enforcement MOU to take effect upon the expiry of the current agreement (March 31, 2012), and to prepare an Order in Council to amend Government Directive IC2 to the BC Utilities Commission.



Lori Wanamaker, FCA
Deputy Solicitor General

Attachment

pc: Mr. Jon Schubert, President and CEO, ICBC
Mr. Clayton Pecknold, Assistant Deputy Minister and Director of Police Services
Ms. Tara Faganello, Assistant Deputy Minister



Treasury Board Submission

Request for Decision

Minister: Honourable Shirley Bond, Minister of Justice and Attorney General

Ministry: Ministry of Justice

Date: March 15, 2012

Ministry Document #: 3-12

Title: Enhanced Traffic Enforcement Program Budget and Memorandum of Understanding between Police Services Division and the Insurance Corporation of British Columbia

Issue:

Police Services Division (PSD) and the Insurance Corporation of British Columbia (ICBC) have negotiated a new Memorandum of Understanding (MOU) to renew and fund the Enhanced Traffic Law Enforcement Program (ETLEP) in British Columbia (BC). The new MOU ensures stable funding for the program from 2013 through 2016. The current program MOU and budget expire on March 31, 2012.

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S12

S13, S16, S17

Background / Context:

ICBC and PSD have been partners in the ETLEP since 2003; the original MOU has been renewed several times. ICBC and PSD have been actively working to renew the Enhanced Traffic and Road Safety MOU for the past two years, following a series of studies and deliverables identified by TB during the last MOU renewal (January 1, 2010).

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Since 2003, ETLEP has directly contributed to: increased traffic fine revenue; reductions in traffic fatalities and injuries; increased public awareness and education of road safety issues; reducing pressure on the provincial policing budget; and helping to drive down auto crime throughout the province.

Further,

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by the end of 2013; IRSUs are the front line of traffic enforcement and a critical component of the drinking driver reduction strategy.

Pages 8 through 12 redacted for the following reasons:

S12



S13, S16

S12

Contact: Clayton Pecknold
Assistant Deputy Minister
250 387-1100

The Honourable Shirley Bond,
Minister of Justice and Attorney
General

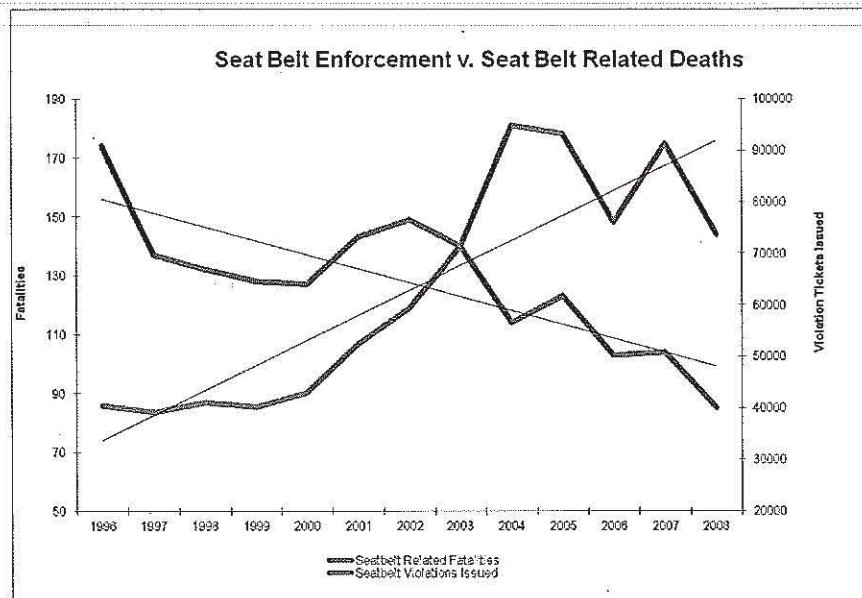
Date Signed

Pages 14 through 16 redacted for the following reasons:

S12

APPENDIX C: BACKGROUND

- Where reliable longitudinal prevalence data exists (alcohol – BC Roadside Surveys; and occupant restraints – Transport Canada National Occupant Restraint Surveys) police developed effective operational strategies to address the impacts by targeting their enforcement activity.
- Following the winding down of photo radar in BC in 2001, “E” Division Traffic Services reviewed the data and causal links between fatal collisions involving alcohol, speed and seatbelts, and developed an operational strategy to aggressively target seatbelts compliance and impaired driving as the most effective way of reducing serious injuries and deaths on BC roads.
- Aggressive targeted seatbelt enforcement activity is thought to have contributed to dramatically improved seatbelt wearing rates in BC and steady declines in unbelted fatalities. As seatbelt wearing rates have reached high levels and stabilized, officers have slightly reduced their enforcement activities in this area writing fewer occupant restraint violations.



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- ICBC evaluations show that enforcement is more effective when supported by public education and awareness activities.

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APPENDIX D: Provincial Public Attitude Surveys

Police Services Road Safety Unit has conducted provincial Drivers Public Attitude Surveys¹ for the past six years to assess public responses to various traffic enforcement topics. The following results show that in the face of changing police pressures, traffic enforcement and road safety remain important public safety topics for British Columbians.

The research shows that between 2008 and 2011, there has been significant change in responses to traffic enforcement, driver attitudes and self reported behaviours of targeted enforcement priorities in provincial surveys, including:

- ▶ 87 per cent of respondents believe police are committed/very committed to enforcing traffic laws – 62 per cent increase
- ▶ 65 per cent of respondents believe that they were likely/very likely to be caught by the police while running a red light – 105 per cent increase
- ▶ 78 per cent of respondents believe they were likely/very likely to be caught by the police when driving over the legal alcohol limit – 87 per cent increase
- ▶ 57 per cent of respondents felt they were likely/very likely to be caught by the police while not wearing a seatbelt – 114 per cent increase
- ▶ 70 per cent of respondents felt they were likely/very likely to be caught by the police while driving more than 20 kilometres over the speed limit – 103 per cent increase
- ▶ 46 per cent of respondents felt they were likely/very likely to be caught by police while not stopping at stop signs – 104 per cent increase
- ▶ 40 per cent of respondents felt they were likely/very likely to be caught by police while frequently changing lanes or passing unsafely – 140 per cent increase
- ▶ 38 per cent of respondents felt they were likely/very likely to be caught by the police while driving after taken illegal drugs including marijuana – 45 per cent increase
- ▶ 87 per cent of respondents felt targeted police traffic enforcement has a significant/positive impact on driving behaviour – 22 per cent increase
- ▶ 91 per cent of respondents felt that police road checks for impaired driving have a significant/positive impact on driving behaviour – 14 per cent increase
- ▶ the majority of respondents (42 per cent, 37 per cent and 36 per cent) thought the police were conducting speed enforcement when they noticed traffic enforcement being conducted, suggesting that the public believes the police are focused on speed enforcement and reinforcing the 'myth of full enforcement' and serving as a general deterrent against this behaviour.

¹ The Public Attitude Surveys are independent studies contracted by the RSU to conduct a review of policing deployments and impacts affecting the enforcement of road safety in BC. Public knowledge, attitudes and behaviours regarding identified road safety issues and enforcement actions have been evaluated annually as part of the Enhanced Road Safety Initiative. ENRG, an independent qualified research agency was contracted to carry out the research project.

Warren, Keira FIN:EX

From: MacLean, Shelley FIN:EX
Sent: Monday, March 26, 2012 9:45 AM
To: Warren, Keira FIN:EX
Subject: RE: Last minute briefing - today

Maureen was going to check with him...he should be back in 5 minutes

From: Warren, Keira FIN:EX
Sent: Monday, March 26, 2012 9:42 AM
To: MacLean, Shelley FIN:EX
Subject: RE: Last minute briefing - today

Thanks. What about Peter?

Keira Warren

Administrative Coordinator
Office of the Honourable Kevin Falcon
Minister of Finance and Deputy Premier
Phone:(250) 387-6882 Fax:(250) 387-5594

From: MacLean, Shelley FIN:EX
Sent: Monday, March 26, 2012 9:38 AM
To: Warren, Keira FIN:EX; Pemberton, Maureen FIN:EX
Subject: RE: Last minute briefing - today

Sheila doesn't need lunch. Also Kerri Harrison & Jonathen Dube will be attending...no need to order lunch for them either. thx

From: Warren, Keira FIN:EX
Sent: Monday, March 26, 2012 9:11 AM
To: Pemberton, Maureen FIN:EX
Cc: MacLean, Shelley FIN:EX
Subject: RE: Last minute briefing - today

Hi Ladies,

We will be ordering lunch for MKF to eat during this briefing. Would Peter and Sheila like us to order them lunch?

Thanks,

Keira Warren

Administrative Coordinator
Office of the Honourable Kevin Falcon
Minister of Finance and Deputy Premier
Phone:(250) 387-6882 Fax:(250) 387-5594

From: Warren, Keira FIN:EX
Sent: Monday, March 26, 2012 9:03 AM
To: Pemberton, Maureen FIN:EX
Cc: MacLean, Shelley FIN:EX
Subject: Last minute briefing - today

Hi Shelley/Maureen,

I will call you about this.

BRIEFING: Minister Falcon/Minister Bond - (TB Sub) regarding the renewal and terms of the new Enhanced Traffic and Road Safety Law Enforcement MOU

Participants: Minister Falcon, Aaron Sutherland, Ministerial Assistant, Carolyn Dickinson, Executive Assistant Peter Milburn, Deputy Minister
Clayton Pecknold ADM Policing and Security Programs Branch and Jan Staples, Director, Road Safety Unit, Police Services Division
Minister Bond, staff TBC

Date: Monday, March 26th

Time: 12:00-1:00

Location: Minister Falcon's Office – Room 153, Parliament Buildings, Victoria BC

Details: A meeting is required to brief Minister Bond and Minister Falcon on the attached Treasury Board Submission (TB Sub) regarding the renewal and terms of the new Enhanced Traffic and Road Safety Law Enforcement MOU. Clayton Pecknold or Sam MacLeod will provide the briefing.

Lori has approved the TB Sub. Once the TB Sub has been signed by Minister Bond, Treasury Board Chair approval is required in order for Lori to sign the Memorandum of Understanding (MOU). The MOU expires on March 31, 2012.

An Order in Council will be required before March 31, 2012 to update Special Directive IC2 directing the BCUC to recognize the new MOU and ICBC's program funding when the Commission sets basis insurance rates. Upon receipt of approval by the Chair of Treasury Board, the OIC will be presented to Cabinet to bring the new MOU into effect.

Keira Warren

Administrative Coordinator
Office of the Honourable Kevin Falcon
Minister of Finance and Deputy Premier
Phone:(250) 387-6882 Fax:(250) 387-5594

Harrison, Kerri FIN:EX

Subject: Minister Falcon/Bond
Location: Room 153

Start: Mon 2012-03-26 12:00 PM
End: Mon 2012-03-26 12:30 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Milburn, Peter R FIN:EX
Required Attendees: Taylor, Sheila A FIN:EX; Harrison, Kerri FIN:EX; Dube, Jonathan FIN:EX

When: Monday, March 26, 2012 12:00 PM-12:30 PM (GMT-08:00) Pacific Time (US & Canada).

Where: Room 153

Note: The GMT offset above does not reflect daylight saving time adjustments.

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FW: 478441 -
nformation BN re..

BRIEFING: Minister Falcon/Minister Bond - (TB Sub) regarding the renewal and terms of the new Enhanced Traffic and Road Safety Law Enforcement MOU

Participants: Minister Falcon, Aaron Sutherland, Ministerial Assistant, Carolyn Dickinson, Executive Assistant
Peter Milburn, Deputy Minister
Clayton Pecknold ADM Policing and Security Programs Branch and Jan Staples, Director, Road Safety Unit, Police Services Division
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Harrison, Kerri FIN:EX

From: MacLean, Shelley FIN:EX
Sent: Monday, March 26, 2012 9:35 AM
To: Harrison, Kerri FIN:EX; Dube, Jonathan FIN:EX
Subject: FW: 478441 - Information BN re ICBC/JAG Enhanced Traffic and Road Safety Law Enforcement MOU
Attachments: 478441 - BN re ICBC JAG MOU Renewal.pdf; 478441 - BN re ICBC JAG MOU Renewal - TB Submission.docx

For today's meeting at 12:00

From: Warren, Keira FIN:EX
Sent: Monday, March 26, 2012 9:21 AM
To: MacLean, Shelley FIN:EX; Pemberton, Maureen FIN:EX
Subject: FW: 478441 - Information BN re ICBC/JAG Enhanced Traffic and Road Safety Law Enforcement MOU

For 12:00 briefing.

Keira Warren

Administrative Coordinator
Office of the Honourable Kevin Falcon
Minister of Finance and Deputy Premier
Phone:(250) 387-6882 Fax:(250) 387-5594

From: Llewellyn-Thomas, Marnie JAG:EX
Sent: Monday, March 26, 2012 9:04 AM
To: Warren, Keira FIN:EX
Subject: FW: 478441 - Information BN re ICBC/JAG Enhanced Traffic and Road Safety Law Enforcement MOU

From: Cornett, Kathy M SG:EX
Sent: Tuesday, March 20, 2012 11:09 AM
To: Coburn, Lindsay JAG:EX; Ritchie, Dave JAG:EX; Kerr, Carleen JAG:EX; Welford, Jessica JAG:EX
Cc: Matheson, Carissa JAG:EX; Llewellyn-Thomas, Marnie JAG:EX; Hughes, Candice JAG:EX; Hoskins, Jeannie SG:EX; Butterfield, Nicole SG:EX; Miller, Lesley SG:EX; Pecknold, Clayton SG:EX; MacLeod, Sam SG:EX; Cumberland, Paul AG:EX
Subject: 478441 - Information BN re ICBC/JAG Enhanced Traffic and Road Safety Law Enforcement MOU

The attached Briefing Note has been approved by the Deputy Solicitor General and is for the **information** of Minister Bond and Minister Falcon.

Carissa/Marnie: A meeting is required to brief Minister Bond and Minister Falcon on the attached Treasury Board Submission (TB Sub) regarding the renewal and terms of the new Enhanced Traffic and Road Safety Law Enforcement MOU. Clayton Pecknold or Sam MacLeod will provide the briefing.

Lori has approved the TB Sub. Once the TB Sub has been signed by Minister Bond, Treasury Board Chair approval is required in order for Lori to sign the Memorandum of Understanding (MOU). The MOU expires on March 31, 2012.

An Order in Council will be required before March 31, 2012 to update Special Directive IC2 directing the BCUC to recognize the new MOU and ICBC's program funding when the Commission sets basis insurance rates. Upon receipt of approval by the Chair of Treasury Board, the OIC will be presented to Cabinet to bring the new MOU into effect.

The briefing note has been added to the Minister's sharepoint site under the briefing notes tab.

Thank you, Kathy

Kathy Cornett

Senior Executive Administrative Assistant
Office of the Deputy Solicitor General
Ministry of Justice
Phone: 250 387-5362 Fax: 250 387-6224

Available on ICBC's web site

MOU was not
part of meeting

**TRAFFIC AND ROAD SAFETY LAW ENFORCEMENT FUNDING
MEMORANDUM OF UNDERSTANDING**

info.

Some Content of Briefing

Note + TB sub. 15

public info in this

MOU.

This AGREEMENT is dated for reference April 1, 2012

BETWEEN:

INSURANCE CORPORATION OF BRITISH COLUMBIA,
151 West Esplanade Street
North Vancouver, British Columbia
V7M 3H9

("ICBC")

AND:

GOVERNMENT OF BRITISH COLUMBIA, AS REPRESENTED BY THE MINISTER
OF JUSTICE AND ATTORNEY GENERAL

Province of British Columbia
PO Box 9285 Stn Prov Govt
10th Floor, 1001 Douglas Street
Victoria, British Columbia
V8W 2C5

("JAG")

WHEREAS

- A. ICBC and the Government of British Columbia, as represented by the Minister of Public Safety and Solicitor General entered into TRAFFIC AND ROAD SAFETY LAW ENFORCEMENT FUNDING MEMORANDUM OF UNDERSTANDINGS dated December 2, 2003, January 1, 2009 and January 1, 2010.
- B. ICBC and JAG agreed to continue their partnership for road safety by entering into another Memorandum of Understanding as outlined in this agreement.

THEREFORE the parties agree as follows:

INTERPRETATION

1. In this Memorandum of Understanding (MOU) each of the following terms shall, unless the context otherwise requires, have the meaning set out beside it.

"Governance Council" and "Advisory Committee" means the Governance Council and the Advisory Committee set up in accordance with paragraph 14.

"Fiscal Year" means the period beginning on April 1 in any calendar year and ending on March 31 in the next calendar year.

"Operational Plan" means the plan developed in accordance with paragraph 6.

"Police" means the Royal Canadian Mounted Police "E" Division and municipal police departments listed in section 1.1 of the *Police Act*, R.S.B.C. 1996, c. 367.

"Program" means the JAG's Traffic and Road Safety Law Enforcement Program which is comprised of the elements set out in Schedule "C".

"Traffic Accident System" (TAS) means the compilation and maintenance of information on all traffic collisions in the province that are reported by Police, using the Traffic Accident Police Investigation Report (MV6020).

"Term" means the term as set in paragraph 16 of this MOU and any extensions under paragraph 17.

2. Nothing in this MOU shall be interpreted as limiting in any way the jurisdiction, authority and responsibilities of JAG in respect to policing and law enforcement in the Province of British Columbia, under any applicable federal or provincial statutes, or at common law. Nothing in this MOU is intended, or shall be interpreted, as conferring on ICBC policing or law enforcement authority, or the authority to direct Police in operational matters.
3. To the extent that any orders, decisions or directions of the British Columbia Utilities Commission (BCUC) made pursuant to its jurisdiction with respect to ICBC under Part 2 of the *Insurance Corporation Act*, and any obligations that ICBC may have under the foregoing legislation affect ICBC's obligations or performance under this MOU, this MOU is amended to the extent necessary to reflect such orders, decisions or directions.
4. Subject to:
 - (a) a direction being given to the BCUC by regulation effective for the term of this MOU and any extensions of this MOU where the BCUC must ensure that ICBC is permitted to collect sufficient revenue to recover, as part of its basic insurance premiums, the amounts payable by ICBC under this MOU, and
 - (b) the terms and conditions of this MOU,

ICBC agrees to make payment (the "Payments") to JAG for the Program in accordance with provisions of this MOU.

5. JAG agrees to spend the Payments for the sole purpose of implementing the Program.
6. Prior to the start of each Fiscal Year, JAG will prepare and deliver an Operational Plan for the Program to the Governance Council. JAG will consult the Governance Council during the development of the Operational Plan and provide a final copy of the plan to ICBC.

7. Subject to paragraphs 4, 6, 8, 9, 10 and 12, ICBC will pay JAG for the actual Program costs up to the maximum amounts as follows:
 - (a) For the Fiscal Year 2012/2013, the sum of \$23,300,000 less the amount ICBC spends for the Fiscal Year on Publicity for the Program and for equipment and office space for the Integrated Traffic Camera Unit,
 - (b) For the Fiscal Year 2013/2014, the sum of \$23,766,000 less the amount ICBC spends for the Fiscal Year on Publicity for the Program and for equipment and office space for the Integrated Traffic Camera Unit, and
 - (c) For the Fiscal Year 2014/2015, the sum of \$24,241,320 less the amount ICBC spends for the Fiscal Year on Publicity for the Program and for equipment and office space for the Integrated Traffic Camera Unit.
 8. Subject to paragraph 9, ICBC will make Payments for each Fiscal Year quarter as follows:
 - (a) First quarter payable on June 30
 - (b) Second quarter payable on September 30
 - (c) Third quarter payable on December 31
 - (d) Final quarter payable on March 31
 9. JAG will advise ICBC of the actual Program costs by providing financial management reports:
 - (a) for the 2012/13 Fiscal Year by September 15, 2013,
 - (b) for the 2013/14 Fiscal Year by September 15, 2014, and
 - (c) for the 2014/15 Fiscal Year by September 15, 2015.
- If the Payments made by ICBC:
- (d) for the 2012/13 Fiscal Year, exceed the actual Program costs, ICBC will deduct the difference from its September 30, 2013 instalment,
 - (e) for the 2013/14 Fiscal Year exceed the actual Program costs, ICBC will deduct the difference from its September 30, 2014 instalment, and
 - (f) for the 2014/15 Fiscal Year exceed the actual Program costs, JAG will reimburse ICBC the difference by September 30, 2015.
10. JAG will provide a financial report to ICBC containing the detailed information described in Schedule "A" to this MOU with respect to the actual amounts spent by JAG on the Program for each Fiscal Year quarter as follows:
 - (a) first quarter financial report by September 30,
 - (b) second quarter financial report by December 31,
 - (c) third quarter financial report by April 30,
 - (d) final financial report by June 30,

11. ICBC will provide JAG with quarterly updates to the Traffic Accident System at no cost and will make reasonable efforts to accommodate additional requests for information in a

timely manner. All current policy and procedures for access to this system currently in place between ICBC and Police in the province will continue without change, unless agreed to by the parties.

12. ICBC will develop and pay the costs of all public awareness and advertising campaigns (the "Publicity") to publicize the Program, but will not release any Publicity without the prior approval of JAG. JAG, with input from ICBC, will determine the Publicity budget for each calendar year.
13. JAG will prepare quarterly statistical reports for the Governance Council in accordance with Schedule "B" or as otherwise determined by the parties based on Program delivery within 60 days of the previous quarter and provide a copy to ICBC. JAG will also prepare an annual report on the Program for the Minister by September 30th of the following calendar year for distribution to the public and ICBC.
14. JAG will establish a Governance Council and an Advisory Committee which will include representatives from JAG, the Police and ICBC.
15. The parties agree to establish roles and responsibilities of the Governance Council and the Advisory Committee by September 30, 2012.
16. Despite the date this MOU is signed, the term of this MOU is for 36 months commencing as of April 1, 2012 and ending March 31, 2015 with a further option to renew for 2 years in accordance with paragraph 17.
17. Subject to paragraph 19, in the event the parties wish to extend this MOU beyond the term in paragraph 16,
 - (a) the parties agree:
 - i. by March 31, 2013 to complete a study on provincial traffic baselines
 - ii. by March 31, 2013 to complete a strategic plan for all program areas under the JAG to be approved by the Governance Council
 - iii. by March 31, 2013 to complete a review on IMPACT (Integrated Municipal Provincial Auto Crime Team)
 - iv. by March 31, 2015 to have completed two focussed evaluations on the Program using an agreed-upon evaluation methodology and subject to resourcing availability
 - (b) based on completion of the study, strategic plan, review and evaluations listed in sub-paragraph (a), ICBC's President & CEO, in consultation with the Deputy Solicitor General, JAG, will determine the amount of funding approved for the fiscal years 2015/2016 and 2016/2017.
18. This MOU may be amended at any time, provided that all such amendments are in writing and duly signed by the parties.
19. Any amendment, new agreement or extension to this MOU must be approved by the Chair of Treasury Board prior to the parties signing an amendment, a new agreement or extension to this MOU.

20. Any notice, invoice or Payment that is required by this MOU to be given by one party to another, will be given in writing and delivered by person, courier or registered mail as follows:


To JAG:
Clayton Pecknold
Assistant Deputy Minister and
Director of Police Services
Policing and Security Programs
10th Floor, 1001 Douglas Street
Victoria, BC V8W 2C5

To ICBC:
Fiona Temple
Director, Road Safety
530 - 171 West Esplanade Street
North Vancouver, BC V7M 3J9

21. In the event that an issue arises with respect to the interpretation of this MOU, or in the event that an issue arises which is not covered by this MOU, the issue will be referred first to the Assistant Deputy Minister and Director of Police Services, Policing and Security Programs, JAG and the Director, Road Safety ICBC for resolution. Should the issue remain unresolved the issue will be referred to Deputy Solicitor General, JAG and the President and CEO, ICBC for resolution.

The parties have caused the MOU to be signed by their duly authorized representatives as of the date first set out above.

For ICBC:

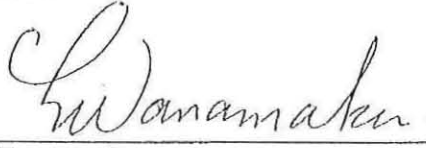


Jon Schubert
President and CEO
Insurance Corporation of British Columbia

Date

29 / Mar / 2012

For JAG:



Lori Wanamaker
Deputy Solicitor General
Ministry of Justice

Date

March 30/12

SCHEDULE A

Content of Quarterly Financial Reports

1. For each of the following:

- Police Services' Road Safety Unit (PSDRSU)
- Intersection Safety Camera Program
- RCMP Headquarters Administration
- Integrated Road Safety Unit (one section for each IRSU)
- Enhanced Road Safety Enforcement Initiative (one section for each ERSEI)

Show the actual expenditures incurred for:

- Compensation
- BCACP Traffic Safety Committee Administration (PSDRSU only)
- Enhanced Police Training (PSDRSU only)
- Purchased equipment
- Special Project
- Travel
- Professional Services
- Building Operating Expenses
- Other General Expenses
- TOTAL

2. Other Policing Expenses

- Actual expenses incurred
- TOTAL

3. Average FTE Count compared to planned amount for each function described above

Show the quarterly actual expenses versus the planned year to date amount.

Show the forecast for the yearly program expenditures

SCHEDULE B

1 Information for each enforcement unit (Provincial or Municipal) relating to the total number of tickets, warnings and charges laid, organized by:

- month in which activity was carried out
- total number of officers and/or hours involved in carrying out related enforcement
- the following offence types:
 - a) Intersection
 - b) Speeding – general
 - c) Speeding – excessive
 - d) Unsafe pass/lane change
 - e) Following too closely
 - f) Other moving violations
 - g) Seatbelt
 - h) Alcohol – ticket
 - i) Alcohol – impaired charge
 - j) Alcohol – 24 hour prohibition (section 215)
 - k) Drug seizure
 - l) Vehicle defects
 - m) Commercial vehicle
 - n) Other criminal code driving

SCHEDULE C

This Schedule sets out the elements comprising the enhanced traffic and road safety law enforcement activities in the Program. Setting out the elements does not imply a commitment by ICBC to fund the Program beyond the amounts set out in the MOU or for a duration longer than the term of the MOU.

The elements are as follows:

1.0 Initiatives

- 1.1 **Integrated Road Safety Units (IRSU):** the IRSU initiative currently consists of 23 integrated enforcement units (with combined RCMP and Independent municipal police membership) based throughout the province dedicated to reducing injuries and fatalities due to crashes through enhanced traffic enforcement. They are an enhancement to regular baseline police traffic enforcement. The MOU funds the operations of these units, including personnel, equipment, and related administrative costs.
- 1.2 **Integrated Municipal Provincial Auto Crime Team (IMPACT) & Bait Car:** IMPACT is an integrated, enhanced enforcement initiative focused on reducing the incidence of auto crime throughout BC. The MOU funds the operations of this unit, including personnel, equipment, and related administrative costs.
- 1.3 **The Integrated Traffic Camera Unit (ITCU):** The ITCU operates the Intersection Safety Camera Program. This program uses fixed camera technology at strategically targeted intersections throughout BC to identify and ticket drivers who run red lights, with the goal of reducing serious injuries and fatalities. The parts of the ITCU that this MOU funds are the costs associated with technical enforcement officers and facility leasing costs (ICBC directly funds camera equipment and manages ticket processing administration).
- 1.4 **RCMP Enhanced Road Safety Enforcement Initiative (ERSEI)/Independent Police Agency Counterattack overtime:** The MOU funds, when the budget permits, overtime costs for both the RCMP and independent municipal police agencies to support special or periodic enhanced traffic enforcement projects. Those projects primarily involve impaired driving campaigns but can also include other types of enforcement (e.g., speeding, occupant restraints, intersection safety, etc.).

2.0 Support Initiatives

2.1 Road Safety Unit (RSU): The RSU manages the Program on behalf of the Ministry of Justice, providing policy direction and financial oversight. It conducts program evaluations, develops operations plans and annual reports, and compiles and delivers all statistical reports related to the MOU. The MOU funds the operations of this unit, including personnel and administrative costs. Through the RSU, the MOU also provides funding to and secretariat support for executive and general meetings of the BC Association of Chiefs of Police Traffic Safety Committee.

2.2 Enforcement programs publicity: As provided for in paragraph 12 of this MOU, \$600,000 of the annual Program budget is directed towards media initiatives that promote enhanced enforcement campaigns. ICBC manages these initiatives, augmenting this MOU amount with additional funds it provides directly each year.

2.3 Training: The MOU provides funding to the BC Justice Institute for some specialized enhanced traffic-related training for independent municipal police officers assigned to an IRSU. The courses funded primarily include basic traffic accident reconstruction and the use of breathalysers.