

## DeLuca, Lori GCPE:EX

**From:** Schollen, Tasha GCPE:EX  
**Sent:** Friday, December 16, 2011 12:53 PM  
**To:** DeLuca, Lori GCPE:EX  
**Subject:** RE: Impaired Charges

**Categories:** Yellow Category

This is what Justine has...is that what you're asking for?

### Motor Vehicle Fatalities in British Columbia, October 2000 – September 2011

The Immediate Roadside Prohibition (IRP) program and an improved Vehicle Impoundment (VI) program were implemented in British Columbia on September 20, 2010. These programs were introduced to remove impaired and dangerous drivers from the roads. IRPs are served to drivers who have a breath alcohol concentration (BAC) greater than 0.05 or who refuse to provide a sample. Aspects of the VI program work to support the IRP program; drivers who receive a 3 day IRP or a 7 day IRP may have their vehicles impounded for the same length of time, and drivers who receive a 30 day IRP or a 90 day IRP will have their vehicle impounded for 30 days.

Vehicles may also be impounded for non-alcohol related offences: Driving while prohibited or suspended, driving while unlicensed, excessive speed (greater than 40 km/hr over the posted speed limit), driving in a race, or driving in a stunt. Table 1 compares the annual fatalities for alcohol related and non-alcohol related fatalities<sup>[1]</sup> from October 2000 – September 2010 to October 2010 to September 2011.

**Table 1: Alcohol Related Fatalities in British Columbia, October 2000 – September 2011**

Year	Alcohol Related Fatalities	Non-Alcohol Related Fatalities	Total Motor Vehicle Fatalities	% Alcohol Fatalities of All Fatalities
October 2000 – September 2001	122	264	386	31.6%
October 2001 – September 2002	103	337	440	23.4%
October 2002 – September 2003	111	337	448	24.8%
October 2003 – September 2004	101	349	450	22.4%
October 2004 – September 2005	124	325	449	27.6%
October 2005 – September 2006	116	317	433	26.8%
October 2006 – September 2007	127	264	391	32.5%
October 2007 – September 2008	112	270	382	29.3%
October 2008 – September 2009	95	251	346	27.5%
October 2009 – September 2010	116	260	376	30.9%
<b>Five Year Average</b>				
October 2005 – September 2010	113	273	386	29.3%
<b>Ten Year Average</b>				
October 2000 – September 2010	113	297	410	27.6%
<b>October 2010 – September 2011<sup>[2]</sup></b>	68	244	312	21.8%

Source: TAS Police Reports<sup>[3]</sup> provided by ICBC Business Intelligence Competency Centre, September 30, 2011. October 2010 – September 2011 preliminary fatality data provided by RCMP on November 16, 2011.

Not responsive

Page 2 redacted for the following reason:

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Not responsive

Not responsive

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**From:** DeLuca, Lori GCPE:EX  
**Sent:** Monday, December 5, 2011 12:07 PM  
**To:** Roberts, Steven SG:EX Not responsive  
**Subject:** FW: Media Request - Impaired, Not responsive

Morning Steve,

Not responsive

We've had a media request Not responsive for info on impaired driving-related fatalities. Any concerns with providing the info below:

## Motor Vehicle Fatalities in British Columbia, October 2000 – September 2011

The Immediate Roadside Prohibition (IRP) program and an improved Vehicle Impoundment (VI) program were implemented in British Columbia on September 20, 2010. These programs were introduced to remove impaired and dangerous drivers from the roads. IRPs are served to drivers who have a breath alcohol concentration (BAC) greater than 0.05 or who refuse to provide a sample. Aspects of the VI program work to support the IRP program; drivers who receive a 3 day IRP or a 7 day IRP may have their vehicles impounded for the same length of time, and drivers who receive a 30 day IRP or a 90 day IRP will have their vehicle impounded for 30 days.

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Source: TAS Police Reports<sup>iii</sup> provided by ICBC Business Intelligence Competency Centre, September 30, 2011. October 2010 – September 2011 preliminary fatality data provided by RCMP on November 16, 2011.

Lori DeLuca | Public Affairs Officer | ☎ 250 952 1280 | ✉ 5-2 1515 Blanshard St. Victoria BC V8W 3C8

**From:** Schollen, Tasha GCPE:EX  
**Sent:** Monday, December 5, 2011 11:53 AM  
**To:** DeLuca, Lori GCPE:EX  
**Cc:** Schollen, Tasha GCPE:EX Not responsive  
**Subject:** FW: Media Request - Not responsive - Impaired, Not responsive

Hi Lori,

Could you by end of day today touch base with Steve Roberts and make sure that he's okay with us providing the statistics below? We have provided to media previously...but I always like to make sure there are no new concerns.

Thanks,  
T

**From:** Schollen, Tasha GCPE:EX  
**Sent:** Friday, December 2, 2011 4:20 PM  
**To:** Mueller, Linda GCPE:EX; Townsend, Dave H GCPE:EX; Pauliszyn, Robert GCPE:EX; Mayhew, Marnie SG:EX; Gunnarson, Jess SG:EX; Roberts, Steven SG:EX  
**Cc:** Bates Gibbs, Bonnie GCPE:EX; Sitter, Donna GCPE:EX; Schollen, Tasha GCPE:EX; DeLuca, Lori GCPE:EX; Robertson, Janis GCPE:EX Not responsive  
**Subject:** Media Request - Not responsive - Impaired, Not responsive  
**Importance:** High

Hello - Please see the request that we took this afternoon.

If you have any questions please call me. 6-6538.

Thanks,  
Tasha

Not Responsive

and the second is impaired driving.

Not Responsive

**Provide the impact of impaired drivers on the number of fatalities for each of the past ten years.**

### **Motor Vehicle Fatalities in British Columbia, October 2000 – September 2011**

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Source: TAS Police Reports<sup>vi</sup> provided by ICBC Business Intelligence Competency Centre, September 30, 2011. October 2010 – September 2011 preliminary fatality data provided by RCMP on November 16, 2011.

Program Area Approval Contact:	
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**Tasha Schollen**

Government Communications and Public Engagement  
Ministry of Public Safety and Solicitor General  
Phone 250-356-6538  
Cell 250-889-1121

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<sup>i</sup> A **Motor vehicle fatality** is a road user (driver, passenger, pedestrian, and cyclist) who is injured in a collision involving a motor vehicle on a 'public highway' as defined in the *Motor Vehicle Act* and the victim is deceased within 30 days of the collision as a result their injuries.

<sup>ii</sup> This data can only be viewed as preliminary as not all investigations have been completed and further reports may be pending.

<sup>iii</sup> Data is based on police accident reports and are subject to changes, settling and reconciliation.

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