

## BRIEFING NOTE FOR INFORMATION

**DATE:** February 19, 2016  
**PREPARED FOR:** Honourable Todd Stone, Minister of Transportation and Infrastructure  
**ISSUE:** Daylight Savings Time

### SUMMARY:

- The findings of studies which have analyzed the impact of Daylight Savings Time (DST) on motor vehicle accident rates are inconsistent.
- Some studies suggest that DST transitions increase accident rates, while other studies suggest decreases in accident rates.
- An ICBC analysis of the effect of the end of DST found there is a 10% increase in the average number of crashes in the Lower Mainland during the late afternoon commute in the two weeks following the end of DST compared to the two weeks preceding the transition.
- This crash rate slightly increases outside of the Lower Mainland where challenging road conditions are compounded by less roadside light.
- With the exception of Saskatchewan, Arizona and several small intra-jurisdictional areas, all provincial, territorial and state jurisdictions in North America have adopted DST.

### BACKGROUND:

DST is observed in all Canadian provinces, with the exception of Saskatchewan and some of British Columbia<sup>1</sup>.

Prior to 2007, DST throughout most of Canada began on the first Sunday in April through to the last Sunday in October. Following the United States, Canadian jurisdictions adopted an extended DST period commencing the second Sunday in March and ending the first Sunday in November. The main reasons for extending the DST period were to conserve energy and remain consistent with economic and social ties to the United States.

A world map is provided in Appendix 1 which indicates those jurisdictions that have adopted DST.

Section 26 of the *Interpretation Act* provides authority to the Lieutenant Governor in Council to prescribe the Daylight Savings period. B.C. Reg. 136/2006, Daylight Savings Time Regulation, provides that the DST period commences at 2 a.m. on the second Sunday of March and ends at 2 a.m. on the first Sunday of November.

### DISCUSSION:

#### *ICBC Analysis*

ICBC conducted an analysis<sup>2</sup> of the effect of the end of DST on road traffic incidents. Incident counts were reviewed for two weeks before and two weeks after the DST change over the years 2000-2009. Incidents were broken down into eight, three-hour time periods, commencing at 00:01, making up a 24 hour period. The analysis concluded the following:

- There is no significant statistical difference regarding incident counts in the three-hour time period in the two weeks prior to and following the commencement of DST, with the exception of the time period 3 to 6 p.m. (afternoon rush hour period).

<sup>1</sup> Part of the Peace River Regional District of BC (including the communities of Chetwynd, Dawson Creek, Hudson's Hope, Fort St. John, Taylor and Tumbler Ridge) is on Mountain Time and does not observe DST.

<sup>2</sup> "The Effect of Fall Daylight Saving Time Change on Crashes", ICBC, October 2010.

- DST transition saw a marginal increase in incident counts for the two weeks following the transition for the time period 3 to 6 p.m.

The analysis suggests that the DST commencement in November results in motorists driving when visibility is reduced due to a higher level of darkness between 3 and 6 p.m., s.13

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### *ICBC Survey*

In 2011, an ICBC survey<sup>3</sup> of motorists determined the following with respect to the end of DST in November:

- 30% of motorists overcompensate for the extra hour of sleep by staying up later and therefore lose the benefit of extra sleep.
- Only 24% of motorists feel more alert the morning after the end of the DST, while 19% felt less alert for the first few morning commutes.
- Overall, motorists felt less safe on the road during their afternoon commute following the time change, comparing to the morning commute.
- There is a 10% increase in the average number of crashes in the Lower Mainland during the late afternoon commute in the two weeks following the end of DST compared to the two weeks preceding the change. This crash rate slightly increases outside of the Lower Mainland where road conditions can become more challenging earlier and there is also less roadside light.

A review of studies conducted to determine the impact of DST on motor vehicle incidents is provided in Appendix 2.

Public and workplace health impacts, employee remuneration and recent consultations in Canada regarding DST are provided in Appendix 3.

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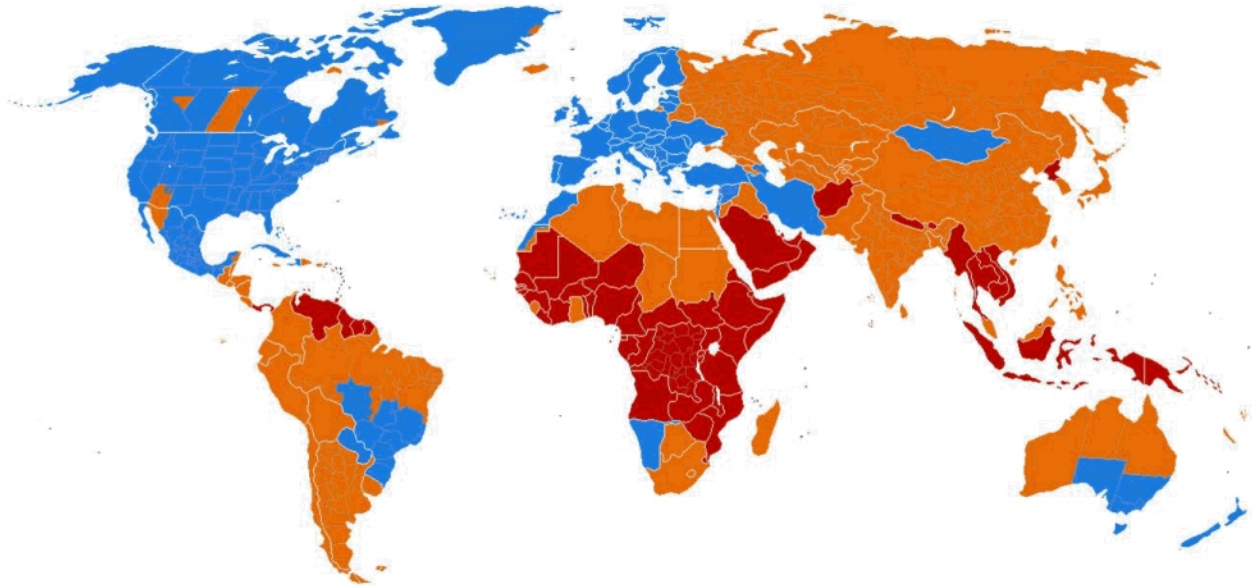
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<sup>3</sup> "ICBC survey reveals many drivers fail to adapt to end of Daylight Savings Time", News Release, ICBC, November 3, 2011.

## Appendix 1 – World Map indicating DST use



Although not used by the majority of the world's countries, DST is common in Europe and North America.



DST used



DST formerly used



DST never used

## Appendix 2 – Traffic Incident Studies

Study or Survey	Findings	Impact of DST
ICBC Study (2010)	<ul style="list-style-type: none"> <li>There is no significant statistical difference regarding incident counts in the three-hour time period in the two weeks prior to and following the commencement of DST, with the exception of the time period 3 to 6 p.m. (afternoon rush hour period).</li> <li>DST transition saw a marginal increase in incident counts for the two weeks following the transition for the time period 3 to 6 p.m.</li> </ul>	November transition – marginal increase in traffic incidents specific to 3 to 6 p.m. period for two weeks post transition.
ICBC Survey (2011)	<ul style="list-style-type: none"> <li>There is a 10% increase in the average number of crashes in the Lower Mainland during the late afternoon commute in the two weeks following the end of DST compared to the two weeks preceding the change. This crash rate slightly increases outside of the Lower Mainland where road conditions can become more challenging earlier and there is also less roadside light.</li> </ul>	November transition – increase in traffic accidents post transition.
Manitoba Public Insurance (2014)	<ul style="list-style-type: none"> <li>20% increase in the number of crashes on the Monday following the March transition, compared to all other Mondays that year.</li> </ul>	March transition – increase in traffic accidents on Monday post transition.
Manitoba Public Insurance (2010)	<ul style="list-style-type: none"> <li>In the five-year period 2003-2008, motor vehicle crashes on the Monday following the March transition increased an average of 11%</li> </ul>	March transition – increase in traffic accidents on Monday post transition.
New England Journal of Medicine (1996)	<ul style="list-style-type: none"> <li>Analyzed data from a tabulation of all traffic accidents in Canada for the year 1991-1992 for all ten provinces.</li> <li>March transition to DST resulted in an average increase in traffic accidents of 8% on the Monday post transition.</li> <li>November transition from DST resulted in a decrease of traffic accidents of the same magnitude on the Monday post transition.</li> </ul>	March transition – increase in traffic accidents on Monday post transition.  November transition – decrease in traffic accidents on Monday post transition.
University of Colorado (Boulder)(2014)	<ul style="list-style-type: none"> <li>Analyzed fatal car crash data in the U.S.</li> <li>Noted a 17% increase in fatal car crashes on the Monday post March transition to DST.</li> <li>No impact following November transition from DST.</li> </ul>	March transition – increase in traffic accidents on Monday post transition.  November transition – no impact on traffic accidents post transition.



Study or Survey	Findings	Impact of DST
Transportation Research Board (2010)	<ul style="list-style-type: none"> <li>Analyzed effects of DST on vehicle crashes in Minnesota.</li> <li>Short-term effect of DST on crashes on the Monday morning post March transition is not statistically significant.</li> <li>Overall, DST reduces crashes.</li> </ul>	<p>March transition – no significant increase in traffic accidents on Monday post transition.</p> <p>Overall, DST reduces crashes.</p>
Journal of Environmental and Public Health (2010)	<ul style="list-style-type: none"> <li>Analyzed effects of DST on vehicle crashes in Finland during the period 1981-2006.</li> <li>Transitions to and from DST did not significantly increase the number of traffic accidents during the first week of transition.</li> <li>The impact of DST transitions is temporary and insignificant in term of traffic accidents.</li> </ul>	DST did not significantly increase the number of traffic accidents during the first week of transition.
Accident Analysis and Prevention (2000)	<ul style="list-style-type: none"> <li>Analyzed effects of DST on vehicle crashes in Sweden during the period 1984-1995.</li> <li>Transitions to and from DST did not significantly increase the number of traffic accidents on the Monday following transition.</li> </ul>	DST did not significantly increase the number of traffic accidents on the Monday following transition.
Journal of Sleep Medicine (2001)	<ul style="list-style-type: none"> <li>Analyzed effects of DST on vehicle accidents in the U.S. for a 21 year period.</li> <li>Statistically significant increase in accidents on the Monday following DST March transition.</li> <li>Statistically significant increase in accidents on the Sunday following DST November transition.</li> <li>No statistically significant changes on other days.</li> </ul>	Increase in accidents on the Monday following DST March transition and on the Sunday following the November transition.

## Appendix 3 – Other DST related impacts and consultations

### 1.0 Public Health

A number of studies have found an increased risk of heart attack in the days immediately following the spring switch to DST.

- A 2012 study at the University of Alabama at Birmingham found that the spring time change was associated with a 10% increase in the risk of heart attack over the following 48 hours. The study found a corresponding decrease in heart attack risk for the fall time change<sup>4</sup>.
- Similarly, Swedish researchers reported a 5% greater risk of heart attack in the 3 days immediately after the spring time change. They also observed that, when DST ends in the fall, the incidence of heart attack briefly falls below normal levels<sup>5</sup>.

### 2.0 Workplace Health

Workplace injuries have been found to occur more frequently in the days following the spring switch to DST. American researchers found that 5.7% more work place injuries and 67.6% more work days are missed due to injuries on the first Monday following DST than on other days<sup>6</sup>.

### 3.0 Employee Remuneration

The provincial *Employment Standards Act* sets out the minimum standards that apply in most workplaces in British Columbia. The *Act* provides that certain basic protections found in the *Act* form part of any collective agreement. Other Parts or specific sections of the *Act* can be replaced with provisions the parties negotiate themselves.

Where there is no collective agreement, or where a collective agreement does not contain overtime pay provisions, the *Act* requires that employees be paid for all hours worked. Overtime must be paid at 1.5 times the regular rate of compensation after eight hours worked in a day. In the case of the start of DST, an employee, who works only 7 hours, is entitled to 7 hours of pay. At the end of DST, an employee, who works 9 hours, must receive 1.5 times the regular rate of compensation for the last hour worked.

Where there is collective agreement in place, and where the agreement sets out overtime pay provisions, an employee shall be compensated in accordance with those provisions.

### 4.0 Ministry of Justice – 2006 Consultation

In 2006, the Ministry of Justice reviewed DST and indicated the vast majority of those consulted were in favour of maintaining DST. Ministry of Justice indicated that the time change, which is used across most of North America, is more convenient for businesses and travellers, and that daylight saving time helps conserve energy.

### 5.0 Province of Ontario

In 2005, the Government of Ontario created an inter-ministerial committee to review whether the province should extend DST by four weeks to match that in the United States. The statement below, while not a comment on the DST itself, indicates to what extent the province consulted prior to adopting the extended period.

<sup>4</sup> University of Alabama at Birmingham. "Heart attacks rise following daylight saving time." ScienceDaily. ScienceDaily, 7 March 2012.

<sup>5</sup> Janszky, I and Ljung, R. N. (2008). Shifts to and from daylight saving time and incidence of myocardial infarction, New England Journal of Medicine, 359, 1966-1968.

<sup>6</sup> Barnes, C. M. and Wagner, D. T. (2009). Changing to daylight saving time cuts into sleep and increases workplace injuries, Journal of Applied Psychology, 94(5), 1305-1317.

"In 2005, the United States passed legislation that extends daylight saving time by four weeks, beginning in March 2007. As a result of this, the McGuinty government consulted with Ontarians to consider the advantages and disadvantages of changing daylight saving time in this province, as well. An inter-ministerial committee, led by David Zimmer, Parliamentary Assistant to Attorney General Michael Bryant, consulted with 23 stakeholder groups representing the agriculture, education, energy, finance and capital markets, industry, trade and manufacturing, public safety, transportation and government sectors. The committee heard from business groups who were unanimous in recommending that Ontario stay in sync with the United States to avoid confusion and disruption in cross-border trade and communication. Parents and educators believed the extra daylight provided by the change would help keep youth active in outdoor activities. The committee also heard that an extra daylight hour would have the potential to reduce pedestrian injuries and fatalities in the latter part of the afternoon."<sup>7</sup>

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<sup>7</sup> "Daylight Saving Time Ends This Weekend". News Release. Ministry of Attorney General. Province of Ontario. October 27, 2006.

## BRIEFING NOTE FOR INFORMATION

**DATE:** February 25, 2016  
**PREPARED FOR:** Honourable Todd G. Stone, Minister of Transportation and Infrastructure  
**MEETING:** Stuart Kendrick, Senior Vice-President, Greyhound on March 3, 2016  
**ISSUE:** Greyhound service on Highway 16 between Prince Rupert and Prince George

### SUMMARY:

- **The inter-city bus (ICB) industry is economically regulated in British Columbia.**
- **Private ICB companies operate under the authority of a special authorization (SA) licence approved by the Passenger Transportation Board (Board).**
- **s.21**
- **In December 2015, the Province announced a five-point plan to enhance transportation safety along the Highway 16 corridor. These actions largely focus on locally-driven services, and do not duplicate Greyhound's corridor-based movement of people.**

### BACKGROUND:

In a letter dated December 2, 2015 to the Ministry of Transportation and Infrastructure, Stuart Kendrick, Senior Vice President of Greyhound Canada, expressed concerns that:

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Despite these concerns, Greyhound indicated a desire to discuss its ideas that could help increase transportation safety along this corridor. Currently, Greyhound provides a total of 14 weekly trips between Prince George and Prince Rupert (daily 21:30 departure from Prince George, arriving 08:20 the next morning in Prince Rupert; daily 10:00 departure from Prince Rupert, arriving 20:10). This schedule is designed to provide the optimal schedule for moving freight, the most profitable element of the service they provide in the north, rather than the most convenient schedule for passengers.

In December 2015, the Province unveiled a \$3-million plan to improve transportation safety along the Highway 16 corridor. The plan focuses on five actions:

- resources for transit expansion;
- a three-year community transportation grant program to purchase and operate vehicles;
- a three-year First Nations driver education program;
- highway infrastructure safety improvements; and
- collaboration to increase service inter-connectivity by better synchronizing schedules.

### DISCUSSION:

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from the Board, rendered January, 2013, was to allow a reduction in minimum route frequency from a total of 22 one-way trips per week to one return trip daily, or 14 weekly trips in total. Greyhound's current operations reflect this minimum route frequency.

In the past year, Greyhound has submitted three applications to eliminate two routes on Vancouver Island and one in the Kootenays. Given its previous requests to make service reductions and/or eliminate routes, s.21

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However, the Board currently has no applications to modify its service levels along the Highway 16 corridor.

One element of the recently-announced plan to enhance safety in the Highway 16 corridor is an investment of \$1.6 million over two years for transit expansion. This is envisaged to bring people from smaller communities into regional centres for services and shopping, not to compete with Greyhound service along the corridor.

The plan also commits \$750,000 over three years to support a community transportation grant program to purchase and operate vehicles. These vehicles will in turn support community-based transportation programs operated by First Nations, local governments or non-profit organizations to expand their reach. These vehicles, combined with the driver education program, will help move individuals from outlying areas to more populated centres for a range of reasons, such as to access employment, attend medical appointments and buy groceries. As with the transit element, the intent is to focus on local services, not broad corridor movement.

Greyhound remains an important partner in providing corridor-focussed transportation in this area. Having complementary transportation modes enhances the opportunities for residents along the Highway 16 corridor between Prince Rupert and Prince George.

#### FINANCIAL IMPLICATIONS:

- None

#### Attachments:

- Attachment 1: 235798 - Notes from meeting between ministry staff and Greyhound on July 16, 2015
- Attachment 2: 236782 - Greyhound Updated - Information Briefing Note, August 13, 2015

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#### INITIALS

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## Attachment 1

**Notes from Meeting with Greyhound****235798**

Meeting Date: July 16, 2015

Attendance: Stuart Kendrick, Senior Vice President, Canada  
Peter Hamel, Regional Vice President, Western Canada  
Deborah Bowman  
Greg Gilks

Stuart provided copies of a PowerPoint presentation which Greyhound prepared for a meeting with Minister Stone in May, 2014. He emphasized the position of Greyhound has not changed significantly since the last round of service reductions. The expedited process for route changes has helped, but they must still obtain apply to the Passenger Transportation Board and obtain approval in order to change their business operation in BC. Greyhound would like to see BC deregulate the intercity bus sector.

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Deborah noted the discussions which the ministry is having with communities along the Highway 16 corridor between Prince George and Prince Rupert. Peter indicated they had met with Mayor Bachrach in Smithers and heard about their wishes for improved service. During their discussions, they talked about using smaller buses (Stuart indicated the Prince George to Prince Rupert corridor averages 11 passengers). Smaller buses will not reduce costs, and in fact will increase costs. The current buses are paid for and have been upgraded to provide service for another four to six years. The driver, shop, maintenance and operating costs would remain approximately the same, but they would have to add the cost of amortizing new buses. Greyhound would need 12 to 14 buses to downsize their vehicles operating in BC. Also, smaller buses are not as reliable on rough rural routes.

Transporting workers is not a business option for Greyhound because the companies take employees to their sites for 14 day shifts. Buses would have to sit idle for 13 days, so a charter bus operation is best set up to service that market.

Greyhound currently has an application before the Board seeking service reductions and route elimination on the routes on Vancouver Island as well as the route from Calgary to Cranbrook.

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## Attachment 2

CLIFF 236782

Ministry of  
Transportation  
and Infrastructure

## BRIEFING NOTE FOR INFORMATION

DATE: August 13, 2015  
PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure  
ISSUE: Greyhound Canada Update

## SUMMARY:

- The inter-city bus industry is economically regulated in British Columbia (B.C.). An inter-city bus (ICB) operates under the authority of a special authorization (SA) licence approved by the Passenger Transportation Board (Board).
- s.21
- Greyhound is seeking economic deregulation of the ICB industry so that all commercial ICB operations fall under the authority of a general authorization (GA) licence.

## BACKGROUND:

ICB services are regulated to maintain sound economic conditions in the passenger transportation business in B.C. Applications from private companies are adjudicated by the Board in accordance with the *Passenger Transportation Act* (PTA). The Board must balance the public's need for a service with a private operator's ability to remain financially viable. The terms and conditions of an ICB licence set minimum route frequencies serving specified route points, but does not set the specific routes.

In 2010, a federal/provincial/territorial task force on ICB services recommended that governments ensure that policies, regulations and programs affecting the ICB sector provide the flexibility needed to respond to changing market conditions. In response, the Board streamlined internal processes for ICB service reduction applications, in order to make decisions in a more timely manner.

Transit services, as well as services operated by a municipality or regional district, are exempt from provisions of the PTA. Regional transit operations that provide commuter services and Health Connections programs are examples of inter-city services requiring no passenger transportation (PT) licence.

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A connector bus provides services for passengers travelling by airplane or ferry. All passengers must be dropped off only at the airport or ferry terminal. Travelling in the opposite direction, the bus carries passengers who were picked up at the airport or ferry terminal and drops them off at designated locations along the route. Currently, 14 licensees in B.C. operate with GA licences providing connector bus services.

Other Canadian jurisdictions have moved away from economic regulation. Economic regulation has been eliminated in Alberta, Manitoba, and Ontario, but vehicle safety regulations remain. Manitoba carriers must provide adequate notice of changes in schedules, fares and service discontinuances. In Alberta, partnerships have developed to maintain services in areas where routes were abandoned. In Manitoba, local entrepreneurs are providing new scheduled services on routes abandoned by Greyhound.

## DISCUSSION:

In January 2013, the Board approved Greyhound's application to eliminate one route and reduce service levels on 15 other routes in B.C. In September 2013, the Board approved Greyhound's application to eliminate 30 route points on 11 routes in B.C.

CLIFF 236782



Ministry of  
Transportation  
and Infrastructure

Stuart Kendrick, Senior Vice President and Peter Hamel, Regional Vice-President Western Canada for Greyhound Canada met with ministry staff on July 16, 2015. s.21

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Greyhound noted that connector buses operating with GA licences, subsidized transit, and Health Connector programs compete with the ICB industry taking potential passengers away from Greyhound. Some operators are taking advantage of the connector bus exclusion by using ports and ferry terminals to join two or more routes together and serve multiple municipalities, thereby operating like an ICB without having requiring Board approval to eliminate service or change routes.

Since 2004/05, the Ministry of Health has provided \$6 million annually to health authorities for bus services to deliver patients to larger centers for medical appointments. Funding is cost-shared between a health authority and local government. Northern Health Connections is provided by Diversified Transportation Ltd. under contract with Northern Health, and eight routes overlap with Greyhound services. BC Transit operates under contract with Interior Health. Greyhound noted that some Health Connections services transport passengers without medical appointments, if space is available.

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Saskatchewan's ICB services are provided by the Saskatchewan Transportation Company (STC), a Crown Corporation established in 1946 to provide affordable service to communities. STC receives more than \$10 million in annual operating grants from the Province.

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Greyhound recently submitted a request to the Board for further reductions. The Board decision is expected to be issued in mid-September.

#### FINANCIAL IMPLICATIONS:

- None

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#### INITIALS

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## BRIEFING NOTE FOR INFORMATION

**DATE:** February 12, 2016

**PREPARED FOR:** Honourable Todd G. Stone, Minister of Transportation and Infrastructure

**MEETING:** Donovan Cavers, Kamloops City Councillor on February 19, 2016

**ISSUE:** Councillor Cavers is requesting an update on Review of BC Transit by Internal Audit and Advisory Services, Ministry of Finance

### SUMMARY:

- As part of the Government of British Columbia's commitment to review Crown corporations, Internal Audit and Advisory Services (IAAS) is conducting a review of BC Transit to assess whether it is being well managed and adhering to the Province's mandate.
- IAAS is finalizing its report, which is expected to focus on BC Transit's operations, planning and forecasting, and financial performance.
- IAAS will expect BC Transit to implement any short-term recommendations as soon as possible and to provide work plans for longer term actions by the fall of 2016.

### BACKGROUND:

The Ministry of Finance's Internal Audit and Advisory Services (IAAS) began a review of BC Transit in April 2015. The review is assessing BC Transit's operations, planning and forecasting, and financial performance to identify potential cost savings and operating efficiencies. The review is not looking at governance, which was a focus of the BC Transit Independent Review (2012).

IAAS is currently finalizing the report; however, its release date has not yet been set.

### DISCUSSION:

The Ministry has worked previously with BC Transit to identify cost saving efficiencies and expanded revenue opportunities, and will continue to do so to implement any recommendations outlined in this review. Previous reviews of BC Transit, including the "BC Transit Independent Review" (2012), have found that BC Transit generally performs well compared with its national peers.

While service optimization to improve the efficiency and effectiveness of transit is an important consideration, from a broader planning view, decisions about specific transit services need to be considered in context of how they function as part of the overall network. It is also important to consider other provincial priorities, such as providing mobility and accessibility to residents who have few other transportation options.

Local property taxes account for only 27 per cent of BC Transit revenues; however, local governments outside Victoria are responsible for 53 per cent of costs, which they raise through a combination of property taxes and passenger fare revenues that are collected locally.

The recommendations should generate efficiencies, but any savings that can be re-invested into new services are expected to be relatively small and may require time and investment to fully realize.

### FINANCIAL IMPLICATIONS:

- If any recommendations require provincial cost-share contributions, BC Transit will be required to bring them forward for provincial consideration.

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## BRIEFING NOTE FOR INFORMATION

**DATE:** February 25, 2016  
**PREPARED FOR:** Honourable Todd G. Stone, Minister of Transportation and Infrastructure  
**ISSUE:** Self-driving/autonomous vehicles

### SUMMARY:

- **British Columbia (B.C.) does not have a legislative framework addressing self-driving/autonomous vehicles at this time. The Insurance Corporation of British Columbia (ICBC) does not have an insurance framework for these vehicles at this time. The Ministry of Transportation and Infrastructure (TRAN) is closely watching legislative changes in other jurisdictions.**

### BACKGROUND:

An autonomous vehicle is a driverless or self-driving vehicle, capable of sensing its environment using artificial intelligence, sensors and global positioning system coordinates to drive itself without human input. A driver may choose a destination, but is not required to perform any mechanical operation of the vehicle. Although fully autonomous vehicles are not available to consumers yet, semi-autonomous driver assistance systems are. These include technologies like adaptive cruise control, lane assist, self-parking, etc. Autonomous vehicles can operate without changes to roadside infrastructure.

B.C. does not have a regulatory framework addressing these vehicles at this time. ICBC does not have an insurance framework for these vehicles at this time.

### DISCUSSION:

#### Jurisdictional responsibility in Canada

Transport Canada is responsible for establishing vehicle safety standards in Canada which are contained in the Motor Vehicle Safety Regulations (MVSr) and the Canada Motor Vehicle Safety Standards (CMVSS). All new and imported vehicles sold in Canada must comply with the CMVSS that applied at the time of manufacture.

Provinces and territories regulate vehicle licensing and the use of vehicles on their roads. In B.C., municipal governments may impose, through bylaw, restrictions on vehicle use through street and traffic bylaws but those bylaws cannot be inconsistent with the Motor Vehicle Act.

#### Ministry of Transportation and Infrastructure - actions

The Canadian Council of Motor Transport Administrators (CCMTA), of which ICBC and TRAN are members, met in November 2015 to establish a work plan by June 2016 to support the introduction of automated vehicles in Canada by:

- Increasing knowledge and educating committee members about automated, autonomous and connected vehicles with a specific focus on the role of jurisdictions.
- Developing a strategy to help Canadian jurisdictions plan a nationally harmonized regulatory framework.

TRAN is a member of the Transportation Association of Canada Joint Connected Vehicle/Autonomous Vehicle Working Group and the Intelligent Transportation Systems Canada Connected Vehicle Technical Committee. Work undertaken by these groups includes an assessment of the highway and roadside technology that will be required to support autonomous and connected vehicle use.

TRAN and ICBC have established a working group that is researching the impact and the infrastructure requirements of autonomous vehicles as they pertain to B.C.

### Ontario

Ontario has proposed a pilot framework to test and evaluate autonomous vehicles under prescribed conditions before they become available to the public. The pilot will take 5 years to ensure sufficient time to effectively evaluate the pilot.

### Canada

Transport Minister Marc Garneau wants the Senate's transportation and communications committee to launch a study of the regulatory, policy and technical issues that need to be addressed so that Canada can safely and smoothly make the transition to self-driving vehicles.

### United States (U.S.)– Department of Transportation

In January 2016, the U.S. Transportation Secretary announced a 10-year, \$4 billion budget proposal to accelerate the development and adoption of safe vehicle automation through real-world pilot projects. The Secretary also announced that the U.S. Department of Transportation (DOT) is removing potential roadblocks to the integration of innovative, transformational automotive technology that can significantly improve safety, mobility, and sustainability. DOT is committing to the following milestones in 2016:

- Within six months, DOT will work with industry and other stakeholders to develop guidance on the safe deployment and operation of autonomous vehicles, providing a common understanding of the performance characteristics necessary for fully autonomous vehicles and the testing and analysis methods needed to assess them.
- Within six months, DOT will work with state partners, the American Association of Motor Vehicle Administrators, and other stakeholders to develop a model state policy on automated vehicles that offers a path to consistent national policy.

Autonomous vehicles are currently being tested in some parts of the U.S., in Europe, Japan and China. Three U.S. states (Nevada, Florida and California) have passed laws permitting the testing of autonomous vehicles and several U.S. states are considering legislation to regulate testing of these vehicles on public roads. The current testing that is going on requires that a licensed “safety driver” be at the wheel.

### **FINANCIAL IMPLICATIONS:**

- None

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