

Pages 1 through 18 redacted for the following reasons:

Section 12 (Cabinet confidences)

IMPAIRED DRIVING DATA AND INFORMATION

Fatalities and Injuries

- Impaired driving is the number one cause of criminal death in British Columbia¹.
- On average, over 3 people are killed (157 per year) and 68 people are injured (3,562 per year) every week from impaired driving crashes in British Columbia².
- In 2003, alcohol contributed to 22% of fatalities and by 2007, alcohol contributed to 31% of fatalities.³ In the past five years, this number averaged 27 % of all fatal road crashes⁴.

<insert table>

- Costs associated with alcohol-related fatalities total \$1.8 billion annually⁵.

Overall Levels of Driving Impairment and Trends

- The prevalence of impaired driving in B.C. is increasing over time:
 - In 2008, one out of every 30 drivers tested had a blood alcohol level over .08% BAC, up from one out of every 60 in 2003⁶.
- Data indicates that the progress experienced in the 1980 and 90's has stalled and fatalities and injuries have been on the rise since 2003.

¹ Coroner's Report 2007 – 1.8 homicides per week in BC

² For period from 2005-2007 inclusive (TAS); includes alcohol and drugs

³ 2007 TAS report

⁴ For period 2003-2007 inclusive (TAS data)

⁵ Due to the difficulty with underreporting of injuries due to impaired driving, only fatalities have been calculated.

⁶ Beirness, D. and Beasley, E. (2008). *British Columbia Roadside Survey, 2008*. Canadian Centre on substance Abuse.

Justice System

- Many impaired drivers escape detection and even fewer are actually found guilty through the criminal system.
- It is estimated that in 2007:
 - approximately 250,000 British Columbians drove while impaired by alcohol⁷
 - approximately 8,200 drivers were accused of impaired driving by police⁸
 - 4,600 were found guilty⁹
- 8% of drivers admit to driving while impaired¹⁰
- Less than 20 % of drivers believe that they will get caught driving while impaired¹¹.
- Only 11 % of British Columbians think the courts are doing a good job of providing justice quickly¹².

What Others are Saying

- "Canada has one of the worst records of any comparable democracy in terms of drunk-driving fatalities on its roads" (Robert Solomon, director of legal policy, MADD Canada).
- "Drinking and driving continues to have a huge impact on the lives of Canadians in British Columbia including serious injuries and the costs of health care, and the loss of family members and friends" (Traffic Injury Research Foundation)¹³.

⁷ 8,200 = number of Reports to Crown Counsel; 250,000 = 8% of active driving population (8% of Canadians reported driving when they thought they were over the legal limit in 2007 from Road Safety Monitor: 2007 Drinking and Driving, Traffic Injury Research Foundation annual report

⁸ RCCs to Crown Counsel in 2007

⁹ Cases concluded as Guilty in 2007

¹⁰ Road Safety Monitor: 2007 Drinking and Driving. 2007. Traffic Injury Research Foundation

¹¹ Beirness, D. and Foss, R. (2006). BC Roadside Breathtesting Survey, 2006. Canadian Centre on substance Abuse.

¹² Statistics Canada Survey

¹³ Road Safety Monitor 2009: Drinking and Driving in Canada by Region. Traffic Injury Research Foundation. (2009).

Pages 21 through 30 redacted for the following reasons:

Section 12 (Cabinet confidences)

Provincial Court Adult Criminal Impaired Driving Stats
Calendar Year 2009

Year-Month	Total Number of CC Traffic ¹	Total Number of Impaired ²	CC TRAFFIC - OTHER			GUILTY Simple			GUILTY - Causing			NOT GUILTY - Simple			NOT GUILTY - Causing		
			CC TRAFFIC - OTHER Than Impaired Driving Completed Cases ³	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵
2009-01	773	719	54	1,939	453	524	991	3,015	2	1,395	26	135	2,986	1,072	2	904	18
2009-02	648	594	54	1,338	546	408	828	2,182	1	1,057	28	129	3,177	1,239	2	52	10
2009-03	741	677	64	1,408	579	482	981	2,763	0	0	0	146	2,725	1,165	1	605	16
2009-04	670	625	45	1,712	443	429	1,008	2,496	2	241	13	138	2,572	1,208	1	769	19
2009-05	658	626	32	1,888	258	443	943	2,662	2	201	16	123	2,299	1,096	0	0	0
2009-06	687	627	60	2,391	573	433	1,079	2,586	1	70	8	138	1,962	1,069	1	282	10
2009-07	626	580	46	3,015	399	411	928	2,212	2	790	29	108	2,988	822	0	0	0
2009-08	574	527	47	1,156	375	384	807	1,913	3	1,778	43	81	3,093	621	2	112	14
2009-09	662	613	49	1,328	436	454	1,018	2,417	2	324	15	100	2,402	856	2	244	22
2009-10	742	700	42	1,558	447	515	901	2,805	3	1,190	32	115	2,048	895	1	310	5
2009-11	709	669	40	2,390	268	489	1,044	2,672	5	1,019	34	118	2,716	949	1	783	17
2009-12	682	640	42	1,324	329	463	878	2,498	6	524	49	100	1,952	744	0	0	0
Total	8,172	7,597	575	21,448	5,106	5,435	11,406	30,221	29	8,589	293	1,431	30,920	11,736	13	4,061	131

Impaired Driving																										
OTHER - Simple					OTHER - Causing					Sentences									Provincial Motor Vehicle							
Avg Time to Dis (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	OTHER - Causing		GUILTY - Simple			GUILTY - Causing			NOT GUILTY - Simple			NOT GUILTY - Causing			OTHER - Simple				OTHER - Causing					
			Conditional	Custody	Fine	Other	Conditional	Custody	Fine	Other	Conditional	Custody	Fine	Other	Conditional	Custody	Fine	Other	Conditional	Custody	Fine	Other				
1,285	316	3	1,172	44	3	42	465	13	0	0	2	0	0	0	1	0	0	1	0	0	4	0	1	93		
1,230	291	1	253	11	1	26	371	9	1	0	0	1	0	1	1	0	0	0	0	4	0	0	0	93		
967	290	1	26	2	0	33	429	20	0	0	0	0	0	6	2	0	0	0	4	3	0	0	0	87		
1,114	328	2	324	15	1	33	386	8	2	0	0	0	0	6	0	0	0	0	2	0	7	0	0	0	86	
1,682	383	1	1	1	0	30	398	15	1	0	1	0	0	0	0	0	0	0	0	1	6	0	0	0	82	
1,767	293	0	0	0	0	34	387	11	0	1	0	0	0	1	0	0	0	0	2	0	1	0	0	0	100	
609	265	2	462	12	0	32	369	9	1	1	0	0	0	0	0	0	0	0	4	4	2	0	0	0	1	
1,203	253	5	542	25	0	26	350	7	0	1	2	0	0	0	1	0	0	0	1	3	0	0	2	0	0	64
982	333	3	502	22	0	38	403	13	0	2	0	0	0	1	0	0	0	0	5	4	0	0	0	0	0	107
1,309	357	2	604	10	2	34	467	11	0	2	1	0	0	1	0	0	0	0	3	3	0	0	0	0	0	122
1,017	327	4	622	22	0	37	435	14	3	1	1	0	0	1	0	0	0	0	0	9	0	0	0	0	0	119
1,606	495	2	610	20	1	25	426	11	0	4	2	1	0	1	0	0	0	0	2	6	1	0	1	0	0	80
14,771	3,932	26	5,117	184	8	390	4,886	141	8	12	9	2	1	18	4	1	3	22	53	4	1	1	3	1	3	1,132

Calendar Year 2009

Data Source: BARNEY/CORIN tables: BARNEY_CASE_COUNT; APPEARANCE; BARNEY_CASE_COUNT_SENTENCE

1. The Total Number of CC Traffic is based on all Criminal Code Traffic offences, including Impaired Driving.

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2. Total Number of Impaired's were extracted where the most serious charge was s. 253*, 254* or 253*.

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4. Avg Time to Disp (in days) was calculated by taking the difference in days between the "First Date" and "Concluded Date".

5. The number of appearances is a count of all appearances that were scheduled throughout the life of a completed case. For example, if we are counting a case as complete in 2009, the number of associated appearances could include appearances that were scheduled prior to 2009. The number

6. The date selection criteria for completed cases is based on the Case Final Disposition Date.

For completed cases, findings and sentences. It represents the charge with the most serious disposition on an information results in more than one sentence (i.e., jail and probation) only the most serious sentence associated with that disposition would be

8. These complex events, involving the storage, with the most serious injury potential, of information relevant more than one sentence per minute probably only the most serious sentence produced until that important word.

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33
PSS-2010-01255
Phase 2

2465	Sim ple	CCC	254	5	Failure Or Refusal To Provide Sample
2468	Sim ple	CCC	254	5	Failure Or Refusal To Provide Sample
24529	Sim ple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
24530	Sim ple	CCC	253	1 b	Care Or Control Vehicle Or Vessel With Over .08
66586	Sim ple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
66636	Sim ple	CCC	253	1 b	Care Or Control Vehicle Or Vessel With Over .08
2478	Causing	CCC	255	2	Impaired Driving Causing Bodily Harm
67586	Causing	CCC	255	2.1	Cause An Accident Resulting In Bodily Harm
2479	Causing	CCC	255	3	Impaired Driving Causing Death
11270	Causing	CCC	255	3	Impaired Driving Causing Death
73786	Causing	CCC	255	3.2	Accident Resulting In Death

Provincial Court Adult Criminal Impaired Driving Stats
Calendar Year 2009

Year-Month	Total Number of CC Traffic ¹	CC TRAFFIC - Other			GUILTY - SIMPLE			GUILTY - Causing			NOT GUILTY- Simple			NOT GUILTY - Causing		
		Total Number of Impaired ²	Completed Cases ³	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵
2009-01	90	81	9	565	60	50	228	286	1	968	19	738	206	1	436	7
2009-02	91	79	12	436	122	44	170	259				352	224			
2009-03	88	75	13	269	125	45	230	293				351	203			
2009-04	81	77	4	241	34	48	280	333				469	153			
2009-05	73	68	5	702	52	41	145	208				435	131			
2009-06	88	77	11	853	137	43	250	272	1	70	8	342	163			
2009-07	90	86	4	1,735	18	54	158	309				383	143			
2009-08	66	56	10	190	72	28	183	140				870	125	2	112	14
2009-09	71	61	10	399	134	38	281	195				509	124			
2009-10	89	82	7	188	62	57	145	318				372	131			
2009-11	84	81	3	462	39	45	223	254	1	64	3	378	194			
2009-12	101	92	9	285	78	53	149	286				295	202			
Total	1,012	915	97	6,327	933	546	2,442	3,153	3	1,102	30	5,493	1,999	3	548	21

Data Source: BARNEY/CORIN tables: BARNEY_CASE; BARNEY_CASE_COUNT;BARNEY_CASE_COUNT_APPEARANCE;BARNEY_CASE_COUNT_SENTENCE

Notes: Data are preliminary and subject to change.

1. The Total Number of CC Traffic is based on all Criminal Code Traffic offences, including Impaired Driving.
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8. These cases were originally charged with CC Traffic Impaired Driving and plead to lesser included i.e. MVA 144 1 (a) - Driving without Due Care and Attention or other MVA charges.

9. List of Impaired Offences:

STAT_ID	IMPAIRED	ACT_CD	SECTN	SUB_SECTN	PARAGRAPH	CHARGE
7057	Sim ple	CCC	254	5		Failure Or Refusal To Provide Sample
7313	Sim ple	CCC	254	5		Failure Or Refusal To Provide Sample
7831	Sim ple	CCC	253	1 a		Care Or Control Vehicle Or Vessel While Impaired
7832	Sim ple	CCC	253	1 b		Care Or Control Vehicle Or Vessel While Over .08
7833	Sim ple	CCC	253	1 b		Care Or Control Vehicle Or Vessel While Over .08
8086	Sim ple	CCC	253	1 b		Care Or Control Vehicle Or Vessel While Over .08
8986	Sim ple	CCC	253	1 a		Care Or Control Vehicle Or Vessel While Impaired
8987	Sim ple	CCC	253	1 b		Care Or Control Vehicle Or Vessel While Over .08
2437	Sim ple	CCC	253	1 a		Care Or Control Vehicle Or Vessel While Impaired

2438	Sim ple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
2440	Sim ple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
2465	Sim ple	CCC	254	5	Failure Or Refusal To Provide Sample
2468	Sim ple	CCC	254	5	Failure Or Refusal To Provide Sample
24529	Sim ple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
24530	Sim ple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
66586	Sim ple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
66636	Sim ple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
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67586	Causing	CCC	255	2.1	Cause An Accident Resulting In Bodily Harm
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11270	Causing	CCC	255	3	Impaired Driving Causing Death
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Calendar Year 2009

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						Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵
2009-01	180	161	19	444	197	114	254	794				35	853	241	1	468	11
2009-02	166	146	20	276	246	92	224	585	1	1057	28	42	1227	376	1	14	3
2009-03	217	195	22	678	230	125	234	770				52	967	435	1	605	16
2009-04	157	138	19	426	198	100	242	686	1	176	7	30	753	299			
2009-05	164	152	12	323	94	113	236	795	2	201	16	26	460	249			
2009-06	159	142	17	199	124	94	206	510				38	385	305	1	282	10
2009-07	143	129	14	579	146	82	299	597	2	790	29	29	463	256			
2009-08	116	106	10	257	90	77	218	484	1	545	16	24	463	228			
2009-09	146	131	15	423	138	103	216	604				16	376	130			
2009-10	170	155	15	547	240	110	215	686	1	295	7	33	481	271			
2009-11	200	182	18	616	155	130	233	832	2	375	12	37	523	324	1	783	17
2009-12	138	128	10	512	109	84	222	519	3	327	31	24	340	191			
Total	1,956	1,765	191	5,280	1,967	1,224	2,799	7,862	13	3,765	146	386	7,291	3,305	5	2,152	57

Data Source: BARNEY/CORIN tables: BARNEY_CASE; BARNEY_CASE_COUNT; BARNEY_CASE_COUNT; BARNEY_CASE_COUNT_SENTENCE

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- The Total Number of CC Traffic is based on all Criminal Code Traffic offences, including Impaired Driving.
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- The date selection criteria for completed cases is based on the Case Final Disposition Date.
- For completed cases, findings and sentences, it represents the charge with the most serious disposition on an information results in more than one sentence (i.e. jail and probation) only the most serious sentence associated with that disposition.
- These cases were originally charged with CC Traffic Impaired Driving and plead to lesser included i.e. MVA 144.1(a) - Driving without Due Care and Attention or other MVA charges.

9. List of Impaired Offences:

STAT_ID	IMPAIRED	ACT_CD	SECTN	SUB_SECTN	PARAGRAPH	CHARGE
27057	Simple	CCC		254	5	Failure Or Refusal To Provide Sample
27313	Simple	CCC		254	5	Failure Or Refusal To Provide Sample
37831	Simple	CCC		253	1 a	Care Or Control Vehicle Or Vessel While Impaired
7832	Simple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Over .08
37833	Simple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Over .08
48066	Simple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Over .08
48066	Simple	CCC		253	1 a	Care Or Control Vehicle Or Vessel While Impaired
48067	Simple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Over .08
2437	Simple	CCC		253	1 a	Care Or Control Vehicle Or Vessel While Impaired
2438	Simple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Over .08
2440	Simple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Over .08
2445	Simple	CCC		254	5	Failure Or Refusal To Provide Sample

2465 Simple	CCC	254	5	Failure Or Refusal To Provide Sample
2468 Simple	CCC	254	5	Failure Or Refusal To Provide Sample
24529 Simple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
24530 Simple	CCC	253	1 b	Care Or Control Vehicle Or Vessel While Impaired
66586 Simple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
66636 Simple	CCC	253	1 b	Care Or Control Vehicle Or Vessel While Impaired
2478 Causing	CCC	255	2	Impaired Driving Causing Bodily Harm
67586 Causing	CCC	255	2.1	Cause An Accident Resulting In Bodily Harm
2479 Causing	CCC	255	3	Impaired Driving Causing Death
11270 Causing	CCC	255	3	Impaired Driving Causing Death
73786 Causing	CCC	255	3.2	Accident Resulting In Death

Provincial Court Adult Criminal Impaired Driving Stats Calendar Year 2009

Year-Month	Total Number of CC TRAFFIC ¹	Total Number of Impaired ²	OTHER Than Impaired Driving Cases ³	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	GUILTY - Simple			Guilty - Causing			NOT GUILTY - Simple			NOT GUILTY - Causing		
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2009-04	184	172	12	583	141	121	167	629				40	422	352	1	769	19
2009-05	182	175	7	371	70	123	211	745				35	553	282			
2009-06	173	160	13	402	153	120	198	746				28	566	244			
2009-07	165	153	12	459	110	112	157	509				27	347	175			
2009-08	155	142	13	215	113	112	150	540	1	370	5	16	815	110			
2009-09	164	156	8	127	59	116	177	625				29	527	248			
2009-10	183	176	7	161	34	128	195	652				28	459	232			
2009-11	178	170	8	1127	27	133	183	703	1	529	16	24	492	190			
2009-12	161	153	8	181	64	122	194	673	3	198	18	16	426	118			
Total	2,029	1,905	124	4,592	1,089	1,429	2,150	7,694	5	1,097	39	315	6,310	2,596	1	769	19

Data Source: BARNEY/CORIN tables: BARNEY_CASE; BARNEY_CASE_COUNT;BARNEY_CASE_COUNT_APPEARANCE;BARNEY_CASE_COUNT_SENTENCE

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27832	Simple	CCC		253	1b	Care Or Control Vehicle Or Vessel While Impaired
27833	Simple	CCC		253	1b	Care Or Control Vehicle Or Vessel While Impaired
48086	Simple	CCC		253	1b	Care Or Control Vehicle Or Vessel While Impaired
48086	Simple	CCC		253	1a	Care Or Control Vehicle Or Vessel While Impaired
48987	Simple	CCC		253	1b	Care Or Control Vehicle Or Vessel While Impaired
48987	Simple	CCC		253	1a	Care Or Control Vehicle Or Vessel While Impaired
2437	Simple	CCC		253	1b	Care Or Control Vehicle Or Vessel While Impaired
2438	Simple	CCC		253	1b	Care Or Control Vehicle Or Vessel While Impaired
2440	Simple	CCC		253	1b	Care Or Control Vehicle Or Vessel While Impaired

2465	Simple	CCC	254	5	Failure Or Refusal To Provide Sample
2468	Simple	CCC	254	5	Failure Or Refusal To Provide Sample
24523	Simple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
24530	Simple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
66586	Simple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
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Provincial Court Adult Criminal Impaired Driving Stats
Calendar Year 2009

Year-Month	Total Number of CC Traffic ¹	Total Number of Impaired ²	CC Traffic - Other Than Impaired Driving Completed Cases ³	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	GUILTY - Simple			GUILTY - Causing			NOT GUILTY - Simple			NOT GUILTY - Causing		
						Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵	Number of Completed Cases ^{6,7}	Avg Time to Disp (in days) ⁴	Number of Appearances ⁵
2009-01	125	120	5	220	38	86	193	506				21	372	179			
2009-02	105	101	4	236	36	63	119	299				22	445	228	1	38	7
2009-03	115	115				92	157	470				10	556	119			
2009-04	102	98	4	364	45	65	157	319	1	65	6	17	573	185			
2009-05	108	107	1	249	6	75	176	448				19	516	202			
2009-06	114	112	2	697	48	74	191	434				19	375	189			
2009-07	97	96	1	48	3	71	176	380				14	1216	136			
2009-08	117	110	7	309	59	81	109	319	1	863	22	7	574	55			
2009-09	117	113	4	197	18	88	195	459				11	643	149			
2009-10	130	128	2	394	26	98	176	515	1	332	9	12	406	102			
2009-11	96	92	4	99	20	69	208	345	1	51	3	12	774	104			
2009-12	120	115	5	153	28	91	140	409				10	600	86			
Total	1,346	1,307	39	2,965	327	953	1,997	4,903	4	1,311	40	174	7,052	1,734	1	38	7

Data Source: BARNEY/CORIN tables: BARNEY_CASE; BARNEY_CASE_COUNT; BARNEY_CASE_COUNT_APPEARANCE; BARNEY_CASE_COUNT_SENTENCE

Notes: Data are preliminary and subject to change.

- The Total Number of CC Traffic is based on all Criminal Code Traffic offences, including Impaired Driving.
- Total Number of Impaireds were extracted where the most serious charge was s. 253*, 254* or 253*.
- CC Traffic - Other Than Impaired Driving Completed Cases were extracted by taking the Total Number of CC Traffic and subtracting the number of Impaired Driving cases.
- Avg Time to Disp (in days) was calculated by taking the difference in days between the "First Date" and "Concluded Date".
- The number of appearances is a count of all appearances that were scheduled throughout the life of a completed case. For example, if we are counting a case as complete in 2009, the number of associated appearances could include appearances that were scheduled prior to 2009.
- The date selection criteria for completed cases is based on the Case Final Disposition Date.
- For completed cases, findings and sentences, it represents the charge with the most serious disposition on an information results in more than one sentence (i.e. jail and probation) only the most serious sentence associated with that disposition.
- These cases were originally charged with CC Traffic Impaired Driving and plead to lesser included i.e. MVA 144 1 (a) - Driving without Due Care and Attention or other MVA charges.

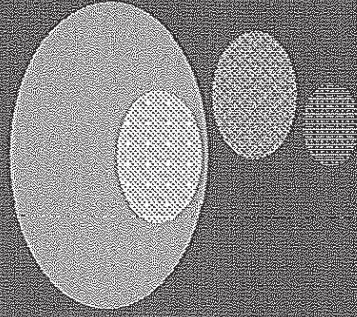
9. List of Impaired Offences:

STAT_ID	IMPAIRED	ACT_CD	SECTN	SUB_SECTN	PARAGRAPH	CHARGE
27057	Sim ple	CCC		254	5	Failure Or Refusal To Provide Sample
7313	Sim ple	CCC		254	5	Failure Or Refusal To Provide Sample
37831	Sim ple	CCC		253	1 a	Care Or Control Vehicle Or Vessel While Impaired
37832	Sim ple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Impaired
37833	Sim ple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Impaired
48086	Sim ple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Impaired
48986	Sim ple	CCC		253	1 a	Care Or Control Vehicle Or Vessel While Impaired
48987	Sim ple	CCC		253	1 b	Care Or Control Vehicle Or Vessel While Impaired
2437	Sim ple	CCC		253	1 a	Care Or Control Vehicle Or Vessel While Impaired
2438	Sim ple	CCC		253	1 a	Care Or Control Vehicle Or Vessel While Impaired

2438	Simple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
2440	Simple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
2465	Simple	CCC	254	5	Failure Or Refusal To Provide Sample
2468	Simple	CCC	254	5	Failure Or Refusal To Provide Sample
24529	Simple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
24530	Simple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
66586	Simple	CCC	253	1 a	Care Or Control Vehicle Or Vessel While Impaired
66536	Simple	CCC	253	1 b	Care Or Control Vehicle/Vessel With Over .08
2478	Causing	CCC	255	2	Impaired Driving Causing Bodily Harm
67586	Causing	CCC	255	2.1	Cause An Accident Resulting In Bodily Harm
2479	Causing	CCC	255	3	Impaired Driving Causing Death
11270	Causing	CCC	255	3	Impaired Driving Causing Death
73786	Causing	CCC	255	3.2	Accident Resulting In Death

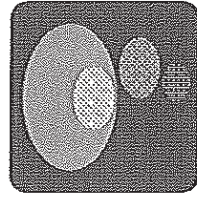
The CJS model and impaired driving

Model design



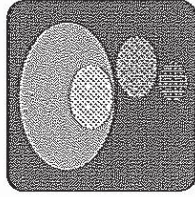
Model Overview

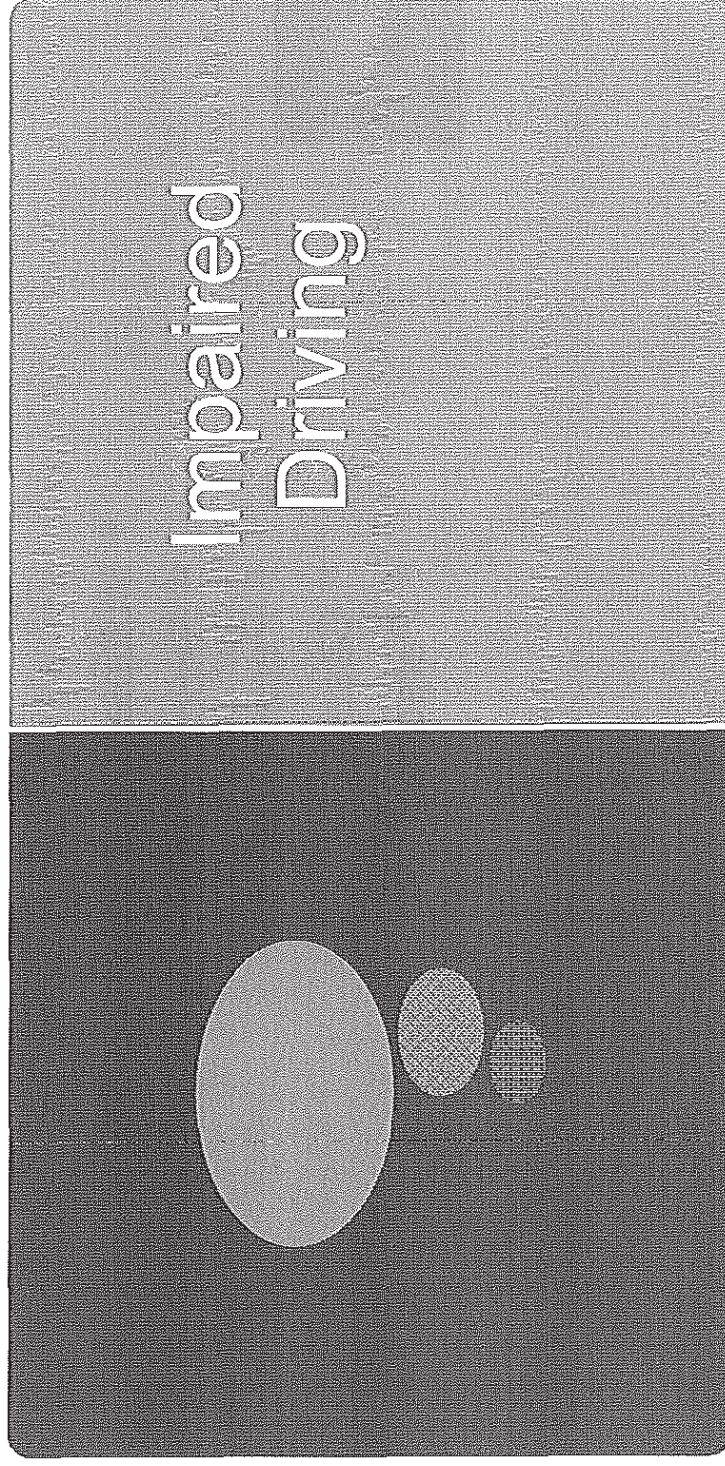
- Picture & Explanation



Connections and conversions

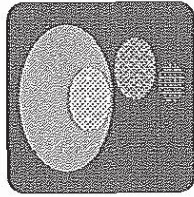
- Multiple unit conversion issue
 - Reported offences
 - Person-matters
 - Cases
 - Persons





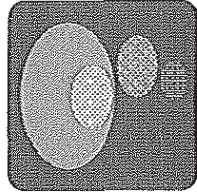
Background of Change to Impaired Driving in BC

■ OSMV overview



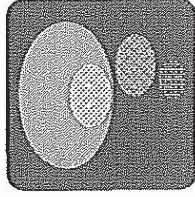
Purpose of the Impaired Scenario

- Impact of removing 1st time impaired offenders on the criminal justice system.
 - Impaired cases tend to occupy a significant volume of court resources.
 - Longer time to disposition
 - Greater number of appearances
 - More likely to go to trial
- The CJS model intends to assess:
 - Changes in volume to major court processes (Pending Cases, SOPs).
 - Changes in volume of people in the community (Bail and Sentenced).



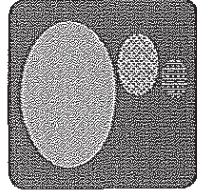
Design Requirements I

- Crime type categories
 - Violent crimes
 - Property crimes
 - Drug crimes
 - CCC traffic
 - Impaired causing bodily harm/death
 - Impaired
 - Other traffic offences
 - Other offences
- Statutes
 - Other federal statutes
 - Other provincial statutes
 - Provincial traffic statutes
 - Municipal by-laws



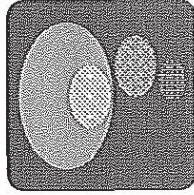
Design Requirements II

- Repeat offenders
 - Volume and data availability
 - Definition
 - Temporal trends
- Changes to policy and practice over time (e.g., Crown)
- Plead to a lesser (PLI)
 - Impacts volume of repeat offenders



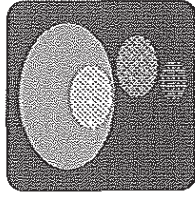
Future Analyses & Levers

- Future Work:
 - Time to trial
 - Time to disposition
 - Appearance mix
- Levers:
 - Police behaviour
 - Police discretion
 - Repeat offender behaviour
 - Time in the court process
 - Change in plea behaviour
 - Judicial behaviour



Design Requirements III

- Appearance typology
- Time delays between appearance types or groups.
 - Statistical summaries
 - Mean times or distributional information
- Expert knowledge and/or statistical information on lever behaviour.



Monitoring and Reporting

Inputs – materials, resources that the program uses in its activities or process to serve clients

- System changes (revenue)
- Hiring staff (number of FTE on the impaired)
- Legislative changes (revenue)
- Public awareness

Activities – processes that the program undertakes

- Enforcement effort
- Review effort
- OSMV operations effort

Outputs – the units of service regarding the program, such as number of people issued violation tickets, etc...

- IRPs issued
- Vis issued
- Reviews requested
- Person's named on RCCs
- Person's approved for criminal charges
- Number convictions

Outcomes – the actual impacts/benefits/changes for participants during or after the program

- Improved road safety
- Reduced police enforcement
- Improved court backlog
- Program effectiveness

Outcome indicators – observable and measureable milestones towards the outcome target:

Improved Road Safety Indicators

- Number of impaired related motor vehicle fatalities
- Number of impaired related motor vehicle injuries
- Number of crashes at high alcohol periods

Reduced Police Enforcement

- Time to issue IRPs (vs. previous year)
- Time to issue 24 Hrs (vs. previous year)

- Time to issue ADPs (vs. previous year)
- Time for average CCC (vs. previous year)

Improved Court Backlog

- Number of person's named on RCCs (v. Previous years)
- Number of person's approved for charges (v. Previous years)
- Number of convictions (v. Previous years)
- Length of approved charges to concluded
- Length of offence date to concluded

Program Effectiveness

- IRP recidivism
- VI recidivism
- CCC recidivism
- Number of drivers dropping out of the licensing system
- Review outcomes
- Constitutional challenges
- Cost benefit analysis – money spent/saved by impaired related motor vehicle collisions

Outcome targets – these are the number and percent of participants that you want to achieve the outcome.

- 35% reduction in impaired related motor vehicle fatalities

Voht, Angela E SG:EX

From: Alexa [avanderw@irmacs.sfu.ca]
Sent: Monday, October 4, 2010 5:39 PM
To: Pedneault, Helen AG:EX
Cc: Siemens, Joelle SG:EX; Blewett, Tyann M SG:EX; Abuda, Tanis SG:EX; sandyr@irmacs.sfu.ca; avanderw@irmacs.ca; Chris Giles
Subject: Re: Simulation Model - Impaired Driving
Attachments: Data Slides for Oct5 meeting - final_small.pptx

Dear Helen and Joelle

please find attached the final slides for the impaired part of tomorrow's meeting. The slides are designed to function as guide lines for the afternoon session. It is not our intention to follow them strictly; instead we encourage a discussion on some of the topics that come up.

best wishes

Alexa

On 10-10-04 5:16 PM, Pedneault, Helen AG:EX wrote:

Hi Joelle – here's a set of slides that will be part of the presentation tomorrow afternoon during the discussions on impaired, in case they are referenced when you are on the telephone.

These are draft, and there may be some changes before the meeting, but by copy of this email, I'll ask those preparing for the meeting to email you the final version if it changes.

I've also attached the most recent version of the Impaired statistics. These will look virtually the same as the ones I forwarded last week to you, except the numbers have changed very slightly and the regions are now identified as 1, 2, etc. rather than by name.

Cheers,
Helen

From: Siemens, Joelle SG:EX
Sent: Monday, October 4, 2010 9:05 AM
To: Pedneault, Helen AG:EX; Blewett, Tyann M SG:EX
Cc: Abuda, Tanis SG:EX; 'sandy@irmacs.sfu.ca'; 'avanderw@irmacs.ca'
Subject: RE: Simulation Model - Impaired Driving

Sure Helen, you can reach me at 250-356-6315. And I would be very interested to see the report of CC traffic cases in 2009 if you are able to share that.
Thank you.

From: Pedneault, Helen AG:EX
Sent: Thursday, September 30, 2010 1:48 PM
To: Siemens, Joelle SG:EX; Blewett, Tyann M SG:EX
Cc: Abuda, Tanis SG:EX; 'sandy@irmacs.sfu.ca'; 'avanderw@irmacs.ca'
Subject: RE: Simulation Model - Impaired Driving

Thanks very much for this Joelle.

Currently, we have the topic of Impaired Driving Scenario design scheduled to begin at 1:00 p.m. for about an hour. Would it be easier for you if you give us your number and we

call you when we are ready to go? If yes, if by copy of this email you can provide that number to Alexa that would be great.

The general concept of the discussion is:

Confirm what questions we are wanting to answer with the scenario (e.g. what happens when the number of CCC Impaired cases is reduced? Can we predict which of the subsets of CCC Impaired will be most affected?)

Ensure clarity on the new law and the general content of the training for police in terms of criteria they might use to guide their decision in which path to proceed (admin, CCC, both)

Any feedback from you on what you are hearing from the 'field operations' on the first 10 days of implementation

Agreement on which parts of the criminal justice system process will be affected by this change in volume and content (e.g. fewer cases, concentrating the more difficult cases to court)

Discussion on how data is tracked in JUSTIN related to these types of cases and agreement on who/how any additional data will be extracted

We have just received a report on data, divided by the 5 provincial regions that includes the number of CC Traffic cases, by month for 2009. It includes a breakdown on impaired and other, a break down on findings (guilty simple, guilty causing) and sentencing (custody, fine, other) and average time to disposition for each and the total number of appearances.

I will ask for permission to share the report with you prior to the meeting.

Thanks

Helen

-----Original Message-----

From: Siemens, Joelle SG:EX

Sent: Tuesday, September 28, 2010 9:15 AM

To: Pedneault, Helen AG:EX; Blewett, Tyann M SG:EX

Cc: Abuda, Tanis SG:EX; 'sandyr@irmacs.sfu.ca'; 'avanderw@irmacs.ca'

Subject: RE: Simulation Model - Impaired Driving

Hello Helen,

Sorry it has taken me awhile to get back to you. I will be available by phone conference on October 5th, just let me know what number to call. If there is any specific information or data that will be of particular interest for the session, please let me know.

Thank you,
Joelle.

----- Original Message -----

From: Pedneault, Helen AG:EX

To: Siemens, Joelle SG:EX; Blewett, Tyann M SG:EX

Cc: Abuda, Tanis SG:EX; 'sandyr@irmacs.sfu.ca' <sandyr@irmacs.sfu.ca>; 'avanderw@irmacs.ca' <avanderw@irmacs.ca>

Sent: Fri Sep 17 13:59:33 2010

Subject: Simulation Model - Impaired Driving

Tyann/Joelle:

The Sim model working group is going to SFU/Burnaby campus Oct 5 for a full day detailed design session. They plan to spend from 1 to 2 hours on the detailed design of the impaired scenario (data sources, data links and flow etc). It would be very helpful if Joelle could be permitted to attend in person either just for the time for this topic or even the whole session. We are all going in shared vehicles/ferry, so costs are minimal.

As a fall back, being available by video or phone conference is still useful if that was all that was an option due to travel restrictions. Happy to discuss by phone if you need more detail.

Cheers
Helen

From: Siemens, Joelle SG:EX
Sent: Tuesday, September 14, 2010 11:16 AM
To: Melvin, Stephanie SG:EX; Kazmiruk, Dan SG:EX; Anderson, Kathy E SG:EX; 'Kyle Stamm'; Brazier, Heather M SG:EX; Blewett, Tyann M SG:EX; Arason, Neil SG:EX
Cc: Gerhart, Bradley SG:EX
Subject: RE: reporting questions - a couple more

Sounds good Stephanie, that should be fine as we are also going to be getting robust, detailed monthly reports from the Criminal Justice Branch.

From: Melvin, Stephanie SG:EX
Sent: Tuesday, September 14, 2010 11:09 AM
To: Siemens, Joelle SG:EX; Kazmiruk, Dan SG:EX; Anderson, Kathy E SG:EX; 'Kyle Stamm'; Brazier, Heather M SG:EX; Blewett, Tyann M SG:EX; Arason, Neil SG:EX
Cc: Gerhart, Bradley SG:EX
Subject: RE: reporting questions - a couple more

Hi Joelle

They wouldn't break them down by section. They were previously lumped all in the one "CCC" category. What I've asked them to do is to at least separate out anything directly dealing with impaired driving. This is an improvement on what we had, though I agree it would be really great to get it by individual sections.....baby steps?

S

From: Siemens, Joelle SG:EX
Sent: Tuesday, September 14, 2010 8:36 AM
To: Melvin, Stephanie SG:EX; Kazmiruk, Dan SG:EX; Anderson, Kathy E SG:EX; 'Kyle Stamm'; Brazier, Heather M SG:EX; Blewett, Tyann M SG:EX; Arason, Neil SG:EX
Cc: Gerhart, Bradley SG:EX
Subject: RE: reporting questions - a couple more

Stephanie, I have a question about this one first.

Is the analyst planning on breaking down CCC according to section? Or were they just going to compile them all?

If they are breaking down according to section, might as well include CCC 249.1(1) and (3), and CCC 252 (1). If not, then I agree with your recommendation of taking everything from s. 253 down.

From: Melvin, Stephanie SG:EX
Sent: Monday, September 13, 2010 8:30 AM
To: Kazmiruk, Dan SG:EX; Anderson, Kathy E SG:EX; 'Kyle Stamm'; Brazier, Heather M SG:EX; Blewett, Tyann M SG:EX; Siemens, Joelle SG:EX; Arason, Neil SG:EX
Cc: Gerhart, Bradley SG:EX
Subject: FW: reporting questions - a couple more

Sorry for the mass e-mail, but didn't want to leave any opinions out on this question of Impaired CCC stats. We could just take everything from s. 253 on down. Leaving the scene of an accident and flight are often alcohol-related. Just wanted your input please by end of day if possible?

Thanks very much, and Happy 5 working days before the 20th!

Stephanie

From: McMorran, Jacqui [<mailto:Jacqui.McMorran@icbc.com>]
Sent: Monday, September 13, 2010 8:14 AM
To: Melvin, Stephanie SG:EX
Cc: McMorran, Jacqui
Subject: RE: reporting questions - a couple more

Hi Stephanie,

Thank you for all your responses. I have provided a list of the CCC. Can you please confirm the ones that you would like to have included in the report. To include only select CCC will require more coding and testing, but I believe it is possible. We are getting a systems analyst on board. Once he reviews the requirement he will be able to provide a better idea around if it is possible and how much work it will require.

Thanks,
Jacqui

From: Melvin, Stephanie SG:EX [<mailto:Stephanie.Melvin@gov.bc.ca>]
Sent: Saturday, September 11, 2010 12:49 PM
To: McMorran, Jacqui
Subject: RE: reporting questions - a couple more

Hi Jacqui

We've struggled with this one, but I believe the best way to go would be to use the date they were added to the system. That way, we'll have more consistency in the monthly reporting numbers, and won't have to explain when monthly data changes because there was a delay in the forms being sent in by police.

For the second question, there are a number of CCC motor vehicle offences, and it will be important to be able to know which ones are strictly due to impairment. Is that possible?

Many thanks

Stephanie

From: McMorran, Jacqui [<mailto:Jacqui.McMorran@icbc.com>]
Sent: Wednesday, September 1, 2010 7:58 AM
To: Melvin, Stephanie SG:EX
Cc: McMorran, Jacqui
Subject: reporting questions - a couple more

Hi Stephanie,

I have two more questions for you about reporting:

1. For the Volumes reports (Prohibition Program Volumes, Prohibition Program Volumes –Geographic, Impoundment Program Volumes, and Impoundment level infractions), I just want to confirm whether these reports are to summarize the volumes based on the day the prohibition/VI was served or the date they were added to the system? My understanding is that these reports are to be based on the date the prohib/VI was served. Is that correct? Also, I just want to let you know that if we are using the date the prohib/impoundment was served, then the numbers totalled from the weekly reports may not add up to the numbers in the monthly reports. This is because some prohibits/VIs that were issued in the reporting week may not have been added to the system until the next reporting week, thus they would not be picked up until the monthly report.

2. Prohibition Program Volumes Report – For the CCC, I just want to confirm that this report should provide one total of all Criminal Code Conviction types?

Thanks,
Jacqui

Voht, Angela E SG:EX

From: Garner, Lorill SG:EX
Sent: Friday, November 27, 2009 3:43 PM
To: Gilmour, Lori SG:EX
Cc: Preyde, Anne M SG:EX
Subject: Electronic copies of A & P material as requested

Hi Lori: Attached as requested are the materials that are in the binder I brought over. (note, the pdf version is not very clear).

Thanks,

s.12

Lorill Garner

Administrative Assistant
Corporate Policy and Planning Office
Ministry of Public Safety and Solicitor General
Tel: 250 387-0306
Fax: 250 387-2631
E-mail: lorill.garner@gov.bc.ca



Please consider the environment before printing this e-mail

Pages 63 through 81 redacted for the following reasons:

Section 12 (Cabinet confidences)

s.12

From: Martin, Stephen C SG:EX
Sent: Wednesday, December 9, 2009 6:31 PM
To: Letkeman, Nancy S SG:EX; Melvin, Stephanie SG:EX
Cc: Gilmour, Lori SG:EX
Subject: Upcoming SG meeting with s.22

Nancy since this has now evolved into a 90 minute meeting with the SG can you pls have all the intel we provided to the S22 wrapped up in a BN for the SG for info + perhaps Stephanie can get update on police investigation, court dates etc. re upcoming trial

From: s.22
To: Martin, Stephen C SG:EX
Cc: s.22
Sent: Wed Dec 09 16:10:55 2009
Subject: RE: Great to connect with you

Hi Steve,

Thanks for reaching out. Yes indeed we do have a connection with you, Spencer and Kash on the 21st – which we look forward to. (Spencer actually called the meeting, precipitated by appearance last week on CKNW's Christy Clark show – where she was called on to share her opinions on Monty Robinson case). I see the meeting as being the next positive step in our joint efforts to drive some reductions in deaths and injuries caused by impaired drivers in BC. To that end S22 plan to share an exec summary of our vision / mission and strategic plan for driving these reductions – and agree to areas of commonality with you and Kash. Clearly, collaboration is key here...as there are no silver bullets and no one person / Ministry / Premier or Prime Minister can do this on their own.

Your idea to connect prior to the meeting makes complete sense – so let's make that happen. That said, did you want to have an informal dinner on the evening of the 20th where we can calibrate our respective agendas to make the 21st most productive?

Cheers and Brgds

PS – no word yet from Spencer on a meeting with our Premier....

PPS – wanted to spend some time with you in the near future to:

1. understand you're perspectives on the RDP – with a focus on the program's specific goals and initial findings (I know that as of Aug 08, there were more than 2700 graduates from the RDP)
2. understand what Ontario is doing differently than BC in their approach to managing the impaired driving issue. Top of mind discussion points are enforcement and prosecution models used in Ont...

From: Martin, Stephen C SG:EX [mailto:Stephen.Martin@gov.bc.ca]
Sent: Wednesday, December 09, 2009 2:09 PM
To: s.22 Letkeman, Nancy S SG:EX
Cc: Gilmour, Lori SG:EX
Subject: Re: Great to connect with you

Hi S22 - I see we have a meeting coming up in Vanc with SG - if you like I would be available to touch base with yourself and S22 sometime before the 21st - also curious if you have been able to connect with the Premier

From: s.22
To: Letkeman, Nancy S SG:EX
Cc: Martin, Stephen C SG:EX
Sent: Wed Dec 09 09:45:49 2009
Subject: RE: Great to connect with you

Hello Nancy and Good Morning,

Hope you are enjoying the start to this Wednesday!

Nancy, thank-you very much for sharing the charge and conviction information...it certainly provides me with a much clearer picture as to how we are functioning today.

Wondering if you could provide me with one last piece of clarity regarding conviction rates on CCC impaired driving offenses.

In his note below, Steve M indicated the conviction rate on approved CCC charges is currently 66%. That said, I'm hoping to better understand how a conviction is defined. I know in a lot of research, (eg. TIRF) a conviction is defined as:

1. Someone who pleads guilty as charged
2. Someone who is convicted as charged
3. Someone who accepts a plea to a lesser charge (e.g. MVA sect 144 Driving without due care or MVA Sect 224 Driving over .08)

Is the above definition the same as the one embedded in BC's conviction rate?

Thanks much in advance Nancy. We truly enjoy working with you!

Brgds,

S22

From: Letkeman, Nancy S SG:EX [mailto:Nancy.Letskeman@gov.bc.ca]

Sent: Wednesday, December 02, 2009 12:24 PM

To: S22

Cc: s.22; Melvin, Stephanie SG:EX; Martin, Stephen C SG:EX

Subject: RE: Great to connect with you

The last bit of information—the non-impaired charge approval rate, although it fluctuates year to year, is about 82%.

From: Letkeman, Nancy S SG:EX

Sent: Monday, November 30, 2009 12:34 PM

To:

Cc: s.22 Melvin, Stephanie SG:EX; Martin, Stephen C SG:EX

Subject: RE: Great to connect with you

Hi S22, sorry for the delay in getting back to you with additional figures. I still have an outstanding question with someone at Ministry of Attorney General and, once I have that information, I'll forward that to you too.

Approximately 80,000 criminal charges are processed each year. Just under 10% of those are related to impaired driving. The conviction rate for non-impaired matters was approximately 63% in 2008. I am awaiting further information about the "charge rate" you requested.

From: Martin, Stephen C SG:EX

Sent: Saturday, November 21, 2009 12:47 PM

To: S22; Letkeman, Nancy S SG:EX

Cc: s.22 Melvin, Stephanie SG:EX; Martin, Stephen C SG:EX

Subject: RE: Great to connect with you

Hi - great to connect with you both as well. Some of the volume questions we are still in the process of estimating - always difficult to predict future as so many variables come into play. With respect to directing police, this is an area that we don't venture. Police discretion is an important component to the justice system, and am confident that they would make optimal use of new roadside sanctions and certainly continue to pursue CCC charges

in the area of repeat offenders, injury/fatality cases and other impaired offences where in the officers opinion warrant pursuing criminal charges.

Spencer and I are not destined to connect this week as there has been many distracting issues going on as of late in our Ministry (especially flooding at the moment). Suggest you connect with him directly regarding your desire to meet with the Premier as he will be in the best position to advise you on the best approach.

Nancy can you please respond to question in red below (part I did not address)

From: s.22
Sent: Saturday, November 21, 2009 11:57 AM
To: Martin, Stephen C SG:FX
Cc: s.22
Subject: Great to connect with you

Hi Steve,

It was great to see you on Wednesday evening and we so appreciate your sincere initiative of making our roads safer. After our conversation with you, we had some questions that I hope you can address before we have any further meetings with other stakeholders.

1. If today's numbers are 40000 / 10000 / 4500 for Sect 215 / ADP / CCC 253 convictions, what do you anticipate these numbers will look like in year 1, 2 and 3 of the new sanction programs you envision? Assuming a worst case scenario where there is no change in the total number of offenses - we heard something like 20000 / 30000 / 4500. What are your forecasts? STILL WORKING THROUGH A MYRIAD OF VARIABLES AND DON'T EXPECT TO HAVE THIS NAILED DOWN FOR A COUPLE OF MONTHS
2. What direction will be given to the police when dealing with first time offenders with BAC levels in excess of .10? AS ABOVE, POLICE DISCRETION IS A FOUNDATIONAL ELEMENT OF THE JUSTICE SYSTEM AND WE WON'T BE ISSUING ANY DIRECTIVES. WE WILL PROVIDE THEM WITH ENHANCED TOOLS AND IT WILL BE UP TO THEM HOW THEY OPERATIONALIZE THESE INTO PRACTICE. EXPECTED THAT POLICE WOULD INCREASE USAGE OF ROADSIDE SANCTIONS OVERALL AND IN PARTICULAR PROPOSED NEW 90 DAY SANCTIONS THAT WOULD TRIGGER FIRST TIME OFFENDERS IMMEDIATELY INTO INTERLOCK AND RDP - CURRENTLY 24 HOUR PROHIBITIONS ARE OVERUSED AS YOU KNOW. I realize that this is at the officer's discretion, but we are still hoping that officers pursue CC if there is physical damage or bodily harm. OUR EXPECTATION IS THAT POLICE WOULD PURSUE CCC CHARGES IN ALL FATALITY/MAJOR INJURY IMPAIRED CRASHES.
3. How is the effectiveness of the RDP and interlock programs measured (I take it to be some type of recidivism metric). What are the effectiveness metrics today? How do you expect them to change over time? RDP IS STILL AN RELATIVELY NEW PROGRAM AND TO EFFECTIVELY EVALUATE WE NEED ENOUGH "GRADUATES" WITH A FIVE YEAR POST GRAD HISTORY TO EVALUATE. THIS WAS BROUGHT IN IN 2005 AND BY 2011/12 WE SHOULD BE IN A POSITION TO PROPERLY EVALUATE.
4. For CCC 253 charges, you'd indicated that BC's conviction rate is in the vicinity of the high 60...which is impressive compared to other jurisdictions. To better understand the entire picture - what then would be the related charge rate (i.e. the % of charges approved by crown of all CCC cases put to them). FOR CASES APPROVED TO COURT OUR AVERAGE OVERALL BATTING AVERAGE IS 66%. I WILL HAVE NANCY RESPOND TO YOU ON THE OTHER DATA.
5. What is the communication plan for these new administrative sanctions? AS FINAL POLICY APPROVAL IS STILL PENDING TOO EARLY TO DEVELOP COMMUNICATION PLAN. HOWEVER THIS WILL BE A VERY IMPORTANT ELEMENT NOT ONLY FOR THE GENERAL PUBLIC BUT FOR POLICE IN EXPLAINING NEW ROADSIDE MODEL. There certainly could be some fallout if not properly executed? AGREED!
6. What is your hope and purpose for our involvement? YOU ARE BOTH EXTREMELY PASSIONATE, ARTICULATE AND KNOWLEDGEABLE AND OUR ONGOING CONSULTATION WITH YOU BOTH THE SG AND I CONSIDER TO BE HIGHLY VALUABLE. POST POLICY APPROVAL WE SHOULD SIT DOWN TOGETHER AND DISCUSS WHAT ROLES YOU WOULD FEEL COMFORTABLE PLAYING. CITIZEN

ENGAGEMENT IN THE POLICY PROCESS IS AN EMERGING AND IMPORTANT ELEMENT IN HELPING SHAPE HOW GOVERNMENT RESPONDS TO COMPLEX ISSUES SUCH AS IMPAIRED DRIVING AND ACHIEVING BETTER OUTCOMES IN THE FUTURE.

Thank you Stephen; we realize that you are deeply invested and passionate about these initiatives. We appreciate your further clarification and look forward to hearing your response.
Take care, and enjoy the remainder of the weekend.
Fondly,

s.22

Voht, Angela E SG:EX

From: Preyde, Anne M SG:EX
Sent: Friday, January 8, 2010 3:49 PM
To: Martin, Stephen C SG:EX
Cc: Gilmour, Lori SG:EX; Letkeman, Nancy S SG:EX; Melvin, Stephanie SG:EX
Subject: draft speaking notes for your review

Steve,

Here are tweaked speaking notes. See reference to 0.03 on p. 7. Otherwise the only significant change is the deletion of the reference to slides.

A question that may come up – what does the scientific information say specifically about the level of impairment/ or decrease in ability to drive safely for each noted level of BAC(0.03, 0.05, 0.08)? Is there a scientific reason that other province's choose 0.05?

Anne
6-2932



Speaking notes
.doc

Pages 88 through 102 redacted for the following reasons:

Section 12 (Cabinet confidences)

Voht, Angela E SG:EX

From: Arason, Neil SG:EX
Sent: Monday, January 11, 2010 3:47 PM
To: Martin, Stephen C SG:EX; Gilmour, Lori SG:EX
Cc: Mazzei, Linda D SG:EX; Siemens, Joelle SG:EX; Blewett, Tyann M SG:EX; Letkeman, Nancy S SG:EX
Subject: Impaired fact sheet
Importance: High

Steve,

As per your request. Again, this was team effort by Linda & Devon, Joelle and me.

Adjustments made as per our meeting this morning.

Please note that we have had to rely on the data we already possess which is not bad actually. I did try calling Reg Dumont in AG about the 20 year trend line in the number of criminal cases however I did not hear back from him. In the meantime, Linda did have data on criminal charges over the past 7 years so were able to cite that: basically pretty flat, and again, this measure also reflects level of police enforcement and does not therefore simply correspond to the prevalence of drunk driving.

Lori, I understand that you are going to insert this with the other information that you have.

Neil



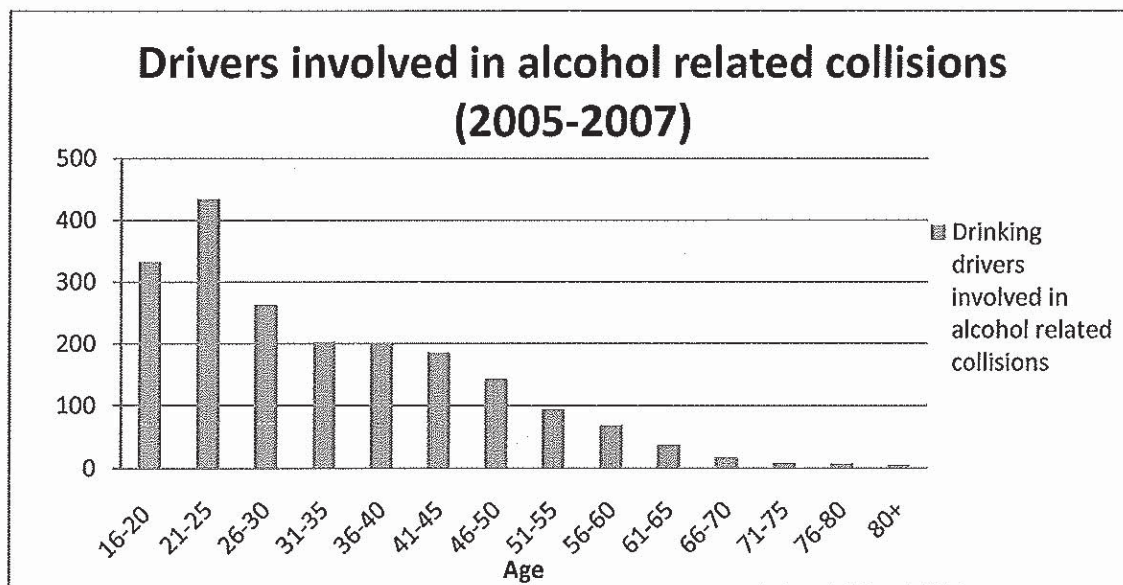
IMPAIRED
TING DATA AND IN

Neil Arason
Manager of Research
Office of the Superintendent of Motor Vehicles
Ministry of Public Safety and Solicitor General
Government of British Columbia
PH: 250 952-6937

IMPAIRED DRIVING DATA AND INFORMATION

Fatalities and Injuries

- Impaired driving is the number one cause of criminal death in British Columbia¹.
- On average, over 3 people are killed (157 per year) and 68 people are injured (3,562 per year) every week from impaired driving crashes in British Columbia².
- In 2003, alcohol contributed to 22% of fatalities and by 2007 alcohol contributed to 31% of fatalities.³ In the past three years, this number averaged 29 % of all fatal road crashes⁴.
- Young drivers make up a disproportionate number of alcohol related crashes. Those aged 16 – 25 create a major risk on the road system. The following table shows absolute levels of alcohol crash involvement by five year age groupings:



Note: See Appendix A for table showing actual numbers.

¹ Coroner's Report 2007 – 1.8 homicides per week in BC

² For period from 2005-2007 inclusive (TAS); includes alcohol and drugs

³ 2007 TAS report

⁴ For period 2005-2007 inclusive (TAS data)

- Costs associated with alcohol-related fatalities total \$1.8 billion annually⁵.

Overall Levels of Driving Impairment and Trends

- The prevalence of impaired driving in B.C. is increasing over time:
 - In 2008, one out of every 30 drivers tested had a blood alcohol level over .08% BAC, up from one out of every 60 in 2003⁶.
- Data indicates that the progress experienced in the 1980 and 90's has stalled and fatalities and injuries have been on the rise since 2003.

Justice System

- Many impaired drivers escape detection and even fewer are actually found guilty through the criminal system.
- It is estimated that in 2007:
 - approximately 250,000 British Columbians drove while impaired by alcohol⁷.
 - approximately 8,200 drivers were accused of impaired driving by police⁸
 - 4,600 were found guilty⁹.
- 8% of drivers admit to driving while impaired¹⁰.
- Less than 20 % of drivers believe that they will get caught driving while impaired¹¹.
- Only 11 % of British Columbians think the courts are doing a good job of providing justice quickly¹².

⁵ Due to the difficulty with underreporting of injuries due to impaired driving, only fatalities have been calculated.

⁶ Beirness, D. and Beasley, E. (2008). *British Columbia Roadside Survey, 2008*. Canadian Centre on substance Abuse.

⁷ 8,200 = number of Reports to Crown Counsel; 250,000 = 8% of active driving population (8% of Canadians reported driving when they thought they were over the legal limit in 2007 from Road Safety Monitor: 2007 Drinking and Driving, Traffic Injury Research Foundation annual report

⁸ RCCs to Crown Counsel in 2007

⁹ Cases concluded as Guilty in 2007 (criminal code 253 & 254)

¹⁰ Road Safety Monitor: 2007 Drinking and Driving. 2007. Traffic Injury Research Foundation

¹¹ Beirness, D. and Foss, R. (2006). BC Roadside Breathtesting Survey, 2006. Canadian Centre on substance Abuse.

¹² Statistics Canada Survey

What Others are Saying

- “Canada has one of the worst records of any comparable democracy in terms of drunk-driving fatalities on its roads” (Robert Solomon, director of legal policy, MADD Canada).
- “Drinking and driving continues to have a huge impact on the lives of Canadians in British Columbia including serious injuries and the costs of health care, and the loss of family members and friends” (Traffic Injury Research Foundation)¹³.
- An article in the National Post on January 11, 2010 (Shannon Kari) indicates “While impaired driving cases have decreased steadily over the past 25 years, there are still 50,000 people charged in Canada each year.” (Data from Ministry of Attorney General shows that, in B.C., from 2002 – 2008 (7 year period), the number of criminally impaired driving charges has been relatively flat. It should also be noted that the number of charges is dependent on other factors like the level of police enforcement, e.g., sometimes police become discouraged from pursuing criminal charges that take up excessive amounts of time and are not necessarily successful).

A Note About Data and How the Problem of Impaired Driving is Getting Worse

Various stakeholders, including the media, use different sources for their data and sometimes use different timelines. Certainly, if impaired related fatalities are compared along a 20 year timeline, it can be argued that the problem has improved. Nonetheless, progress made in the 1980’s and 1990’s is now historical. Fatality and injury rates have also been on the decline over the long term because of the increased availability of air bags and improved seat belt wearing rates. Impaired driving in B.C. has increased since 2003 and is eroding progress from earlier years. It is also important to focus on longer term averages (three year averages) where random variation and economic impacts like the cost of fuel are less likely to impact crash numbers and present a mis-leading picture.

¹³ Road Safety Monitor 2009: Drinking and Driving in Canada by Region. Traffic Injury Research Foundation. (2009).

Appendix A: Drivers by age group involved in alcohol related crashes (2005 - 2007)

Drivers involved in alcohol related injury and fatal collisions (2005-2007)	
Age	Drinking drivers involved in alcohol related collisions
16-20	332
21-25	435
26-30	263
31-35	203
36-40	201
41-45	186
46-50	143
51-55	94
56-60	70
61-65	38
66-70	18
71-75	9
76-80	7
80+	5

Note: This table represents the actual numbers portrayed in the graph on p. 1

Voht, Angela E SG:EX

From: Belsky, Belle SG:EX
Sent: Thursday, March 4, 2010 12:19 PM
To: Clayton, Penny L SG:EX
Cc: deMinns, Lisa M SG:EX; Gilmour, Lori SG:EX; Blewett, Tyann M SG:EX
Subject: FW: APPROVED: BN#382802 Modified Approach to Impaired Driving

Hi Penny,

Wes has approved the attached BN. For future BN approvals Lisa will e-mail you, cc Lori & Tyann (she'll copy me too when you're out of the office).

Belle

From: deMinns, Lisa M SG:EX
Sent: Thursday, March 4, 2010 11:44 AM
To: Blewett, Tyann M SG:EX; Belsky, Belle SG:EX
Subject: APPROVED: BN#382802 Modified Approach to Impaired Driving

The above referenced BN has been approved by Deputy Minister Wes Shoemaker, I have attached the approved copy for your records.

Thank you – Lisa



20100304114005.p
df

Lisa de Minns

Office of the Deputy Minister
Ministry of Public Safety and Solicitor General
Phone: 250-953-4002
Fax: 250-953-4081

**MINISTRY OF PUBLIC SAFETY AND SOLICITOR GENERAL
OFFICE OF THE SUPERINTENDENT OF MOTOR VEHICLES**

BRIEFING NOTE

PREPARED FOR: Wes Shoemaker, Deputy Minister, **FOR DECISION.**

SUBJECT: Review grounds under the Modified Approach to Impaired Driving.

ISSUE: Establish the review grounds for drivers prohibited for administrative impaired driving sanctions.

BACKGROUND

The current 90 day Administrative Driving Prohibition can be reviewed on the grounds that the driver:

- Was not in care/control of the vehicle;
- Did not refuse to provide a breath sample, or they had a reasonable excuse to refuse to provide a breath sample; or
- Did not have a BAC over .08.

For the purpose of the 24 hour prohibition which is based on "reasonable and probable grounds that the person's ability to drive was affected by alcohol", the grounds for review are as follows:

- The person on whom the notice was served was not the driver;
- The person was entitled to and did request that the police officer administer a test to measure their BAC; but the request was refused.

While it is difficult to precisely estimate review volumes for the new system, we expect a significant number of cases will migrate from the court system. In addition, efficiencies in enforcement effort and the increase in consequences will also result in a significant increase in the number of drivers filing for review.

DISCUSSION

3

S12

S12

S12

As the majority of prohibitions are overturned on the basis of legal loopholes and police error, it was also proposed that amendments to the *Motor Vehicle Act* and increased police training and awareness would provide a disincentive for reviews that have no substantive merit.

S12

s.14

S12, S14

S12

OPTIONS:

s.12, s.13

Confidential

Page 2

s.12, s.13

Option 2: Modified Status Quo with additional enhancements

Same as under Option 1 except:

- Review fees would increase to \$100 for a written review and \$200 for an oral review; and
- No refunds for a successful review.

Pros:

Same as under Option 1 with the addition of:

- Increased fees may dissuade reviews that have no merit; and
- Eliminating refunds will reduce costs and staff effort.

Cons:

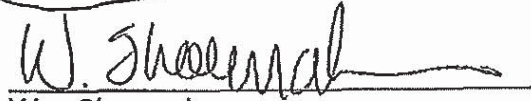
- Will still result in a large number of requests for review; and
- Costs may be seen as a barrier to the administrative review process.

s 12, s.13

RECOMMENDATION

Option 2: Modified Status Quo with additional enhancements

APPROVED / NOT APPROVED (if required for decision note)

A handwritten signature in dark ink, appearing to read "W. Shoemaker", with a horizontal line extending to the right.

Wes Shoemaker
Deputy Minister

Prepared by:

Tyann Blewett

Date: January 15, 2010
CLIFF: 382802

Confidential

Page 5

s.12

Confidential

Page 6

114
PSS-2010-01255
Phase 2

Voht, Angela E SG:EX

From: Martin, Stephen C SG:EX
Sent: Friday, January 15, 2010 4:08 PM
To: Biggs, Jackie SG:EX; Richter, Connie AG:EX
Cc: Shoemaker, Wes AL:EX; Blewett, Tyann M SG:EX; Martin, Stephen C SG:EX; Gilmour, Lori SG:EX
Subject: Appeal Options Briefing Note
Importance: High

Thanks for your patience - I have reviewed and signed off this Briefing Note for Wes and Jerry



BN - 382802
paired Appeal Op

Steve

S.C. (Steve) MARTIN
Superintendent of Motor Vehicles
Ministry of Public Safety & Solicitor General
Bus: (250) 387-5692
Fax: (250) 356-5577
Stephen.Martin@gov.bc.ca

From: Blewett, Tyann M SG:EX
Sent: Friday, January 15, 2010 3:56 PM
To: Martin, Stephen C SG:EX
Cc: Belsky, Belle SG:EX; Clayton, Penny L SG:EX; Gilmour, Lori SG:EX
Subject: Appeal Options Briefing Note

**MINISTRY OF PUBLIC SAFETY AND SOLICITOR GENERAL
OFFICE OF THE SUPERINTENDENT OF MOTOR VEHICLES**

BRIEFING NOTE

PREPARED FOR: Wes Shoemaker, Deputy Minister, **FOR DECISION**

SUBJECT: Review grounds under the Modified Approach to Impaired Driving

ISSUE: Establish the review grounds for drivers prohibited for administrative impaired driving sanctions.

BACKGROUND

The current 90 day Administrative Driving Prohibition can be reviewed on the grounds that the driver:

- Was not in care/control of the vehicle;
- Did not refuse to provide a breath sample, or they had a reasonable excuse to refuse to provide a breath sample; or
- Did not have a BAC over .08.

For the purpose of the 24 hour prohibition which is based on "reasonable and probable grounds that the person's ability to drive was affected by alcohol", the grounds for review are as follows:

- The person on whom the notice was served was not the driver;
- The person was entitled to and did request that the police officer administer a test to measure their BAC, but the request was refused.

While it is difficult to precisely estimate review volumes for the new system, we expect a significant number of cases will migrate from the court system. In addition, efficiencies in enforcement effort and the increase in consequences will also result in a significant increase in the number of drivers filing for review.

DISCUSSION

s.12

S12, S13

As the majority of prohibitions are overturned on the basis of legal loopholes and police error, it was also proposed that amendments to the *Motor Vehicle Act* and increased police training and awareness would provide a disincentive for reviews that have no substantive merit.

s.12

s.14

s.14, s.12

OPTIONS:

s 12, s.13

Option 2: Modified Status Quo with additional enhancements

Same as under Option 1 except:

- Review fees would increase to \$100 for a written review and \$200 for an oral review;
- No refunds for a successful review.

Pros:

Same as under Option 1 with the addition of:

- Increased fees may dissuade reviews that have no merit;
- Eliminating refunds will reduce costs and staff effort.

Cons:

- Will still result in a large number of requests for review;
- Costs may be seen as a barrier to the administrative review process.

s 12, s.13

RECOMMENDATION

Option 2: Modified Status Quo with additional enhancements

APPROVED / NOT APPROVED (if required for decision note)

Wes Shoemaker
Deputy Minister

Prepared by:

Tyann Blewett

Date: January 15, 2010
CLIFF: 382802

Voht, Angela E SG:EX

From: Clayton, Penny L SG:EX
Sent: Thursday, April 1, 2010 12:31 PM
To: Preyde, Anne M SG:EX
Cc: Robinson, Maria SG:EX; Blewett, Tyann M SG:EX; Gilmour, Lori SG:EX; Belsky, Belle SG:EX
Subject: New Page 1 for the five Overview BNs for LRC

Hi Anne,

Steve Martin has asked that Page 1 of the overview BNs specify which issue in the MVA they refer to, so, I have updated Page 1 on all 5 BNs.

Here they are again. Hopefully, the Minister's binder can be updated prior to the meeting this afternoon.

Not Responsive



LRC_Impaired_Ov
erview BN.docx

Thank You!

Penny Clayton
Policy Analyst and
Documents Coordinator
Policy and Research Branch
Office of the Superintendent of Motor Vehicles
Ministry of Public Safety and Solicitor General
2nd Floor - 940 Blanshard St Victoria BC
Telephone: 250-356-6301
Facsimile: 250-356-5568
Email: Penny.L.Clayton@gov.bc.ca



Please consider the environment before printing this email

Voht, Angela E SG:EX

From: Melvin, Stephanie SG:EX
Sent: Friday, May 14, 2010 6:14 PM
To: Gerhart, Bradley SG:EX; Gilmour, Lori SG:EX
Cc: Blewett, Tyann M SG:EX
Subject: RE: Issues from OSMV

Will do. Thanks Brad.

From: Gerhart, Bradley SG:EX
Sent: Friday, May 14, 2010 3:30 PM
To: Melvin, Stephanie SG:EX; Gilmour, Lori SG:EX
Cc: Blewett, Tyann M SG:EX
Subject: RE: Issues from OSMV

Thanks Stephanie. We'll work ahead at rounding out the options for you and take your cue as to which one to recommend.

s. 13(1), s. 14

Cheers,
Brad.

From: Melvin, Stephanie SG:EX
Sent: Friday, May 14, 2010 2:41 PM
To: Gilmour, Lori SG:EX
Cc: Blewett, Tyann M SG:EX; Gerhart, Bradley SG:EX
Subject: RE: Issues from OSMV

I had to take it with me so that I could answer questions in case Wes called me while I was out of the office. Good thing I did. I'll get it back to you

From: Gilmour, Lori SG:EX
Sent: Friday, May 14, 2010 12:09 PM
To: Melvin, Stephanie SG:EX
Subject: FW: Issues from OSMV

FYI – I couldn't find. L.

From: Gerhart, Bradley SG:EX
Sent: Friday, May 14, 2010 11:54 AM
To: Gilmour, Lori SG:EX
Cc: Blewett, Tyann M SG:EX
Subject: FW: Issues from OSMV

Lori, can you fish the DF BN out of Stephanie's office so that we can further develop the options?

Pages 123 through 140 redacted for the following reasons:

Section 12 (Cabinet confidences)

APPROVAL FORM
CERTIFICATE OF READINESS

CORPORATE POLICY AND PLANNING OFFICE
MINISTRY OF PUBLIC SAFETY AND SOLICITOR GENERAL

CLIFF #: 384981

Name of Act: Motor Vehicle Act (Impaired Driving)

Originating Branch contact: Tyann Blewett, A/Director
Policy and Research Branch
Office of the Superintendent of Motor Vehicles

Phone: 250-953-3330

Time Sensitivity: URGENT

	Signature	Date
Branch Contact/Analyst		
Division Director/Manager		
Originating Branch Head		
CPPO Director, Legislation Program		
CPPO Executive Director		
DM		
Comments: 		

OFFICE OF THE SUPERINTENDENT OF MOTOR VEHICLES

SUMMARY FORM FOR LRC DOCUMENTS

Date: March 31, 2010

CLIFF: 384981

Type of document: LRC DOCUMENTS

ISSUE: Impaired Driving Initiative

Next Steps:

To CPPO, DM and the SG for approval

COMMENTS:

Stakeholders contacted:

OSMV involvement:

APPROVED BY:	INITIALS:
Policy Analyst: Ph:250-	
ADirector, Policy & Research Branch: Tyann Blewett Ph: 250-953-3330	
Director, Hearing & Fair Practices Ph: (if required)	
Director, Management Services Ph: (if required)	
Superintendent of Motor Vehicles: Steve Martin Ph: 250-387-3437	

Pages 143 through 162 redacted for the following reasons:

Section 12 (Cabinet confidences)

Voht, Angela E SG:EX

From: Arason, Neil SG:EX
Sent: Monday, January 11, 2010 11:24 AM
To: Martin, Stephen C SG:EX; Gilmour, Lori SG:EX
Cc: Mazzei, Linda D SG:EX; Siemens, Joelle SG:EX
Subject: Impaired Driving Fact Sheet

Steve,

Here is the fact sheet. This was a real team and collect effort from Linda and Devon, Joelle and myself.

Neil



IMPAIRED
TING DATA AND IN

Neil Arason
Manager of Research
Office of the Superintendent of Motor Vehicles
Ministry of Public Safety and Solicitor General
Government of British Columbia
PH: 250 952-6937

IMPAIRED DRIVING DATA AND INFORMATION

Impact on Fatalities and Costs

- Impaired driving is the number one cause of criminal death in British Columbia¹.
- On average, 3 people are killed every week from impaired driving crashes in British Columbia².
- In 2003, alcohol contributed to 22% of fatalities and by 2007, alcohol contributed to 31% of fatalities.³ In the past five years, this number averaged 27 % of all fatal road crashes⁴.
- Costs associated with alcohol-related fatalities total \$1.8 billion annually⁵.

Overall Levels of Driving Impairment and Trends

- The frequency of impaired driving in B.C. has increased over the last 5 years according to roadside surveys and the number of alcohol related fatalities.
- In 2008, one out of every 30 drivers tested in a Roadside Survey was found to have a blood alcohol level of over .08% BAC, up from one out of every 60 in 2003⁶. In other words, the number of drivers with BACs higher than .08% doubled based on the results of this survey.
- Progress has stopped: "Data in the early 2000s indicates that the progress we experienced during the 1990s has halted...This combined with the number of Canadians who continue to be affected by the financial, physical, and emotional consequences of these crashes means that a high level of concern is warranted" (Ward Vanlaar, TIRF research scientist).

¹ Coroner's Report 2007 – 1.8 homicides per week in BC

² For period from 2004-2007 inclusive (Coroner data); includes alcohol and drugs

³ 2007 TAS report

⁴ For period 2003-2007 inclusive (TAS data)

⁵ Due to the difficulty with underreporting of injuries due to impaired driving, only fatalities have been calculated.

⁶ Beirness, D. and Beasley, E. (2008). *British Columbia Roadside Survey, 2008*. Canadian Centre on substance Abuse.

Justice System

- Many impaired drivers escape detection and even fewer are actually found guilty through the criminal system. It is estimated that in 2007, approximately 250,000 British Columbians drove while impaired by alcohol⁷, approximately 8,200 drivers were accused of impaired driving by police⁸ and 4,600 were found guilty⁹.
- Less than 20 % of drivers believe that they will get caught driving while impaired¹⁰.
- Impaired driving cases place a tremendous burden on courts as they consume over 33 % of the total adult provincial court hours and this number is increasing.
- Despite the significant impacts on court time, only 11 % of British Columbians think the courts are doing a good job of providing justice quickly¹¹.

What Others are Saying

- “Canada has one of the worst records of any comparable democracy in terms of drunk-driving fatalities on its roads” (Robert Solomon, director of legal policy, MADD Canada).
- “Drinking and driving continues to have a huge impact on the lives of Canadians in British Columbia including serious injuries and the costs of health care, and the loss of family members and friends” (Traffic Injury Research Foundation)¹².
- “8 % in B.C. say they drive while impaired.” (Sherlock, Tracy. Vancouver Sun. December 23, 2009).

⁷ 8,200 = number of Reports to Crown Counsel; 250,000 = 8% of active driving population (8% of Canadians reported driving when they thought they were over the legal limit in 2007 from Road Safety Monitor: 2007 Drinking and Driving, Traffic Injury Research Foundation annual report

⁸ RCCs to Crown Counsel in 2007

⁹ Cases concluded as Guilty in 2007

¹⁰ Beirness, D. and Foss, R. (2006). BC Roadside Breathtesting Survey, 2006. Canadian Centre on substance Abuse.

¹¹ Statistics Canada Survey

¹² Road Safety Monitor 2009: Drinking and Driving in Canada by Region. Traffic Injury Research Foundation. (2009).

Pages 166 through 206 redacted for the following reasons:

Section 12 (Cabinet confidences)

New Sanctions for Impaired Driving

In BC there are 133 fatalities each year from impaired driving. The Ministry of Public Safety and Solicitor General (PSSG) has identified "Increased Road Safety" as one of the key strategic priorities for the next three years.

Impaired Driving remains a major issue in BC as prevalence has been increasing over time. This is largely because the old system was not effective:

- 33% of total provincial court time in BC is spent on impaired cases;
- Of over 10,000 cases of drivers over .08 BAC only 7,347 proceed to court;
- It takes from 10 – 24 months to conclude a case through the courts;
- Average police time to support a routine case is 25 – 30 hours;
- Of those cases approved to court, 66% are found guilty;
- Approximately 22% of those cases are repeat offenders;
- Many impaired drivers end up with only a 24 hr prohibition because of the time and resources involved in pursuing a criminal charge;
- 37% of drivers who receive a 24 hour prohibition have been caught before – evidence the old sanctions were not working.

This new approach will enable drinking driving cases to be dealt with through a more efficient and lower cost administrative justice model that provides greater deterrents and more immediate, certain and escalating administrative sanctions for drinking drivers.

Goals of new approach:

- Provide police with the ability to impose swifter and stronger administrative sanctions to first time offenders at roadside.
- Focus Criminal Code impaired driving sanctions on repeat offenders and offenders who cause bodily harm or death.
- 90% reduction in enforcement effort required will allow police to address other pressures
- 78% reduction in the number of impaired cases in the court system will increase capacity and improve efficiency to address other pressures

Our goal is to reduce impaired driving fatalities by 35% by 2013.

Hoskins, Jeannie SG:EX

From: Morhart, David A SG:EX
Sent: Tuesday, November 24, 2009 11:12 AM
To: McHale, Jerry AG:EX
Subject: s.12

Importance: High

Jerry, FYI. Attached are the materials we will be discussing with A&P next week.

s.12

Pages 209 through 234 redacted for the following reasons:

Section 12 (Cabinet confidences)