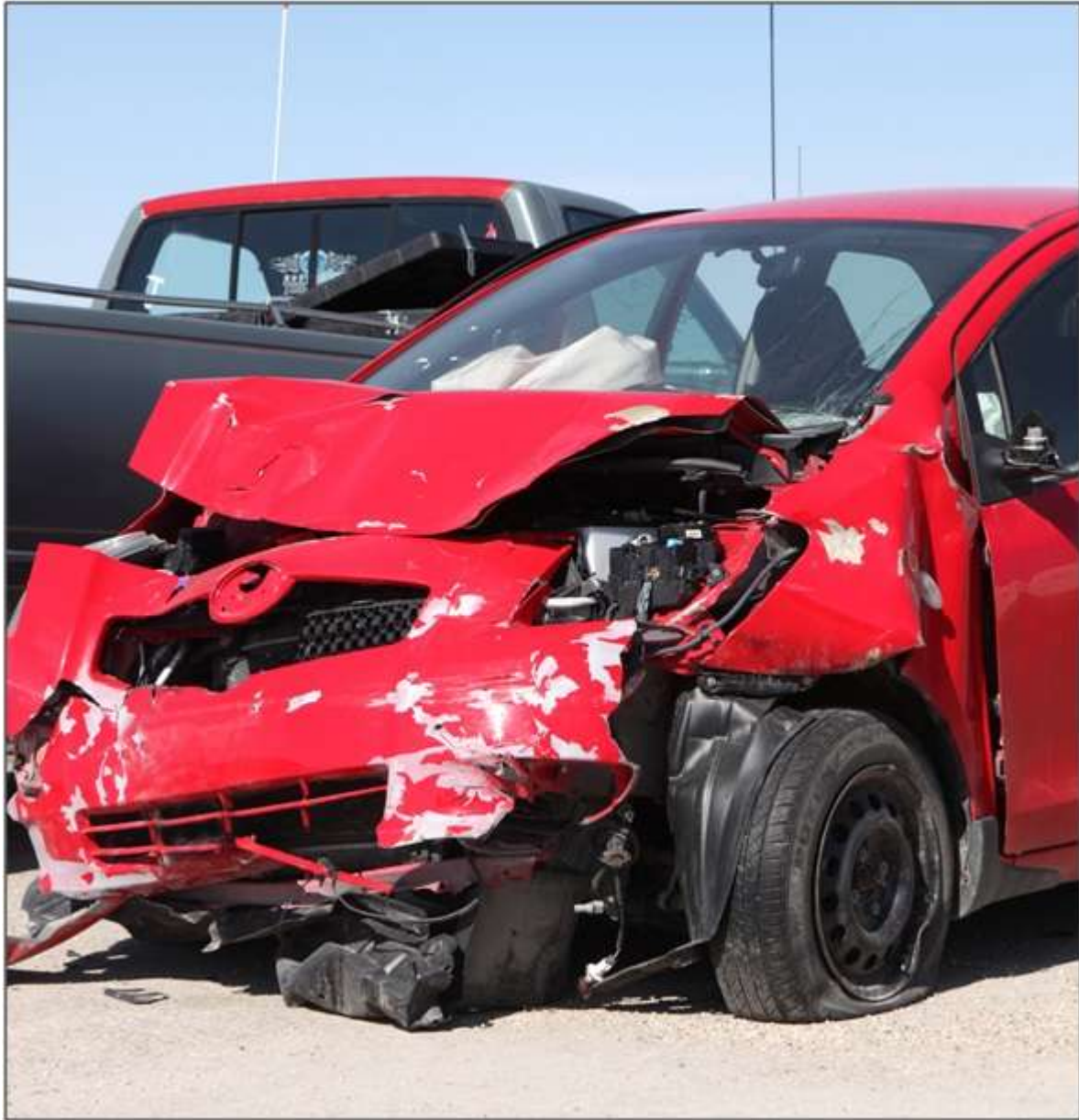


Traffic Collision Statistics Report **2014**



**Manitoba
Public Insurance**

Executive Summary



2014 Traffic Collision Statistics Report – Executive Summary

Motor vehicle collisions resulting in a fatality, injury or property damage only are required by law to be reported to either a law enforcement agency and/or to Manitoba Public Insurance. Subsequently, a Traffic Accident Report (TAR) for the collision is created. The *Traffic Collision Statistics Report* deals with these reportable collisions and the TARs arising from them.

The *Traffic Collision Statistics Report* is the official report of traffic collision statistics in Manitoba. It reports the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions helps policy makers, traffic safety experts, public safety programmers and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

Due to amendments to the *Highway Traffic Act* that took effect in 2011, this report uses two sources for Traffic Accident Reports (TARs); TARs completed by a law enforcement agency and TARs completed when a collision claim is registered with Manitoba Public Insurance. When comparing 2014 to the five year average from 2009 to 2013, there will be an increase in collision counts that is primarily a result of this change to two reporting sources. This change resulted in an increase in minimal injury and property damage only (PDO) collisions in the Traffic Accident Report Database that had previously been underreported.

The following is a presentation of the key highlights of this report for 2014.

Licensed Drivers and Vehicle Registrations

There are 869,239 licensed drivers in Manitoba in 2014, an increase of nearly 2% compared to 2013.

Overall, there are 1,033,058 vehicles registered in Manitoba (commercial and non-commercial, combined) in 2014, a 2% increase from 2013.

Traffic Collisions

In 2014, there are a total of 40,672 traffic collisions that conform to the reportable collision requirement for Traffic Accident Reports. Of these:

- 64 involve a fatality (0.2% of all collisions);
- 9,023 involve an injury, but not a fatality (22% of all collisions); and,
- 31,585 involve property damage only (78% of all collisions).

Overall traffic collisions in Manitoba in 2014 decreased compared to 2013 but increased compared to the previous five year (2009 to 2013) annual average. There are 40,672 collisions in 2014, down from 41,819 collisions in 2013 but up from 33,769 on average in the five year period 2009 to 2013. This increase is mostly due to increases in injury and PDO collisions reported (up 32% and 18% compared to the previous five years, respectively). Conversely, the number of fatal collisions decreased by 7% compared to 2013 and by nearly 23% to the previous five years. The count of fatal collisions in 2014 is the lowest it has been in two decades.

People Killed and Injured in Collisions

In 2014, there are 11,529 victims (or casualties) of traffic collisions. Of these:

- 68 are killed (fewer than the average in the previous five years, 93);
- 284 are seriously injured (fewer than the average in the previous five years, 336);
- 1,972 sustain minor injuries (fewer than the average in the previous five years, 2,451);
- 9,112 sustain minimal injuries (more than the average in the previous five years, 5,423); and,
- 93 sustain injuries that are undefined in terms of severity (fewer than the average in the previous five years, 622).

The victim involvement rate (per 100,000 people in the general population) in traffic collisions in 2014 (882.6) has increased by 1% compared to 2013 (871.3) and by 24% compared to the previous five years (2009 to 2013) annual average (710.9). Victim involvement rates in traffic collisions in 2014 where the person:

- Is killed (5.2 in 2014) is 21% lower than in 2013 and 30% lower than in the previous five years; and,
- Is injured, including all levels of severity but excluding killed (877.4 in 2014), is nearly 2% higher than in 2013 and 25% higher than in the previous five years.

Traffic collisions in urban locations account for the majority of casualties overall while rural locations account for the majority of people killed and seriously injured. In 2014, 86% of all casualties resulted from collisions in urban areas, primarily in Winnipeg (74% of all casualties). Collisions in rural locations, however, account for 72% of people killed and nearly 41% of people seriously injured. In the previous five year (2009 to 2013) annual average, 81% of all victims are from collisions in urban locations (68% in Winnipeg) while 68% of people killed and 52% of people seriously injured are from collisions in rural locations.

In 2014 (and very similar to the previous five years), the count of victims is lowest in the late spring and summer months (ranging from 5% to 8% of all victims in each month from April to September) and is highest in late fall, winter and early spring (ranging from 8% to 14% from October to March). Conversely, people are most often killed and seriously injured in traffic collisions in July, August and September (18%, 12% and 12% of people killed, respectively – 10%, 11% and 13% of people seriously injured, respectively). This is relatively consistent with the previous five years.

Considering people killed and seriously injured in Manitoba traffic collisions in 2014:

- Drivers account for the largest proportion of people killed (50%) and seriously injured (63%);
- Passengers account for 19% of people killed and 22% of people seriously injured;
- Pedestrians account for 16% of people killed and 6% of people seriously injured;
- Bicyclists account for 7% of people killed and 1% of people seriously injured; and,
- Motorcyclists (including mopeds riders) account for 6% of people killed and nearly 8% of people seriously injured.

In 2014, most vehicle occupant victims (including drivers, passengers and motorcyclists/moped riders) were using safety equipment at the time of the collision (98% of all victims where use is known). However, 35% of the people killed and 8% of the people seriously injured in traffic collisions are recorded as not wearing or using the available safety equipment at the time of the collision.

In 2014, 97% of driver and passenger victims were using the available safety equipment (seatbelts and child safety seats) and were not ejected from the vehicle. However, 78% of people ejected and killed and 57% of the people ejected and seriously injured were not using the available safety equipment at the time of the collision.

Drivers and Vehicles Involved in Collisions

In 2014, there are 61,294 drivers involved in traffic collisions. Of these:

- 90 are involved in fatal collisions;
- 16,120 are involved in injury collisions; and,
- 45,084 are involved in PDO collisions.

The rate of involvement for drivers in traffic collisions in 2014 is 705.1 per 10,000 licensed drivers, a decrease of 5% compared to the rate in 2013 (742.0), but an increase of 12% from the previous five year (2009 to 2013) annual average (627.8). In 2014, the driver involvement in:

- Fatal collisions (1.0) decreased by 16% from 2013 and by 27% compared to the previous five years;
- Injury collisions (185.4) increased by 2% from 2013 and by nearly 30% compared to the previous five years; and,
- PDO collisions (518.7) decreased by 7% from 2013, but increased by 7% compared to the previous five years.

Young drivers have a much higher rate of involvement in traffic collisions than older drivers. In 2014, drivers aged 16 to 24 years old have an involvement rate (per 10,000 licensed drivers) in traffic collisions of 1,029.1. This is:

- 1.2 times that of drivers aged 25 to 34 (rate of 871.5);
- 1.3 times that of drivers aged 35 to 44 (rate of 777.2);
- 1.5 times that of drivers aged 45 to 54 (rate of 668.6);
- Nearly twice that of drivers aged 55 to 64 (rate of 540.4); and,
- More than two-and-a-half times that of drivers aged 65 and older (rate of 396.8).

The reader should note that neither the count of drivers involved in collisions nor the calculated rate of involvement takes into account exposure to risk in terms of hours of driving, kilometres driven or driving situations.

In 2014, there are 62,277 vehicles involved in traffic collisions. Of these:

- 95 are involved in fatal collisions;
- 16,233 are involved in injury collisions; and,
- 45,949 are involved in PDO collisions.

Vehicle involvement in traffic collisions per 10,000 registered vehicles (vehicle involvement rate) overall has decreased in 2014 compared to 2013, but has increased relative to the previous five year (2009 to 2013) annual average. The vehicle involvement rate in collisions in 2014 for:

- Total collisions is 718.0 – decreased by 5% from 2013, but increased by 11% from the previous five years;
- Fatal collisions is 1.1 – decreased by 16% from 2013, and by 27% from the previous five years;
- Injury collisions is 187.2 – increased by 2% from 2013, and by 28% from the previous five years; and,
- PDO collisions is 529.8 – decreased by 7% from 2013, but increased by 6% from the previous five years.

Contributing Factors to Collisions

In 2014, 79% of all collisions have some at-fault contributing factor recorded (81% of fatal collisions; 78% of injury collisions). In 2014:

- A driver action is a contributing factor in 66% of all **collisions** (69% of fatal collisions; 73% of injury collisions; 64% of PDO collisions);
- A human condition is a contributing factor in 1% of all **collisions** (36% of fatal collisions; 1% of injury collisions; less than 1% of PDO collisions); and,
- Environmental conditions are contributing factors in 17% of all **collisions** (8% of fatal collisions; 8% of injury collisions; 19% of PDO collisions).

The most prevalent **contributing factors recorded for collisions** in 2014 include:

- Distracted driving – 21% of all collisions (27% fatal; 20% injury; 21% PDO);
- “Following too closely” – 16% of all collisions (none fatal; nearly 27% injury; 13% PDO);
- The actions of a wild animal – 10% of all collisions (none fatal; 2% injury; 12% PDO);
- Speed – 8% of all collisions (17% fatal; 8% injury; nearly 8% PDO);
- “Backing unsafely” – 7% of all collisions (none fatal; 2% injury; 9% PDO);
- “Turning improperly” – nearly 6% of all collisions (5% fatal; 7% injury; 5% PDO);
- “Fail to yield right-of-way” – 5% of all collisions (8% fatal; 8% injury; nearly 5% PDO);
- “Slippery road surface” – 5% of all collisions (none fatal; 4% injury; 5% PDO);
- “Changing lanes improperly” – 4% of all collisions (none fatal; 3% injury; 5% PDO); and,
- “Lost control/Drive off the road” – nearly 4% of all collisions (17% fatal; 4% injury; 3% PDO).

The most prevalent contributing factors recorded for collisions where **people are killed or seriously injured** in 2014 include:

- Distracted driving – nearly 27% of people killed and 29% of people seriously injured;
- “Lost control/Drive off the road” – 16% of people killed and 15% of people seriously injured;
- Speed – 18% of people killed and 12% of people seriously injured;
- Impaired – 28% of people killed and 8% of people seriously injured;
- “Fail to yield right-of-way” – 10% of people killed and nearly 10% of people seriously injured;
- “Following too closely” – none of the people killed and 7% of people seriously injured;
- “Leave stop sign before safe to do so” – 3% of people killed and 6% of people seriously injured;
- “Turning improperly” – 4% of people killed and 5% of people seriously injured; and,
- “Slippery road surface” – none of the people killed and 5% of people seriously injured.

Off-Road Vehicle (ORV) Collisions

In 2014, there are 35 off-road vehicle collisions, involving 43 victims, 49 vehicles and 47 drivers. Of the total off-road vehicle collisions:

- 11 are fatal collisions;
- 21 are injury collisions; and,
- 3 are PDO collisions.

Alcohol-related Criminal Code Convictions

In 2013¹, there are a total of 1,922 alcohol-related Criminal Code offence convictions, including:

- 1,132 convictions for driving with a blood alcohol concentration (BAC) over .08;
- 689 convictions for impaired driving; and,
- 101 convictions for refusing to provide a breath or blood sample.

In the 20-year period from 1994 to 2013, total alcohol-related Criminal Code convictions declined by 42%, from 3,319 in 1994 to 1,922 in 2013. Total convictions in 2013 (1,922 convictions) decreased slightly (a count of 57; 3%) compared to 2012 (1,979 convictions) and was down as well by 7% compared to the previous five year (2008 to 2012) annual average (2,059 convictions).

Over the past twenty years, alcohol-related Criminal Code convictions have declined by 42% in all age groups in Manitoba. Comparing the total number of convictions in 2013 to 1994 among drivers:

- Under 16 years of age, convictions declined by 20%;
- 16 to 24 years of age, convictions declined by nearly 44%
- 25 to 44 years of age, convictions declined by 46%;
- 45 to 64 years of age, convictions declined by 26%; and,
- 65 years of age and older, convictions declined by 44%.

Licensed drivers up to the age of 44 are overrepresented in alcohol-related Criminal Code convictions.

- Licensed drivers under age 25 represented 14% of the licensed drivers in 2013, but accounted for 26% of convictions.
- Drivers aged 25 to 44 represented 34% of the licensed drivers in 2013, but accounted for 52% of convictions.

Rates of recidivism, indicated by second and third and subsequent offences, decreased substantially from 2003 to 2013. There was a 29% reduction in rate at which drivers are convicted of a second alcohol-related Criminal Code offence, and a 51% reduction in the rate for third and subsequent offences in 2013 compared to 2003.

¹ There is a one-year lag in the statistics reported to allow for court processing time. Therefore, 2013 is the most current year for which these statistics are available.

Preface

Motor vehicle collisions resulting in a fatality, injury or property damage are required by law to be reported to either a law enforcement agency and/or to Manitoba Public Insurance. Subsequently, a Traffic Accident Report (TAR) for the collision is created. The *Traffic Collision Statistics Report* deals with these reportable collisions and the TARs arising from them.

The *Traffic Collision Statistics Report* is the official report of traffic collision statistics in Manitoba. It reports the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions helps policy makers, traffic safety experts, public safety programmers and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

Annual collision statistics, such as those contained in the *Traffic Collision Statistics Report*, are used to:

- Indicate trends;
- Identify driver and vehicle factors in accidents;
- Evaluate current programs and new provincial road safety initiatives;
- Monitor commercial vehicle collisions in accordance with the National Safety Code; and,
- Guide development of new policies and programs to reduce the frequency and severity of traffic collisions in the province.

A brief Synopsis of each section of this Report can be found below.

Section 1 – Drivers, Vehicle and Collision Rates: Historical Trends

This section calculates involvement rates for total collisions as well as for fatal, injury and property damage only (PDO) collisions using licensed drivers and vehicles registered for the years 2004 to 2014 inclusive. This section also deals with relative involvement rates of drivers by specific age groups.

Section 2 – Licensed Drivers

This section deals with Active and Suspended Drivers by specific Age Groups, Gender and Manitoba Licence Class.

Section 3 – Vehicle Registrations

This section deals with vehicle registrations and examines these by three major categories: Commercial; Non-commercial; and, Snowmobiles (Recreational).

Section 4 – Traffic Collisions

This section counts the number of collisions in Manitoba and provides detail for collisions of different severity; fatal, injury and property damage only (PDO). Historical information regarding the number of collisions, victims, vehicles and drivers involved in collisions over the ten year period 2004 to 2013 is presented and compared to 2014. Details are provided for 2014 traffic collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location and type of collision.

Section 5 – Collision Victims

This section counts the number of victims killed and injured in traffic collisions and examines the severity of the injury received by the victim. Month, time and day of occurrences are examined, as well as the age of the victim. Victim involvement rates in traffic collisions per 100,000 people in the general population are also calculated.

Section 6 – Pedestrian Victims

This section counts the number of pedestrian victims killed and injured in traffic collisions and examines the severity of the injury received by the pedestrian victim. Month, time and day of occurrence are examined and breaks are provided for the age of the pedestrian. The specific pedestrian actions taken immediately prior to the collision are also presented. Pedestrian involvement rates in traffic collisions per 100,000 people in the general population are also calculated.

Section 7 – Vehicle Involvement

This section counts the number of vehicles involved in traffic collisions. Vehicle involvement in a collision is calculated for each vehicle type (such as passenger vehicles, vans, pick-up trucks, types of emergency vehicles). Vehicle involvement rates in traffic collisions per 10,000 registered vehicles are also calculated.

Section 8 – Driver Involvement

This section counts the number of drivers involved in traffic collisions and breaks this down by age and gender of the driver. Driver involvement rates in traffic collisions per 10,000 licensed drivers are also detailed.

Section 9 – Contributing Factors

This section examines the contributing factors to traffic collisions as reported on the Traffic Accident Report (TAR). Detail is provided at the collision level and for collision severity, at the victim level and for victims of each casualty type, and at the driver level by collision severity. Driver involvement rates (per 10,000 licensed drivers) in collisions with specific contributing factors are calculated and discussed.

Section 10 – National Safety Code Monitoring Report

This section counts the number of commercial vehicles involved in collisions, the severity of those collisions and the victims killed and injured in those collisions.

Section 11 – Off-Road Vehicle Collisions

This section counts the number of off-road vehicle (ORV) collisions in Manitoba and provides detail for collisions of different severity: fatal, injury and property damage only (PDO). Information regarding the number of ORV collisions, victims, vehicles, and drivers involved over the eleven year period 2002 to 2012 is presented. Details are provided for 2012 ORV collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location, and type of collision.

Section 12 – Alcohol-Related Criminal Code Convictions

This section counts the number of drivers convicted of alcohol-related Criminal Code offences for the year 2013 by age at the time of the offence and includes historical statistics for the period 1994 to 2012. Details are provided for 'first', 'second' and 'third and subsequent' (i.e., third, fourth, fifth, etc. combined) offences and whether or not a youth was present in the vehicle at the time of the offence.

Table of Contents

Executive Summary	ii
Preface	vii
Table of Contents	ix
SECTION 1 – Drivers, Vehicle and Collision Rates: Historical Trends	1
Introduction	3
Table 1-1 Fatal, Injury and Property Damage Collisions by Total Licensed Drivers	5
Table 1-2 Percentage Change Year-over-Year in Involvement (per 10,000 Licensed Drivers) in Fatal, Injury, and Property Damage Only Collisions	6
Table 1-3 Fatal, Injury and Property Damage Collisions by Vehicles Registered	7
Figure 1-1 Involvement in Total Collisions by Licensed Drivers and Vehicles Registered	8
Figure 1-2 Involvement in Fatal Collisions by Licensed Drivers and Vehicles Registered	8
Figure 1-3 Involvement in Injury Collisions by Licensed Drivers and Vehicles Registered	9
Figure 1-4 Involvement in Property Damage Only (PDO) Collisions by Licensed Drivers and Vehicles Registered	9
Table 1-4 Involvement (Total Collisions) per 10,000 Licensed Drivers by Age Group	10
Figure 1-5 Involvement (per 10,000 Licensed Drivers) in Total Collisions by Age Group	11
SECTION 2 – Licensed Drivers	2
Introduction	15
Chart 2-1 Class Licence System Quick Reference Chart	16
Table 2-1 Class 1-5 Licensed Drivers by Year and Driver Status	17
Table 2-2 Class 1-5 Licensed Drivers by Age Group, Gender and Driver Status	18
Table 2-3 Class 1-5 Licensed Drivers by License Class, Driver Status and Gender	19
Table 2-4 Class 1-5 Male Drivers by Age Group, Driver Status and License Class	20
Table 2-5 Class 1-5 Female Drivers by Age Group, Driver Status and License Class	21
Table 2-6 Total Class 6 Active Licensed Drivers by Year	22
Table 2-7 Class 6 Active Licensed Drivers by Age Group, Gender and Driver Status	23
Table 2-8 Class 6 Active Licensed Drivers by License Class, Driver Status and Gender	24
Table 2-9 Active Class 6 Male Drivers by Age Group and License Class	25
Table 2-10 Active Class 6 Female Drivers by Age Group and License Class	25
SECTION 3 – Vehicle Registrations	27
Introduction	29
Table 3-1 Non Commercial Vehicle Class	30
Table 3-2 Commercial Vehicle Class	30
Table 3-3 Vehicle Registration Summary	31

SECTION 4 – Traffic Collisions.....	33
Introduction	35
Table 4-1 Historical Summary of Traffic Collisions.....	37
Figure 4-1 Historical Summary – Count of Traffic Collisions, Victims, Vehicles and Drivers	38
Table 4-2 Traffic Collisions by Month of Occurrence and Collision Severity.....	39
Figure 4-2 Traffic Collisions by Month of Occurrence and Collision Severity	40
Table 4-3 Traffic Collisions by Day of Occurrence and Collision Severity	41
Figure 4-3 Traffic Collisions by Day of Occurrence and Collision Severity	42
Table 4-4 Traffic Collisions by Time of Occurrence and Collision Severity.....	43
Figure 4-4 Traffic Collisions by Time of Occurrence and Collision Severity	44
Table 4-5 Traffic Collisions by Provincial Location and Collision Severity	45
Table 4-6 Collision Type by Urban/Rural Location	47
Table 4-7 Traffic Collisions by Road Surface Condition and Collision Severity	49
Figure 4-5 Traffic Collisions by Road Surface Condition and Collision Severity.....	50
Table 4-8 Traffic Collisions by Weather Condition and Collision Severity	51
Figure 4-6 Traffic Collisions by Weather Condition and Collision Severity	52
Table 4-9 Accident Configuration and Collision Severity	53
Figure 4-7 Distribution of Collisions by Accident Configuration and Collision Severity.....	54
 SECTION 5 – Collision Victims	 55
Introduction	57
Table 5-1 Historical Summary of Victims in Traffic Collisions	59
Table 5-2 Historical Summary of Victim Involvement Rate (per 100,000 People) in Traffic Collisions..	61
Figure 5-1 Historical Summary of Victim Involvement Rate in Traffic Collisions.....	62
Table 5-3 Collision Victims by Month of Occurrence and Casualty Type.....	63
Table 5-3a Collision Victims by Month of Occurrence and Casualty Type for Previous Five Years	64
Figure 5-2 Proportion of People Killed and Injured by Month of Occurrence.....	65
Table 5-4 Collision Victims by Day of Occurrence and Casualty Type	66
Table 5-4a Collision Victims by Day of Occurrence and Casualty Type for Previous Five Years	67
Figure 5-3 Proportion of People Killed and Injured by Day of Occurrence	67
Table 5-5 Collision Victims by Time of Occurrence and Casualty Type.....	68
Table 5-5a Collision Victims by Time of Occurrence and Casualty Type for Previous Five Years	69
Figure 5-4 Proportion of People Killed and Injured by Time of Occurrence.....	70
Table 5-6 Collision Victims by Gender and Casualty Type	71
Table 5-6a Collision Victims by Gender and Casualty Type for Previous Five Years.....	71
Figure 5-5 Proportion of People Killed and Injured by Gender and Casualty Type	72
Table 5-7 Collision Victims by Age Group and Casualty Type	73
Table 5-7a Collision Victims by Age Group and Casualty Type for Previous Five Years	74
Figure 5-6 Proportion of People Killed and Injured by Age Group and Casualty Type	75
Table 5-8 Collision Victims by Age Group, Casualty Type, and Gender.....	76
Table 5-8a Collision Victims by Age Group, Casualty Type, and Gender for Previous Five Years	77
Table 5-9 Victim Involvement Rate (per 100,000 people) by Gender and Age Group and Casualty Type	78

Table 5-10 Collision Victims by Road User Class and Age Group.....	80
Table 5-10a Victims by Road User Class and Age Group and Casualty Type for Previous Five Years	83
Figure 5-7 Proportion of People Killed and Injured by Road User Class	85
Table 5-11 Collision Victims by Collision Type and Casualty Type.....	86
Table 5-11a Collision Victims by Collision Type and Casualty Type for Previous Five Years	87
Table 5-12 Collision Victims by Accident Configuration and Casualty Type	88
Table 5-12a Collision Victims by Accident Configuration and Casualty Type for Previous Five Years ..	89
Table 5-13 Collision Victims by Provincial Location and Casualty Type	90
Table 5-13a Collision Victims by Provincial Location and Casualty Type for Previous Five Years	91
Table 5-14 Collision Victims by Safety Equipment Use and Casualty Type	92
Table 5-14a Collision Victims by Safety Equipment Use and Casualty Type for Previous Five Years..	93
Table 5-15 Safety Equipment Effectiveness.....	94
Figure 5-8 Safety Equipment Effectiveness: Ratio of “Not Using Equipment” to “Using Equipment”	94
Table 5-16 Vehicle Occupant Victim Ejections in Traffic Collision	95
Table 5-16a Vehicle Occupant Victim Ejections in Traffic Collision for Previous Five Years.....	96
 SECTION 6 – Pedestrian Victims	 97
Introduction	99
Table 6-1 Historical Summary of Pedestrians Killed and Injured in Traffic Collisions.....	101
Table 6-2 Historical Summary of Pedestrian Involvement Rate (per 100,000 people) in Traffic Collisions.....	103
Figure 6-1 Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions.....	104
Table 6-3 Pedestrians Killed and Injured by Month of Occurrence and Casualty Type	105
Table 6-3a Pedestrians Killed and Injured by Month of Occurrence and Casualty Type for Previous Five Years.....	106
Figure 6-2 Proportion of Pedestrians Killed and Injured by Month of Occurrence	106
Table 6-4 Total Pedestrians Killed and Injured by Day of Occurrence and Casualty Type	107
Table 6-4a Pedestrians Killed and Injured by Day of Occurrence and Casualty Type for Previous Five Years.....	108
Figure 6-3 Proportion of Pedestrians Killed and Injured by Day of Occurrence.....	108
Table 6-5 Total Pedestrians Killed and Injured by Time of Occurrence and Casualty Type.....	109
Table 6-5a Pedestrian Victims by Time of Occurrence and Casualty Type for the Previous Five Years	110
Figure 6-4 Proportion of Pedestrians Killed and Injured by Time of Occurrence	110
Table 6-6 Total Pedestrians Killed and Injured by Age Group and Casualty Type	111
Table 6-6a Pedestrians Killed and Injured by Age and Casualty Type for Previous Five Years	112
Figure 6-5 Proportion of Pedestrians Killed and Injured by Age Group	113
Table 6-7 Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions by Age Group	114
Table 6-8 Pedestrian Action and Casualty Type	115
Table 6-8a Pedestrian Action and Casualty Type for the Previous Five Years	116

SECTION 7 – Vehicle Involvement.....	117
Introduction	119
Table 7-1 Historical Summary of Vehicles Involved in Traffic Collisions.....	121
Table 7-2 Historical Summary of Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Traffic Collisions.....	122
Figure 7-1 Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Fatal, Injury and PDO Collisions.....	123
Table 7-3 Vehicle Types (as defined in TAR) Involved in Traffic Collisions and Collision Severity	124
Table 7-4 Combined Select Vehicle Categories Involved in Traffic Collisions by Collision Severity ...	125
Table 7-5 Vehicle Involvement (per 10,000 Registered Vehicles) in Traffic Collision by Combined Vehicle Types and Collision Severity	125
SECTION 8 – Driver Involvement	127
Introduction	129
Table 8-1 Historical Summary of Drivers Involved in Traffic Collisions	131
Table 8-2 Historical Summary of Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions.....	132
Figure 8-1 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Severity...	133
Table 8-3 Drivers Involved in Traffic Collisions by Age Group and Collision Severity	134
Figure 8-2 Proportion of Traffic Collisions by Driver Age and Collision Severity	135
Table 8-4 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Age Group and Collision Severity	136
Table 8-5 Drivers Involved in Traffic Collisions by Gender and Age Group and Collision Severity	137
Figure 8-3 Proportion of Drivers Involved in Traffic Collisions by Gender and Collision Severity.....	138
Table 8-6 Drivers Involved in Traffic Collisions by Age Group and Gender and Collision Severity	139
Table 8-7 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Gender and Age Group and Collision Severity.....	140
SECTION 9 – Contributing Factors.....	141
Introduction	143
Table 9-1 Contributing Factors to a Collision by Collision Severity.....	147
Table 9-1a Contributing Factors to a Collision by Collision Severity for Previous Five Years	150
Table 9-2 Contributing Factors for Victims of a Collision by Casualty Type	153
Table 9-2a Contributing Factors for Victims of a Collision by Casualty Type for Previous Five Years	156
Table 9-3 Drivers Involved in Traffic Collisions by Contributing Factor and Collision Severity	159
Table 9-3a Drivers Involved in Traffic Collisions by Contributing Factor and Collision Severity for Previous Five Years.....	162
Figure 9-1 Select Contributing Factors for Drivers Involved in Collisions by Collision Severity.....	165
Table 9-4 Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Collisions Severity	166
Table 9-5 Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Age.....	170
Table 9-5a Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Age for Previous Five Years	172
Table 9-6 Historical Summary of Contributing Factors to a Collision Overall	175

Table 9-7 Historical Summary of Contributing Factors Recorded for Victims of Collisions.....	178
Table 9-8 Historical Summary of Contributing Factors Recorded for Drivers Involved in Collisions ...	181
Table 9-9 Summary of 'Speed', 'Distracted driving' and 'Impaired' as Contributing Factors	184
SECTION 10 - National Safety Code Monitoring Report	185
Introduction	187
Table 10-1 NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type and Collision Severity	190
Figure 10-1 Proportion of NSC Commercial Vehicles by Vehicle Type and Collision Severity	191
Table 10-2 Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type	192
Table 10-2a Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type for Previous Five Years.....	193
Figure 10-2 Proportion of Victims Involved in Collisions with NSC Commercial Vehicles by Vehicle Type and Casualty Type.....	194
Table 10-3 Commercial Vehicle Involvement in Traffic Collisions by Pre-Collision Activity and Collision Severity	195
Table 10-4 NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity	197
Table 10-4a NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity for the Previous Five Years.....	200
Figure 10-3 Select At-fault Contributing Factors for Commercial Vehicles and Drivers by Collision Severity	202
Table 10-5 Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type	203
Table 10-6 Historical Summary of Traffic Collision Victims by NSC Commercial Vehicle Type	204
SECTION 11 – Off-Road Vehicle Collisions	205
Introduction	207
Table 11-1 Historical Summary of Off-Road Vehicle Collisions	210
Figure 11-1 Historical Summary of ORV Collisions.....	211
Table 11-2 Victims, Vehicles and Drivers Involved in Off-Road Vehicle Collisions by ORV Type.....	212
Figure 11-2 Proportion of ORV Collisions by Victims, Vehicle Type and Drivers	213
Table 11-3 ORVs Involved in Collisions by Vehicle Type and Active Registration	214
Table 11-4 Drivers Involved in ORV Collisions by Active Driver's Licence and Collision Severity	215
Table 11-5 Off-Road Vehicle Collisions by Month of Occurrence and Collision Severity	216
Table 11-6 Off-Road Vehicle Collisions by Day of Occurrence and Collision Severity	217
Figure 11-3 Proportion of ORV Collisions by Collision Severity and Day of Occurrence.....	217
Table 11-7 Off-Road Vehicle Collisions by Time of Occurrence and Collision Severity	218
Figure 11-4 Proportion of Total ORV Collisions by Collision Severity and Time of Occurrence	219
Table 11-8 Off-Road Vehicle Collisions by Light Condition and Collision Severity	220
Table 11-9 ORV Collisions by Weather Condition and Collision Severity	220
Table 11-10 ORV Collisions by MIT Regions and Collision Severity	222
Figure 11-5 Proportion of ORV Collisions by Collision Severity and MIT Regions	222
Table 11-11 Off-Road Vehicle Collisions by Location and Collision Severity	223
Table 11-12 ORV Collision Victims by Age Group and Casualty Type	224

Table 11-13 ORV Collision Victims by Gender and Casualty Type	225
Table 11-14 ORV Collision Victims by Safety Equipment Use and Casualty Type	225
Table 11-15 ORV Victims Killed vs. Injured for Helmeted and Non-helmeted ORV Occupants	226
Table 11-16 Drivers Involved in ORV Collisions by Age Group and Collision Severity	226
Table 11-17 ORV Collisions by Contributing Factors and Collision Severity	227
Table 11-18 Historical Summary of ORVs Involved in Collisions by Vehicle Type and Active Registration	231
Table 11-19 Historical Summary of ORV Collisions by Month of Occurrence	232
Table 11-20 Historical Summary of ORV Collisions by Location	233
Table 11-21 Historical Summary of ORV Collision Victims by Age Group	234
Table 11-22 Historical Summary of ORV Collisions by Contributing Factors	235
SECTION 12 - Alcohol-Related Criminal Code Convictions	239
Introduction	241
Table 12-1: Total Alcohol-Related Criminal Code Convictions	244
Table 12-2: Total Alcohol-Related Criminal Code Convictions by Age Group	246
Figure 12-1: Percentage Change in Alcohol-Related Criminal Code Convictions by Age Group	247
Table 12-3: Total Alcohol-Related Criminal Code Offences by Age Group and Conviction Type	248
Table 12-4: Alcohol-Related Criminal Code Convictions by Active Licensed Drivers and Age Group	249
Table 12-5: Driver Involvement in “First”, “Second”, and “Third and Subsequent” Alcohol-Related Criminal Code Convictions by Age Group	250
GLOSSARY – Terms & Definitions	253
Terms and Definitions	255

SECTION 1 – Drivers, Vehicle and Collision Rates: Historical Trends



Introduction

This section calculates involvement rates for total collisions as well as for fatal, injury and property damage only (PDO) collisions using licensed drivers and vehicles registered for the years 2004 to 2014. This section also presents involvement rates for drivers by specific age groups.

Key Highlights

In 2014, there are a total of 40,672 traffic collisions reported to Manitoba Public Insurance and law enforcement agencies in Manitoba that conform to the reportable collision requirement for Traffic Accident Reports. Of these:

- 64 involve a fatality (0.2% of all collisions);
- 9,023 involve an injury, but not a fatality (22% of all collisions); and,
- 31,585 involve property damage only (78% of all collisions).

In 2014, overall traffic collisions in Manitoba decreased compared to 2013, but increased compared to the previous five year (2009 to 2013) annual average. There are:

- 40,672 collisions in 2014;
- 41,819 collisions in 2013; and,
- 33,769 collisions on average in the five year period 2009 to 2013.

Involvement in traffic collisions in Manitoba decreased from 2013, but increased from the previous five year (2009 to 2013) annual average. Involvement in collisions (per 10,000 licensed drivers) is:

- 467.9 in 2014;
- 488.7 in 2013; and,
- 412.2 on average in the five year period 2009 to 2013.

The decrease in the total number of collisions in 2014 compared to 2013 is attributable to decreases in fatal and PDO collisions. There are 5 fewer fatal collisions, 294 more injury collisions, and 1,436 fewer PDO collisions reported in 2014 than in 2013 (representing proportional changes of -7%, 3%, and -4%, respectively).

Major Elements Examined

Counts of collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) generated by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions. To be included in the Traffic Accident Database, these reportable collisions must occur on a public roadway.

Involvement in collisions is calculated for total collisions and for collisions of different severity (fatal, injury and PDO). It is calculated both for licensed drivers and for vehicles registered. Involvement per 10,000 licensed drivers by different age groups is also examined.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

“Reportable Collision”

- Prior to a change in the Highway Traffic Act (which took effect in October of 2011), motor vehicle collisions resulting in a fatality, injury or property damage in excess of \$1,000 were required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completed a Traffic Accident Report for the collision.
- Amendments to the Highway Traffic Act (which received Royal Assent in June 2011 and took effect in October of 2011) changed the definition of a reportable collision to require a police report be made if the driver is aware, has reason to believe, or is later made aware, that a collision involves: a fatality; an injury requiring admittance to hospital for observation or treatment; another driver not having a valid driver’s licence; another vehicle not validly registered; the driver of another vehicle not providing the required particulars; the driver of another vehicle not stopping at the scene of the accident; or, alcohol or another intoxicating substance as a factor in the accident.
- As of October 2011, all accidents occurring on a public roadway where the above conditions are not met are reported through the claim registration process with Manitoba Public Insurance.
- As of 2012 and consistent with other jurisdictions in Canada, it is a requirement that a minimum of \$2,000 damage (all vehicles combined) is necessary for property damage only (PDO) collisions to be included in this report.
- This report deals with these reportable collisions and the TARs arising from them, regardless of whether the TAR is generated by law enforcement agencies or by Manitoba Public Insurance.

“Public Roadway”

- A public roadway in Manitoba is considered to be any provincial road (PR), provincial trunk highway (PTH) or municipal road, including the entrances to and exits from these roadways. This excludes all off-road areas, parking lots, private property and First Nation Reserve roads (unless the road is a PR or PTH running through, across or on Reserve lands).

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence. Fatal collisions resulting from suicide, where the fatality occurs because of a medical condition and collisions that do not occur on public roadways are excluded.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required).

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“Involvement”

- A calculation of the number of collisions per specific unit of licensed drivers or registered vehicles. For the purposes of this report, involvement is calculated per 10,000 licensed drivers or registered vehicles.

“Licensed drivers”

- A count of all Manitobans aged 16 and older who hold a valid licence within the licensing year including active and suspended drivers. (See *Section 2 Licensed Drivers* for more information)

Table 1-1 Fatal, Injury and Property Damage Collisions by Total Licensed DriversTable 1-1
Fatal, Injury, and Property Damage Collisions by Total Licensed Drivers: 2004 to 2014

Year	Licensed Drivers	Total Collisions	Collisions /10,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total PDO	PDO /10,000 Drivers
2004	711,488	35,002	492.0	90	1.3	6,855	96.3	28,057	394.3
2005	716,169	33,164	463.1	88	1.2	6,482	90.5	26,594	371.3
2006	724,330	31,738	438.2	104	1.4	6,503	89.8	25,131	347.0
2007	752,398	29,494	392.0	96	1.3	6,415	85.3	22,983	305.5
2008	765,014	27,092	354.1	85	1.1	5,974	78.1	21,033	274.9
2009	776,209	26,578	342.4	83	1.1	5,396	69.5	21,099	271.8
2010	790,330	27,172	343.8	78	1.0	5,386	68.1	21,708	274.7
2011	813,691	34,302	421.6	94	1.2	6,309	77.5	27,899	342.9
2012	838,481	38,972	464.8	89	1.1	8,280	98.8	30,603	365.0
2013	855,791	41,819	488.7	69	0.8	8,729	102.0	33,021	385.9
2014	869,239	40,672	467.9	64	0.7	9,023	103.8	31,585	363.4
2009-2013 Average	814,900	33,769	412.2	83	1.0	6,820	83.2	26,866	328.0

Relative to ten years ago, the total number of collisions in 2014 has increased by 16% (40,672 in 2014 compared to 35,002 in 2004). However, crash involvement per 10,000 licensed drivers has decreased by 5% in the same time period (467.9 in 2014 compared to 492.0 in 2004). Compared to 2013, total collisions have decreased by 3% (down from a total of 41,819) and involvement has decreased by 4%. Compared to the previous five year (2009 to 2013) annual average, total collisions have increased 20% and involvement has increased by nearly 14%.

Compared to recent historical figures, in 2014:

- Fatal collisions have decreased by 29% compared to 2004, by 7% compared to 2013, and by nearly 23% compared to the previous five year (2009 to 2013) annual average.
- Injury collisions have increased by 32% compared to 2004, by 3% compared to 2013 and by 32% compared to the previous five year (2009 to 2013) annual average.
- PDO collisions have increased by 13% compared to 2004, have decreased by 4% compared to 2013 and have increased by 18% compared to the previous five year (2009 to 2013) annual average.

Differences in the crash counts and rates in 2014 compared to the previous five year (2009 to 2013) annual average are at least somewhat affected by the reporting change that took effect late in 2011. Please see the definition of "Reportable Collision" for detail regarding this change.

Table 1-2 Percentage Change Year-over-Year in Involvement (per 10,000 Licensed Drivers) in Fatal, Injury, and Property Damage Only Collisions

Table 1-2
Percentage Change Year-Over-Year in Relative Involvement Rate (per 10,000 Licensed Drivers) in Fatal, Injury, and PDO Collisions: 2004 to 2014

Year	Collisions /10,000 Drivers	% change to previous year	Fatal /10,000 Drivers	% change to previous year	Injury /10,000 Drivers	% change to previous year	PDO /10,000 Drivers	% change to previous year
2004	492.0	-	1.3	-	96.3	-	394.3	-
2005	463.1	-5.9%	1.2	-2.9%	90.5	-6.1%	371.3	-5.8%
2006	438.2	-5.4%	1.4	16.9%	89.8	-0.8%	347.0	-6.6%
2007	392.0	-10.5%	1.3	-11.1%	85.3	-5.0%	305.5	-12.0%
2008	354.1	-9.7%	1.1	-12.9%	78.1	-8.4%	274.9	-10.0%
2009	342.4	-3.3%	1.1	-3.8%	69.5	-11.0%	271.8	-1.1%
2010	343.8	0.4%	1.0	-7.7%	68.1	-2.0%	274.7	1.0%
2011	421.6	22.6%	1.2	17.1%	77.5	13.8%	342.9	24.8%
2012	464.8	10.3%	1.1	-8.1%	98.8	27.4%	365.0	6.4%
2013	488.7	5.1%	0.8	-24.0%	102.0	3.3%	385.9	5.7%
2014	467.9	-4.2%	0.7	-8.7%	103.8	1.8%	363.4	-5.8%
2009-2013 Average*	412.2	7.0%	1.0	-5.3%	83.2	6.3%	328.0	7.4%

*The '% change to previous year' for '2009-2013 Average' is an average rate of change for the time period 2009 to 2013.

Recognizing that collision counts could be impacted either positively or negatively by changing population statistics, involvement rates per 10,000 licensed drivers are examined to provide a standardized collision rate comparison. This eliminates the effect of changing population size and focuses on how many drivers are being involved in collisions instead of simply a raw count of collisions overall.

The involvement in collisions per 10,000 drivers in 2014 is:

- 467.9 for all collisions, down 4% from 2013 but up by nearly 14% compared to the previous five year (2009 to 2013) annual average;
- 0.7 for fatal collisions, down 9% from 2013 and by nearly 28% compared to the previous five year (2009 to 2013) annual average;
- 103.8 for injury collisions, up 2% from 2013 and by 25% from the previous five year (2009 to 2013) annual average; and,
- 363.4 for PDO collisions, down 6% from 2013 but up by 11% compared to the previous five year (2009 to 2013) annual average.

Table 1-3 Fatal, Injury and Property Damage Collisions by Vehicles RegisteredTable 1-3
Fatal, Injury, and Property Damage Collisions by Vehicles Registered: 2004 to 2014

Year	Vehicles Registered*	Total Collisions	Collisions /10,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total PDO	PDO /10,000 Vehicles
2004	725,590	35,002	482.4	90	1.2	6,855	94.5	28,057	386.7
2005	730,838	33,164	453.8	88	1.2	6,482	88.7	26,594	363.9
2006	740,636	31,738	428.5	104	1.4	6,503	87.8	25,131	339.3
2007	753,705	29,494	391.3	96	1.3	6,415	85.1	22,983	304.9
2008	773,596	27,092	350.2	85	1.1	5,974	77.2	21,033	271.9
2009	783,426	26,578	339.3	83	1.1	5,396	68.9	21,099	269.3
2010	799,327	27,172	339.9	78	1.0	5,386	67.4	21,708	271.6
2011	814,808	34,302	421.0	94	1.2	6,309	77.4	27,899	342.4
2012	838,553	38,972	464.8	89	1.1	8,280	98.7	30,603	364.9
2013	852,105	41,819	490.8	69	0.8	8,729	102.4	33,021	387.5
2014	867,326	40,672	468.9	64	0.7	9,023	104.0	31,585	364.2
2009-2013 Average	817,644	33,769	411.1	83	1.0	6,820	83.0	26,866	327.2

*Vehicles registered exclude off-road vehicles, non-commercial snow vehicles, non-commercial trailers, non-farm tractors and PSV trailers.

Involvement in collisions per 10,000 vehicles registered is another way to view collision rates in a standardized format. It attempts to account for fluctuations in the total number of vehicles registered for use on Manitoba roadways.

In 2014, there are 468.9 collisions for every 10,000 vehicles registered in Manitoba, down by 4% compared to the rate in 2013 (490.8) but increased by 14% compared to the rate in the previous five year (2009 to 2013) annual average (411.1).

The changes in rate of involvement in collisions at each level of severity in 2014 vary compared to recent years. In 2014, there are 0.7 fatal collisions for every 10,000 vehicles, down 9% from 2013 (rate of 0.8) and 27% from the previous five year (2009 to 2013) annual average (rate of 1.0). The involvement rate for injury collisions (104.0 in 2014) is up 2% compared to 2013 (rate of 102.4) and 25% from the previous five year (2009 to 2013) annual average (rate of 83.0). Involvement in PDO collisions (364.2 in 2014) is down 6% compared to 2013 (rate of 387.5) but up by 11% compared to the previous five year (2009 to 2013) annual average (rate of 327.2).

Involvement rates between 2004 and 2014 for collisions in Manitoba, both per 10,000 licensed drivers and per 10,000 registered vehicles, are noted in Figures 1-1, 1-2, 1-3 and 1-4 on the following pages. The spike in rates for overall collisions, injury collisions, and PDO collisions in 2011 and 2012 is attributable to a change in the reporting requirements, discussed under the "Reportable Collisions" definition. Year over year changes in the 2014 collision rates, however, are not due to changes in what constitutes a reportable collision.

Figure 1-1 Involvement in Total Collisions by Licensed Drivers and Vehicles Registered

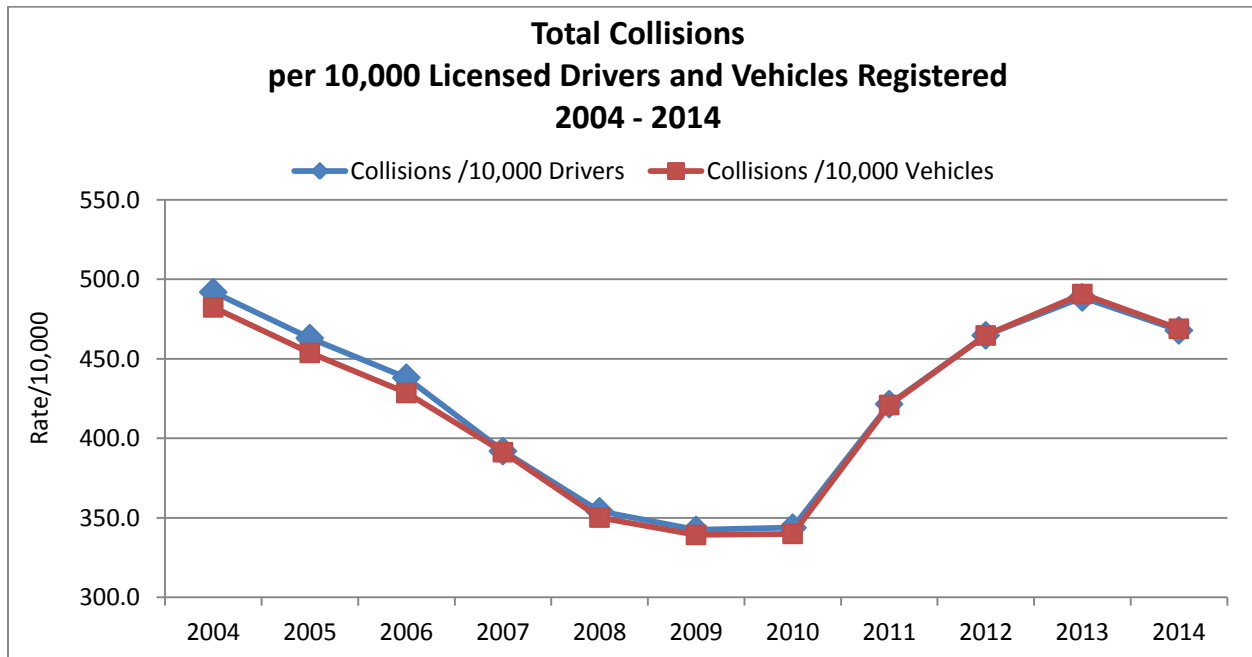


Figure 1-2 Involvement in Fatal Collisions by Licensed Drivers and Vehicles Registered

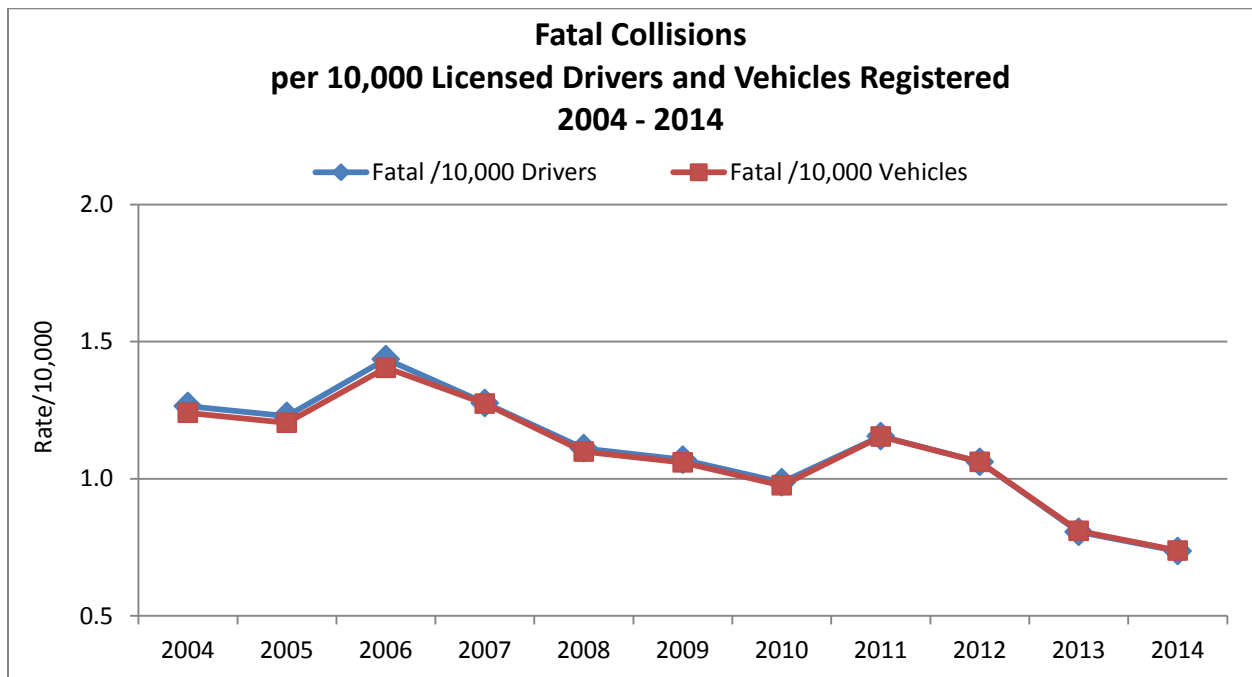


Figure 1-3 Involvement in Injury Collisions by Licensed Drivers and Vehicles Registered

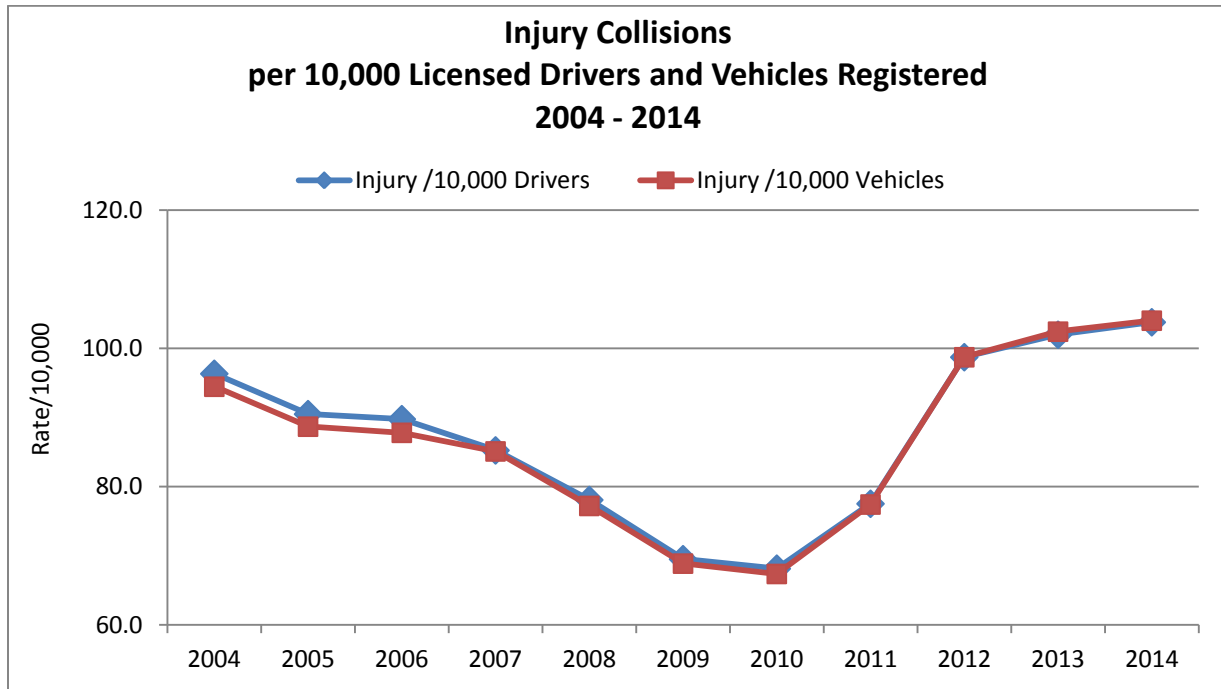


Figure 1-4 Involvement in Property Damage Only (PDO) Collisions by Licensed Drivers and Vehicles Registered

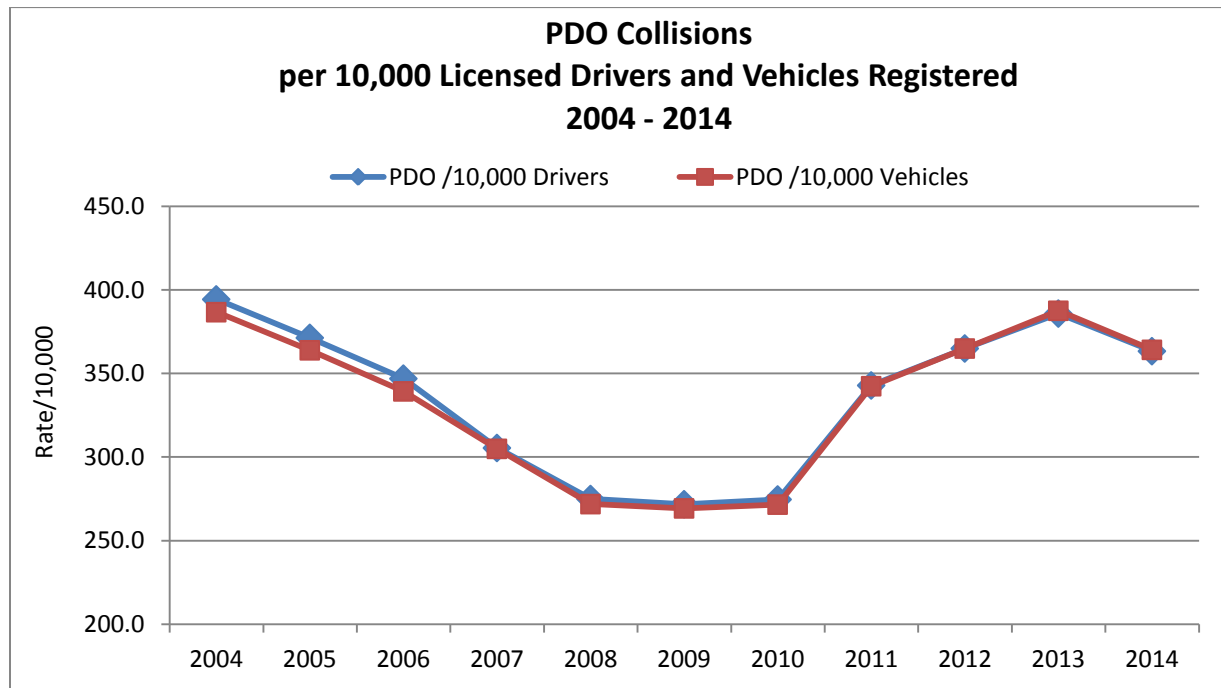


Table 1-4 Involvement (Total Collisions) per 10,000 Licensed Drivers by Age GroupTable 1-4
Involvement (Total Collisions) /10,000 Licensed Drivers by Age Group: 2004 to 2014

Age Group	Year											2009-2013 Average
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
16-19	1,071.2	973.8	937.9	838.7	771.7	756.1	737.3	890.8	1,095.7	1,068.3	982.5	913.0
20-24	868.7	786.1	747.6	706.2	673.8	648.8	630.4	851.6	1,114.4	1,121.0	1,059.8	885.0
25-34	617.4	578.3	541.9	511.6	493.2	460.6	470.5	671.8	860.0	920.8	871.5	686.9
35-44	582.6	545.3	498.9	466.1	450.5	444.0	432.1	586.9	741.6	811.3	777.2	606.2
45-54	494.3	484.2	452.5	429.1	402.9	393.0	397.9	524.2	645.0	698.4	668.6	531.8
55-64	461.8	426.8	397.1	378.6	347.6	340.4	353.0	441.6	529.8	554.4	540.4	447.7
65-74	375.7	359.0	342.6	310.0	296.9	289.8	285.0	366.9	416.9	458.1	441.2	368.4
75>	337.8	318.6	321.2	276.5	237.4	235.2	254.9	292.5	342.7	353.4	331.7	298.1

In 2014, the youngest driver age groups in Manitoba continue to have the highest rates of involvement in collisions. At 982.5, the involvement rate of drivers aged 16 to 19 is:

- 7% below the rate of those aged 20 to 24;
- 13% higher than those aged 25 to 34;
- 26% higher than those aged 35 to 44;
- 47% higher than those aged 45 to 54;
- 82% higher than those aged 55 to 64; and,
- Two-and-a-half times the rate of those aged 65 and older.

Manitobans aged 20 to 24 have the highest rate of involvement collisions in 2014. At 1,059.8, the involvement rate of drivers aged 20 to 24 is:

- 22% higher than those aged 25 to 34;
- 36% higher than those aged 35 to 44;
- Nearly 59% higher than those aged 45 to 54;
- Nearly double those aged 55 to 64; and,
- Nearly triple those aged 65 and older.

Manitobans aged 25 to 34, while having a lower involvement rate than younger drivers, have a higher involvement rate than drivers in older age groups. At 871.5, the involvement rate of drivers aged 25 to 34 is:

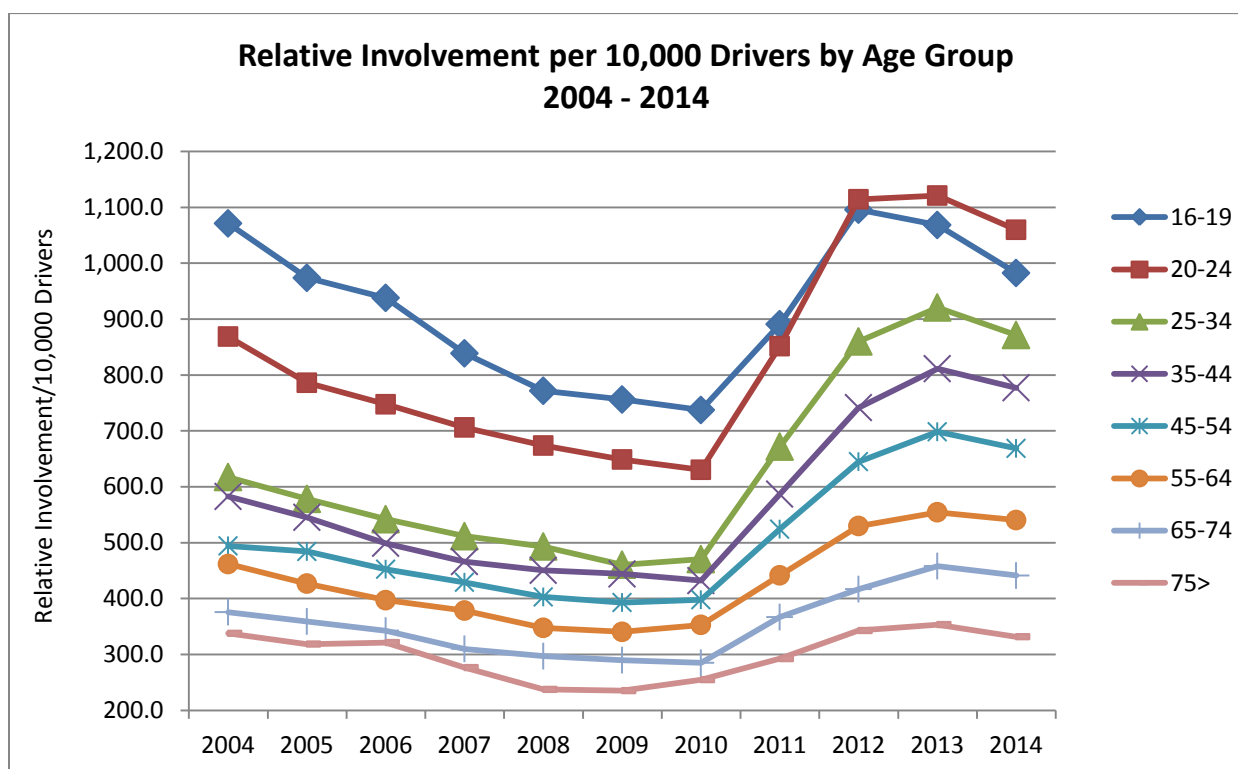
- 12% higher than those aged 35 to 44;
- 30% higher than those aged 45 to 54;
- 61% higher than those aged 55 to 64; and,
- More than double those aged 65 and older.

The involvement rate for drivers in each successive age group beginning at age 35 drops off consistently.

Collision involvement rates for drivers in all age groups have decreased in 2014 compared to 2013 but increased compared to the previous five year (2009 to 2013) annual average. Involvement per 10,000 licensed drivers in 2014 by age group:

- Age 16 to 19 – 982.5 in 2014, down 8% compared to 2013 but up by 8% compared to the previous five year annual average.
- Age 20 to 24 – 1,059.8 in 2014, down nearly 6% compared to 2013 but up by 20% compared to the previous five year annual average.
- Age 25 to 34 – 871.5 in 2014, down 5% compared to 2013 but up by 27% compared to the previous five year annual average.
- Age 35 to 44 – 777.2 in 2014, down 4% compared to 2013 but up by 28% compared to the previous five year annual average.
- Age 45 to 54 – 668.6 in 2014, down 4% compared to 2013 but up by 26% compared to the previous five year annual average.
- Age 55 to 64 – 540.4 in 2014, down nearly 3% compared to 2013 but up by 21% compared to the previous five year annual average.
- Age 65 to 74 – 441.2 in 2014, down 4% compared to 2013 but up by 20% compared to the previous five year annual average.
- Age 75 and over – 331.7 in 2014, down 6% compared to 2013 but up by 11% compared to the previous five year annual average.

Figure 1-5 Involvement (per 10,000 Licensed Drivers) in Total Collisions by Age Group



SECTION 2 – Licensed Drivers



Introduction

This section deals with Active and Suspended Drivers by specific Age Groups, Gender and Manitoba Licence Class.

Key Highlights

There is an average of 869,239 licensed drivers in Manitoba in 2014, an increase of nearly 2% compared to 2013. Of these:

- 95% are Active drivers, nearly 5% are Suspended drivers;
- 52% are Male, 48% are Female;
- Nearly 69% are between the ages of 25 and 64; and
- Men account for nearly 68% of all Suspended drivers in Manitoba.

There is an average of 68,180 licensed motorcycle drivers in Manitoba in 2014, an increase of 2% compared to 2013.

Major Elements Examined

Counts of licensed drivers in Manitoba for 2014 represent an average for the 2014 calendar year. That is, “point-in-time” observations (licensed drivers by age, licence class and gender) are recorded as of the first of each month and then an average for the year is calculated and reported. Due to rounding in this process, some columns and rows may not add to the total. This is different from some previous years. Methodological improvements were made to licensed driver counts in 2008. To enable historical comparisons of licensed driver counts, data reported here for the years 2004 through 2007 have been adjusted to reflect this new methodology.

At the beginning of this section, there is a quick reference chart of Manitoba’s Driver Licence and Vehicle Class descriptions. A review of these charts will indicate which Driver Licence Class is required to operate specific Vehicle Classes.

As it is a requirement for Class 6 licence holders to first possess a Class 1-5 licence prior to obtaining a Class 6 licence, Class 1 to 5 licence holders are discussed separately from Class 6 licence holders to avoid duplication of licence counts. Tables 2-6, 2-7, 2-8, 2-9 and 2-10 present the number of Class 6 active motorcycle licensed drivers by Gender, Age Group and Driver Licence Class.

Terms and Definitions

“Licence Class”

- A Manitoba Driver’s Licence of a specific level which permits the holder to operate vehicles within a specific Vehicle Class

“Vehicle Class”

- Category of vehicles meeting specific designations and specifications

“Active drivers”

- Drivers holding an active Manitoba Driver’s Licence of any specific Licence Class















“Suspended drivers”

- Drivers holding a Manitoba Driver’s Licence of any specific Licence Class who have been disqualified from driving for some reason. Although the list is extensive, some possible suspensions could be for driving violations, medical conditions, administrative suspensions and criminal code convictions.

“Graduated Driver Licensing (GDL)”

- A three-stage program designed to help new drivers, regardless of age, acquire the knowledge and skill needed to safely operate a motor vehicle. Each licence stage has specific rules and restrictions governing when and under what circumstances the holder is allowed to operate a motor vehicle, enabling novice drivers to gain more experience under a greater variety of driving conditions. Both Class 5 and Class 6 licences have a GDL stage associated with them.
- Three stages of GDL: Learner (5/L or 6/L); Intermediate (5/I or 6/I); and, Full (5/F or 6/F).
- To view a full discussion of the GDL program in Manitoba, please visit:
 - http://www.mpi.mb.ca/PDFs/DVL_PDFs/GDLGuide.pdf; ou en Français,
 - http://www.mpi.mb.ca/PDFs/DVL_PDFs/GDLGUIDEfr.pdf

Chart 2-1 Class Licence System Quick Reference Chart

Manitoba Licence Class		Allows the Licence Holder to Operate	Minimum Age	Requirements
1		Semi-trailer trucks including all vehicles in Classes 2, 3, 4, and 5.	18	<ul style="list-style-type: none"> • Must hold a minimum Class 5 Intermediate or Class 5 Authorized Instruction licence to obtain authorized instruction in Classes 1–4. • Must pass written or oral knowledge test. • Requires supervising driver for Authorized Instruction. • Must pass road test. For Classes 1, 2, 3 or 4 (buses and trucks only), the test includes a pre-trip inspection of vehicle (and air brake system if applicable) by the applicant.
2	 	Buses ¹ having a seating capacity of over 24 passengers (while carrying passengers), school buses ² having a seating capacity over 36 passengers (while carrying passengers). Includes all vehicles in Classes 3, 4 and 5.		
3	 	Trucks with more than two axles, including any combination of vehicles, OR a truck with two axles towing a vehicle with a registered gross vehicle weight of more than 4,540 kg (but does not include a semi-trailer truck). Includes all vehicles in Classes 4 and 5.		
4	  	Taxis, ambulances, and other emergency vehicles, buses ¹ with a seating capacity between 10 and 24 passengers (while carrying passengers) and school buses ² with a seating capacity between 10 and 36 passengers (while carrying passengers). Includes all vehicles in Class 5.		
5	   	<p>Passenger cars, a bus while not carrying passengers, trucks with two axles, and any combination of vehicles consisting of a truck with two axles and a towed vehicle with a registered gross vehicle weight of up to 4,540 kg. May operate Class 3 vehicles if registered as a farm truck and the driver holds a Class 5 Intermediate or Full Stage Licence.</p> <p>May operate a Moped³, if 16 years of age or older.</p> <p><i>Note: A person must hold a valid minimum Class 5 Intermediate Stage driver's licence to operate a special mobile machine, implement of husbandry or tractor on a provincial highway, or a highway within the municipal boundaries of a city, town, village or urban municipality. For further information please call 204-985-7000 or toll-free 1 800-665-2410.</i></p>	16 or 15½ if enrolled in high school driver education course	<ul style="list-style-type: none"> • Must pass written or oral knowledge and sign tests for Class 5 Learner licence (minimum nine-month Learner Stage). (Must wait seven days for re-tests.) • Requires supervising driver for a Class 5 Learner Stage or Authorized Instruction. • Requires supervising driver for a Class 5 Intermediate if carrying more than one passenger between the hours of 12 midnight and 5 a.m. • Must pass road test to advance to the Intermediate Stage (minimum 15-month Intermediate Stage). (Must wait 14 days for re-test.)
6		Motorcycles.	16	<ul style="list-style-type: none"> • Driver must hold a valid licence of any class and stage. • Must pass written or oral knowledge test. (Must wait seven days for re-tests.) • Must obtain Class 6 M Stage licence in order to complete motorcycle training course. The course is required before Learner Stage Licence is issued. (Contact Manitoba Safety Council for motorcycle course charges.) • Minimum nine-month Learner Stage. • Must pass road test to advance to the Intermediate Stage (minimum 15-months Intermediate Stage). (Must wait 14 days for re-test.)
Air Brake Endorsement		Air Brake Endorsement—permits the holder to drive vehicles equipped with Air Brakes in the class of vehicle for which the person is licenced. Drivers of a Class 3 truck registered as a farm truck equipped with air brakes are exempt from this requirement.		<ul style="list-style-type: none"> • Must pass written or oral test. • Must pass Air Brake practical test for "A" (Authorized) endorsement. • Must pass adjustment of the manual slack adjusters for "S" (Slack Adjuster) endorsement. • There is no additional charge for the Air Brake practical test if it is completed at the same time you are road-tested for a higher class of licence.

1. A bus is any vehicle with a seating capacity of at least 11 persons (including the driver) used primarily to carry passengers. It excludes vehicles used for personal transportation by the owner or with the owner's permission.
 2. School bus certificate is required. For further information contact the Manitoba Education, Training and Youth, Pupil Transportation at 204-945-6900.
 3. Mopeds are not allowed to be driven on highways with a speed limit exceeding 80 km/h, but may cross these highways.

Table 2-1 Class 1-5 Licensed Drivers by Year and Driver Status

Table 2-1
Class 1-5 Licensed Drivers by Year and Driver Status: 2004-2014

Licensing Year	Active Drivers	Suspended Drivers	Total Drivers	% Change to Previous Year
2004	690,568	20,919	711,488	
2005	695,091	21,077	716,169	-0.7%
2006	703,051	21,279	724,330	1.1%
2007*	728,047	24,351	752,398	3.9%
2008	744,049	20,965	765,014	1.7%
2009	754,485	21,724	776,209	1.5%
2010	767,222	23,108	790,330	1.8%
2011	788,046	25,645	813,691	3.0%
2012	805,519	32,962	838,481	3.0%
2013	818,303	37,487	855,791	2.1%
2014	828,928	40,311	869,239	1.6%
Average 2009-2013**	786,715	28,185	814,900	2.3%

*The count of "Suspended Drivers" in 2007 is artificially high due to a system error that was later corrected to recode licences displayed as suspended, but not actually suspended.

**The "% Change to Previous Year" for "2009-13 Average" is an average rate of change for the time period 2009 to 2013.

Compared to 2013, the total number of licensed drivers in Manitoba in 2014 increased by nearly 2% to 869,239. This is in line with historical increases seen in recent years; the rate of change over the past five years (2009-2013) was a 2% increase on average each year.

The proportion of suspended drivers increased by nearly 8% in 2014 compared to 2013, up to 40,311 from 37,487, respectively. The count of suspended drivers in 2014 is somewhat higher than historical figures. Similarly, in 2012 and 2013 the suspended driver count was higher than historical figures (representing year-over-year increases of 3% and 2% each year, respectively).

Table 2-2 Class 1-5 Licensed Drivers by Age Group, Gender and Driver StatusTable 2-2
Class 1-5 Licensed Drivers by Age Group, Gender and Driver Status: 2014

Age Group	Gender	Active Drivers	Suspended Drivers	Total Drivers	% of "All Ages"	% Suspended in Category
16-17	Male	10,956	109	11,065	2.5	1.0
	Female	10,147	102	10,249	2.4	1.0
	Total	21,102	211	21,314	2.5	1.0
18-19	Male	13,407	580	13,987	3.1	4.1
	Female	12,747	392	13,139	3.1	3.0
	Total	26,154	972	27,126	3.1	3.6
20-24	Male	35,713	2,466	38,179	8.5	6.5
	Female	34,012	1,561	35,573	8.5	4.4
	Total	69,725	4,026	73,752	8.5	5.5
25-34	Male	72,069	4,854	76,923	17.1	6.3
	Female	69,605	2,647	72,252	17.2	3.7
	Total	141,673	7,501	149,175	17.2	5.0
35-44	Male	70,126	3,952	74,079	16.5	5.3
	Female	68,470	1,817	70,287	16.8	2.6
	Total	138,596	5,769	144,365	16.6	4.0
45-54	Male	78,657	3,951	82,607	18.3	4.8
	Female	75,126	1,425	76,550	18.3	1.9
	Total	153,782	5,375	159,157	18.3	3.4
55-64	Male	71,068	2,893	73,961	16.4	3.9
	Female	68,125	987	69,112	16.5	1.4
	Total	139,193	3,880	143,072	16.5	2.7
65-74	Male	44,548	2,089	46,637	10.4	4.5
	Female	42,460	891	43,352	10.3	2.1
	Total	87,008	2,980	89,989	10.4	3.3
75-84	Male	20,982	2,474	23,455	5.2	10.5
	Female	20,122	1,264	21,387	5.1	5.9
	Total	41,104	3,738	44,842	5.2	8.3
85+	Male	5,595	3,839	9,433	2.1	40.7
	Female	4,995	2,019	7,014	1.7	28.8
	Total	10,590	5,858	16,447	1.9	35.6
All Ages	Male	423,120	27,206	450,325	100.0	6.0
	Female	405,808	13,105	418,913	100.0	3.1
	Total	828,928	40,311	869,239	100.0	4.6

In 2014, the proportion of suspended drivers aged 75 or older is four times the proportion of suspended drivers under age 75 (16% of drivers aged 75 or older are suspended; 4% of drivers aged 16 to 74 are suspended).

Table 2-3 Class 1-5 Licensed Drivers by License Class, Driver Status and GenderTable 2-3
Class 1-5 Licensed Drivers by License Class, Driver Status and Gender: 2014

License Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	Subtotal	%	Male	Female	Subtotal	%		
1	37,202	1,467	38,668	4.7	996	29	1,025	2.5	39,693	4.6
2	4,712	1,617	6,329	0.8	91	29	120	0.3	6,449	0.7
3	10,906	332	11,238	1.4	258	4	262	0.7	11,501	1.3
4	12,875	4,206	17,081	2.1	427	67	494	1.2	17,575	2.0
5/F	331,159	362,045	693,205	83.6	21,262	9,372	30,634	76.0	723,838	83.3
5/I	9,404	9,030	18,434	2.2	529	230	759	1.9	19,192	2.2
5/L	14,104	21,936	36,039	4.3	2,174	2,432	4,606	11.4	40,646	4.7
5/A	2,750	5,175	7,924	1.0	771	657	1,428	3.5	9,352	1.1
Other	9	0	9	<0.1	698	286	984	2.4	993	0.1
Total	423,120	405,808	828,928	100.0	27,206	13,105	40,311	100.0	869,239	100.0

Manitoba Class 5 Driver's Licence Stages:

- 5/F Full Class 5 licence (including Full Stage Class 5 under Graduated Driver Licensing)
- 5/I Intermediate Stage under Graduated Driver Licensing
- 5/L Learner Stage under Graduated Driver Licensing
- 5/A Learner drivers who are not in Graduated Driver Licensing
- Other Unlicensed drivers assigned a licence number

The vast majority of Manitobans with a licence hold a Full Class 5 (83%). Novice drivers, holding either Learner (5/L) or an Intermediate (5/I) Stage licence, account for the next largest group (7% of all licensed drivers in Manitoba), followed by Class 1 licensed drivers (nearly 5%).

Very little has changed in the proportion of licence holders by class when comparing 2013 to 2014.

Table 2-4 Class 1-5 Male Drivers by Age Group, Driver Status and License ClassTable 2-4
Class 1-5 Male Drivers by Age Group, Driver Status and License Class: 2014

Age Group	Status	Licence Class										Total
		1	2	3	4	1-4/A	5/F	5/I	5/L	5/A	5 Other	
16-17	Active	0	0	0	0	0	759	4,826	5,370	2	0	10,956
	Suspended	0	0	0	0	0	4	37	68	0	0	109
	Subtotal	0	0	0	0	0	763	4,863	5,438	2	0	11,065
18-19	Active	102	0	29	71	2	8,711	1,956	2,508	29	0	13,407
	Suspended	0	0	0	1	0	241	90	248	0	0	580
	Subtotal	102	0	29	72	2	8,952	2,046	2,755	29	0	13,987
20-24	Active	1,308	38	449	827	1	28,134	1,448	3,278	231	0	35,713
	Suspended	29	0	12	13	0	1,333	204	859	15	0	2,466
	Subtotal	1,337	39	461	840	1	29,467	1,652	4,137	247	0	38,179
25-34	Active	5,390	330	1,673	3,139	1	57,778	835	1,960	963	0	72,069
	Suspended	118	4	40	58	0	3,363	164	751	263	94	4,854
	Subtotal	5,507	333	1,713	3,197	1	61,141	999	2,711	1,226	94	76,923
35-44	Active	7,712	683	1,799	3,311	4	55,102	242	559	715	0	70,126
	Suspended	222	13	44	70	0	2,995	28	170	199	211	3,952
	Subtotal	7,934	695	1,843	3,381	4	58,097	270	729	914	211	74,079
45-54	Active	10,159	1,352	2,619	3,075	0	60,649	77	276	450	0	78,657
	Suspended	251	28	40	111	0	3,104	4	61	122	231	3,951
	Subtotal	10,411	1,380	2,659	3,185	0	63,752	81	336	572	231	82,607
55-64	Active	8,885	1,524	3,147	1,926	1	55,213	19	119	233	0	71,068
	Suspended	174	22	58	98	0	2,388	0	14	48	90	2,893
	Subtotal	9,059	1,546	3,205	2,024	1	57,601	19	133	281	90	73,961
65-74	Active	3,216	705	1,036	487	0	38,990	2	35	78	0	44,548
	Suspended	128	12	35	48	0	1,805	1	4	26	31	2,089
	Subtotal	3,344	717	1,071	535	0	40,794	3	38	103	31	46,637
75-84	Active	420	79	153	36	0	20,257	0	0	38	0	20,982
	Suspended	57	8	18	18	0	2,317	0	0	44	13	2,474
	Subtotal	477	86	171	53	0	22,574	0	0	82	13	23,455
85+	Active	11	2	1	2	0	5,567	0	0	12	0	5,595
	Suspended	17	4	11	12	0	3,712	0	0	54	29	3,839
	Subtotal	27	6	12	14	0	9,280	0	0	66	29	9,433
Total	Active	37,202	4,712	10,906	12,875	9	331,159	9,404	14,104	2,750	0	423,120
	Suspended	996	91	258	427	0	21,262	529	2,174	771	698	27,206
	Total	38,198	4,803	11,164	13,302	9	352,421	9,933	16,278	3,521	698	450,325

Men aged 45 to 54 make up the largest number of licensed drivers in Manitoba (nearly 10% of all drivers; 18% of all male drivers). Men aged 25 to 34 account for the largest proportion of suspended male drivers (16%) under the age of 75.

Table 2-5 Class 1-5 Female Drivers by Age Group, Driver Status and License ClassTable 2-5
Class 1-5 Female Drivers by Age Group, Driver Status and License Class: 2014

Age Group	Status	License Class										Total
		1	2	3	4	1-4/A	5/F	5/I	5/L	5/A	5 Other	
16-17	Active	0	0	0	0	0	685	4,134	5,328	0	0	10,147
	Suspended	0	0	0	0	0	1	16	85	0	0	102
	Subtotal	0	0	0	0	0	686	4,150	5,413	0	0	10,249
18-19	Active	2	0	1	33	0	8,065	1,669	2,969	9	0	12,747
	Suspended	0	0	0	0	0	83	36	273	0	0	392
	Subtotal	2	0	1	33	0	8,148	1,704	3,243	9	0	13,139
20-24	Active	29	3	27	336	0	27,206	1,425	4,793	193	0	34,012
	Suspended	0	0	0	3	0	550	89	911	8	0	1,561
	Subtotal	29	3	27	339	0	27,756	1,515	5,703	201	0	35,573
25-34	Active	155	103	73	1,108	0	60,459	1,198	4,575	1,935	0	69,605
	Suspended	4	2	1	11	0	1,460	73	821	248	27	2,647
	Subtotal	159	105	74	1,119	0	61,919	1,271	5,396	2,183	27	72,252
35-44	Active	357	330	52	1,150	0	62,001	442	2,598	1,540	0	68,470
	Suspended	7	5	0	15	1	1,258	13	234	202	82	1,817
	Subtotal	364	335	52	1,165	1	63,259	454	2,832	1,742	82	70,287
45-54	Active	522	609	73	1,039	0	70,477	142	1,265	1,000	0	75,126
	Suspended	9	11	1	20	0	1,113	4	86	100	82	1,425
	Subtotal	531	619	74	1,059	0	71,590	145	1,350	1,100	82	76,550
55-64	Active	338	467	76	478	0	66,037	16	337	376	0	68,125
	Suspended	5	8	1	7	0	867	0	18	32	48	987
	Subtotal	343	475	77	486	0	66,904	16	355	408	48	69,112
65-74	Active	62	103	28	57	0	42,048	5	66	91	0	42,460
	Suspended	3	1	1	5	0	844	0	4	13	20	891
	Subtotal	65	104	29	62	0	42,892	5	70	104	20	43,352
75-84	Active	2	4	2	6	0	20,085	0	3	21	0	20,122
	Suspended	0	1	0	2	0	1,220	0	1	28	12	1,264
	Subtotal	2	5	2	8	0	21,306	0	4	48	12	21,387
85+	Active	0	0	0	0	0	4,984	0	1	10	0	4,995
	Suspended	0	1	0	3	0	1,974	0	0	27	14	2,019
	Subtotal	0	1	0	3	0	6,959	0	1	36	14	7,014
Total	Active	1,467	1,617	332	4,206	0	362,045	9,030	21,936	5,175	0	405,808
	Suspended	29	29	4	67	1	9,372	230	2,432	657	285	13,105
	Total	1,496	1,646	337	4,273	1	371,417	9,260	24,368	5,831	285	418,913

Women aged 45 to 54 make up the largest number of licensed female drivers in Manitoba (9% of all drivers; 18% of all female drivers).

Women account for nearly 33% of all suspended drivers in Manitoba, even though they account for nearly half (48%) of all licensed drivers. Women aged 25 to 34 account for the highest proportion of suspended female drivers (20%) under the age of 75.

Table 2-6 Total Class 6 Active Licensed Drivers by Year

Table 2-6
Total Class 6 Active Licensed Drivers by Year: 2004 to 2014

Licensing Year	Active Drivers	% Change to Previous Year
2004	52,702	-
2005	54,005	2.5%
2006	54,642	1.2%
2007	56,825	4.0%
2008	58,486	2.9%
2009	60,105	2.8%
2010	61,572	2.4%
2011	63,385	2.9%
2012	65,305	3.0%
2013	66,908	2.5%
2014	68,180	1.9%
Average 2009-2013*	63,455	2.7%

*The "% Change to Previous Year" for "2009-13 Average" is an average rate of change for the time period 2009 to 2013.

In 2014, the number of motorcycle licence holders increased by 2% compared to 2013, in line with the annual average rate of change from 2009 through 2013 (3%).

As discussed in the introduction of this section, Class 6 Motorcycle licence holders in Manitoba also hold a Class 1-5 licence due to a requirement for those wishing to obtain a Class 6 licence to first obtain a licence in any other class (1-5). Because of this, Class 6 licence holders are counted separately to avoid any duplication of counts with Class 1-5 licence holders. This means Class 6 licence holders cannot be added to Class 1-5 licence holders.

Also, a licence suspension is applicable to all licence classes held by a suspended driver. Therefore, suspended Class 6 licences are not counted or addressed in the following discussion; they have been covered in the previous discussions of suspended Class 1-5 licence holders.

Table 2-7 Class 6 Active Licensed Drivers by Age Group, Gender and Driver StatusTable 2-7
Class 6 Active Licensed Drivers by Age Group and Gender: 2014

Age Group	Gender	Active Drivers	%
16-17	Male	107	
	Female	11	
	Total	117	0.2
18-19	Male	364	
	Female	34	
	Total	398	0.6
20-24	Male	2,241	
	Female	321	
	Total	2,562	3.8
25-34	Male	7,336	
	Female	1,227	
	Total	8,564	12.6
35-44	Male	8,287	
	Female	1,513	
	Total	9,801	14.4
45-54	Male	16,262	
	Female	2,504	
	Total	18,766	27.5
55-64	Male	17,943	
	Female	2,352	
	Total	20,294	29.8
65-74	Male	5,727	
	Female	585	
	Total	6,312	9.3
75-84	Male	1,083	
	Female	87	
	Total	1,170	1.7
85+	Male	185	
	Female	12	
	Total	197	0.3
All Ages	Male	59,534	
	Female	8,646	
	Total	68,180	100.0

Men account for the majority of Class 6 licence holders (87% overall). Most Class 6 licence holders are between the ages 35 and 64 (72%). Men aged 35 to 64 make up 62% of all Class 6 licence holders. Women in the same age group (aged 35 to 64) make up 9% of all Class 6 licence holders.

Table 2-8 Class 6 Active Licensed Drivers by License Class, Driver Status and GenderTable 2-8
Class 6 Active Licensed Drivers by License Class and Gender: 2014

License Class	Active Drivers			
	Male	Female	Total	%
6/F	46,644	5,001	51,644	75.7
6/I	4	1	5	<0.1
6/L	7,630	2,285	9,915	14.5
6/A	2,532	376	2,908	4.3
6/M	2,724	985	3,708	5.4
Total	59,534	8,646	68,180	100.0

Manitoba Class 6 Driver's Licence Stages

- 6/F Full Class 6 licence (including Full Stage Class 6 under Graduated Driver Licensing)
- 6/I Intermediate Stage under Graduated Driver Licensing
- 6/L Learner Stage under Graduated Driver Licensing
- 6/A Learner drivers who are not in Graduated Driver Licensing
- 6/M Licence received after passing written test, entitling holder to take the Motorcycle Training Course

Under Manitoba's Graduated Driver Licensing (GDL) program, novice drivers are only required to complete the Intermediate Stage once. Credit for time served in the Intermediate Stage in Class 5 is given for the Intermediate Stage in Class 6. That is, if a novice driver completes the Intermediate stage of the GDL program for a Class 5 licence, they do not need to repeat the Intermediate Stage in order to obtain a Class 6 licence.

In 2014, Full Class 6 licence holders account for 76% of all Manitoba Class 6 licence holders and Learners account for nearly 15%. This distribution is similar to 2013.

Table 2-9 Active Class 6 Male Drivers by Age Group and License ClassTable 2-9
Active Class 6 Male Drivers by Age Group and License Class: 2014

Age Group	License Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	3	2	63	0	39	107	0.2
18-19	49	0	195	1	119	364	0.6
20-24	482	2	1,199	13	546	2,241	3.8
25-34	2,653	0	3,107	433	1,143	7,336	12.3
35-44	5,320	0	1,492	1,020	455	8,287	13.9
45-54	14,342	0	946	730	244	16,262	27.3
55-64	17,087	0	471	264	121	17,943	30.1
65-74	5,485	0	139	58	44	5,727	9.6
75-84	1,042	0	16	12	13	1,083	1.8
85+	181	0	2	2	0	185	0.3
Total	46,644	4	7,630	2,532	2,724	59,534	

Table 2-10 Active Class 6 Female Drivers by Age Group and License ClassTable 2-10
Active Class 6 Female Drivers by Age Group and License Class: 2014

Age Group	License Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	0	1	8	0	2	11	0.1
18-19	1	0	20	0	14	34	0.4
20-24	31	0	175	0	115	321	3.7
25-34	250	0	647	41	290	1,227	14.2
35-44	594	0	605	122	193	1,513	17.5
45-54	1,568	0	577	134	225	2,504	29.0
55-64	1,915	0	241	69	127	2,352	27.2
65-74	545	0	13	8	20	585	6.8
75-84	86	0	0	1	0	87	1.0
85+	11	0	0	1	0	12	0.1
Total	5,001	1	2,285	376	985	8,646	

SECTION 3 – Vehicle Registrations



Introduction

This section deals with vehicle registrations and examines these by three major categories: Commercial; Non-commercial; and, Snowmobiles (Recreational).

Key Highlights

There are a total of 926,533 Non-commercial vehicles registered in Manitoba in 2014.

- This is a nearly 2% increase over 2013 and a 24% increase from 2004.
- This is a 7% increase over the average registrations for the period 2009-2013.

There are a total of 106,525 Commercial vehicles registered in Manitoba in 2014.

- This is a nearly 6% increase over 2013 and a 47% increase from 2004.
- This is a 14% increase over the average registrations for the period 2009-2013.

Overall, there is a 2% increase in the total vehicle registrations (commercial and non-commercial, combined) in Manitoba from 1,012,793 in 2013 to 1,033,058 in 2014.

There are a total of 34,280 Snowmobiles registered in Manitoba in 2014.

- There are 1,429 more registered snowmobiles in 2014 than in 2013 (a 4% increase); a 77% increase from 2004.
- This is a nearly 15% increase over the average registrations for the period 2009-2013.

Major Elements Examined

Counts for each Commercial and Non-commercial registration types represent an average registration over the twelve-month period January through December 2014. That is, active vehicle registrations as of the first of each month are recorded for each vehicle category and then an average for the year is calculated and reported. Counts for Snowmobiles use a similar “point-in-time” average calculation, but include December 2013 through to and including April 2014 to cover the snowmobile riding season.

Terms and Definitions

“Vehicle Class”

- Category of vehicles meeting specific designations and specifications
- Non-commercial vehicle classes are vehicles registered for private use and include:
 - Passenger
 - Antique
 - Motorcycle/Moped
 - Truck
 - Farm Truck
 - Snow Vehicle
 - Trailer
 - Tractor (non-farm)
- Commercial vehicle classes are those involving vehicles registered to or for the use of a business and include:
 - Truck
 - Public Service Vehicles (PSV) Truck
 - Dealer/Repairer
 - Taxi/Livery
 - PSV Bus
 - Trailers
 - PSV Trailers
- A detailed description of each class noted above can be found in the “Glossary” of the Report

Table 3-1 Non Commercial Vehicle ClassTable 3-1
Non-Commercial Vehicle Class: 2014

Vehicle Class*	Total	%
Passenger	551,113	59.5
Antique	133	<0.1
Motorcycle/Moped	13,042	1.4
Truck	153,077	16.5
Farm Truck	43,517	4.7
Snow Vehicle	45	<0.1
Trailer	165,492	17.9
Tractor (Other than Farm-type)	113	<0.1
Total Non-Commercial Vehicles Registered	926,533	100
Snowmobiles (Recreational)		
Snowmobiles	34,280	

*For definition of these motor vehicle classes refer to the "Terms and Definitions" of this Section and "Glossary" of this Report.

Table 3-2 Commercial Vehicle ClassTable 3-2
Commercial Vehicle Class: 2014

Vehicle Class*	Total	%
Commercial Truck	32,227	30.3
Public Service Vehicle (PSV) Truck	11,813	11.1
Dealer and Repairer	6,354	6.0
Taxi/Livery/Limousine	893	0.8
Public Service Vehicle (PSV) Bus	156	0.1
Commercial Trailer	55,000	51.6
Public Service Vehicle (PSV) Trailer	82	<0.1
Total Commercial Vehicles Registered	106,525	100

*For definition of these motor vehicle classes refer to the "Terms and Definitions" of this Section and "Glossary" of this Report.

Table 3-3 Vehicle Registration Summary

Table 3-3
Vehicle Registrations Summary: 2004 to 2014

Registration Class	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	5-year (2009- 2013) Average	2014	% Change 2014 vs. 2013	% Change (2014 vs. 2009-2013 average)
Non-Commercial Vehicle Class														
Passenger	483,274	487,158	491,363	499,078	509,856	516,185	521,894	529,406	539,384	545,723	530,518	551,113	1.0	3.9
Antique**	71	74	80	82	84	77	95	103	131	134	108	133	-1.0	23.1
Motorcycle/Moped	7,339	7,605	8,357	9,143	10,059	10,413	10,732	11,229	12,329	12,658	11,472	13,042	3.0	13.7
Truck	114,818	115,755	117,278	120,217	123,766	127,154	133,057	139,530	145,405	149,295	138,888	153,077	2.5	10.2
Farm Truck	47,650	46,512	45,083	44,477	44,073	43,746	43,517	42,942	43,384	43,361	43,390	43,517	0.4	0.3
Snow Vehicle**	52	49	48	49	47	49	50	48	46	43	47	45	5.5	-4.5
Trailer	92,396	97,684	103,840	111,630	120,891	127,080	134,358	143,249	154,603	160,451	143,948	165,492	3.1	15.0
Tractor (non-farm)	131	122	125	120	117	122	123	120	117	116	120	113	-1.9	-5.3
Subtotal	745,731	754,959	766,174	784,796	808,892	824,824	843,825	866,628	895,400	911,781	868,491	926,533	1.6	6.7
Commercial Vehicle Class														
Truck	23,520	23,833	24,305	24,987	26,123	26,851	27,690	28,928	30,391	31,407	29,053	32,227	2.6	10.9
PSV Truck	8,313	8,988	9,526	10,115	9,863	9,818	9,849	10,244	10,934	11,337	10,437	11,813	4.2	13.2
Dealer/Repairer	6,644	6,561	6,512	6,511	6,546	6,347	6,229	6,185	6,178	6,210	6,230	6,354	2.3	2.0
Taxi/Livery	756	764	772	769	778	834	854	871	885	892	867	893	0.2	3.0
PSV Bus**	132	135	134	143	146	155	161	150	143	153	152	156	1.9	2.0
Trailers*	33,073	33,453	37,226	38,183	42,304	41,846	45,249	45,221	49,389	50,936	46,528	55,000	8.0	18.2
PSV Trailers**	57	54	58	56	51	57	57	57	71	78	64	82	4.9	28.3
Subtotal	72,495	73,788	78,533	80,764	85,811	85,909	90,089	91,655	97,991	101,012	93,331	106,525	5.5	14.1
Total Registrations - Non-Commercial and Commercial Vehicle Classes														
Total Registrations	828,747	844,707	865,560	894,703	910,732	933,914	958,283	993,390	993,390	1,012,793	961,822	1,033,058	2.0	7.4
Snowmobiles***														
Total	19,321	19,852	20,832	23,401	26,359	27,664	28,064	30,421	30,650	32,851	29,930	34,280	4.3	14.5
Off-Road Vehicle Dealer Plates														
Total	417	398	446	429	473	464	454	471	469	505	473	518	2.5	9.6

*Commercial trailers include semi-trailers.

**Due to small numbers, percentage change figures are expected to be somewhat erratic year-over-year and should be interpreted with extreme caution.

***Snowmobile registration count reflects the average number of active policies at a point in time during the riding season, from December to April (e.g., for 2014, December 2013 through April 2014, inclusive).

Over the previous five years (2009 to 2013), total vehicle registrations (excluding snowmobiles and ORV dealer plates) have increased by an average of 2% each year. In 2014, the increase in total vehicle registrations is consistent with this rate of change, increasing by 2% compared to 2013.

The total increase in overall vehicle registrations in 2014 comes from an increase in both non-commercial and commercial vehicle registrations. Non-commercial vehicle registrations increased by nearly 2% in 2014 compared to 2013. Commercial vehicle registrations increased by nearly 6% in 2014 compared to 2013.

Snowmobile registrations increased by 4% in 2014 over 2013 (a total count of 1,429 snowmobiles) and by nearly 5% compared to the 5-year (2009-2013) average registrations.

SECTION 4 – Traffic Collisions



Introduction

This section counts the number of collisions in Manitoba and provides detail for collisions of different severity; fatal, injury and property damage only (PDO). Historical information regarding the number of collisions, the number of victims, the number of vehicles and the number of drivers involved in collisions over the ten year period 2004 to 2013 is presented and compared to 2014. Details are provided for 2014 traffic collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location and type of collision.

Key Highlights

In 2014, there are 11,529 victims from 40,672 collisions involving 62,277 vehicles and 61,294 drivers. Of the 40,672 collisions:

- 64 are fatal collisions involving 95 vehicles and 90 drivers, resulting in 68 people killed and 68 people injured;
- 9,023 are injury collisions involving 16,233 vehicles and 16,120 drivers, resulting in 11,393 people injured; and,
- 31,585 are PDO collisions involving 45,949 vehicles and 45,084 drivers.

Collisions on public roadways in Manitoba in 2014 most frequently occur:

- In Winnipeg (65% of all collisions; 17% of fatal, 76% of injury and 62% of PDO collisions) and in rural locations (18% of all collisions, 70% of fatal, 12% of injury and 19% of PDO collisions);
- In the winter months (January, February, and December) – 35% of all collisions; 22% of fatal, 35% of injury and nearly 36% of PDO collisions;
- On weekdays (Monday through Friday) with Friday specifically accounting for 17% of all collisions; nearly 13% of fatal, 17% of injury and 18% of PDO collisions; and,
- Between the hours of 3 and 6 p.m. (15:00 to 17:59) – 25% of all collisions; 16% of fatal, 29% of injury and 24% of PDO collisions.

Collisions on public roadways in Manitoba in 2014 are most frequently:

- “Motor vehicle to motor vehicle” in nature – 63% of all collisions; nearly 38% of fatal, 80% of injury and 58% of PDO collisions; and,
- “Rear end” collisions (35% of all collisions), collisions occurring at 90° intersections (nearly 18% of all collisions), collisions involving a fixed object (13% of all collisions), side-swipe collisions (nearly 13% of all collisions), collisions resulting from leaving the road (7% of all collisions), collisions associated with turning (5% of all collisions), and head-on collisions (5% of all collisions).

Major Elements Examined

Counts of collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

Collisions, victims, vehicles and drivers are presented separately at the beginning of this section with counts provided for the years 2004 through 2014. Following that, the majority of this section explores traffic collisions occurring in 2014 and provides comparisons to annual average counts of collisions for the time period 2009 to 2013.

It is important to note that the number of collisions is not equal to the number of victims as each collision can result in multiple victims. Likewise, the number of vehicles involved is not equal to the number of drivers involved as a driverless vehicle (e.g., a parked car; vehicles that do not have a licensed driver) could be involved in a collision.

“Drivers” in this section refers to the number of drivers involved in collisions. It excludes pedestrians, bicyclists, snowmobiles, off-road vehicles, farm and construction equipment, trains and parked vehicles.

The terms ‘crash’, ‘collision’ and ‘accident’ are used interchangeably in this report.

The terms ‘fatally injured’ and ‘killed’ are used interchangeably in this report.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2009 to 2013. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions can have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

“Collision severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required).

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“Collision Type”

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

“Urban Location”

- Collisions occurring within the municipal boundaries of urban locations, including Winnipeg, Brandon, Portage la Prairie, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and others.

“Rural Location”

- Collisions occurring on primary highways, secondary highways and local roadways, including the Trans Canada Highway and excluding those that occur within the municipal boundaries of an urban area.

“Accident Configuration”

- Briefly describes the action taken by a vehicle immediately prior to or at the start of the collision, including such events as rear-ending another vehicle, side-swiping another vehicle, turning into (the path of) another vehicle, parking, meeting another vehicle at an intersection and/or leaving the roadway.
- “Other” in terms of accident configuration includes collisions involving more than one configuration or sequence of events.

Table 4-1 Historical Summary of Traffic Collisions

Table 4-1
Historical Summary of Traffic Collisions: 2004 to 2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2009-2013 Average
Total Collisions	35,002	33,164	31,738	29,494	27,092	26,578	27,172	34,302	38,972	41,819	40,672	33,769
Fatal	90	88	104	96	85	83	78	94	89	69	64	83
Injury	6,855	6,482	6,503	6,415	5,974	5,396	5,386	6,309	8,280	8,729	9,023	6,820
PDO	28,057	26,594	25,131	22,983	21,033	21,099	21,708	27,899	30,603	33,021	31,585	26,866
Total Victims	9,314	8,753	8,825	8,632	7,924	7,302	7,130	8,337	10,623	11,234	11,529	8,925
Killed	99	113	119	109	92	86	87	110	96	85	68	93
Injured	9,215	8,640	8,706	8,523	7,832	7,216	7,043	8,227	10,527	11,149	11,461	8,832
Total Vehicles Involved	57,219	54,343	51,620	48,491	44,555	43,610	44,979	53,516	59,556	64,316	62,277	53,195
Fatal	131	135	151	141	141	126	110	141	126	111	95	123
Injury	12,090	11,489	11,312	11,099	10,219	9,268	9,358	10,956	14,802	15,663	16,233	12,009
PDO	44,998	42,719	40,157	37,251	34,195	34,216	35,511	42,419	44,628	48,542	45,949	41,063
Total Drivers Involved	52,013	48,898	46,380	44,814	42,120	41,097	42,310	51,279	58,877	63,501	61,294	51,413
Fatal	127	126	145	135	121	120	105	130	119	106	90	116
Injury	11,647	11,044	10,827	10,696	9,854	8,938	8,969	10,644	14,696	15,539	16,120	11,757
PDO	40,239	37,728	35,408	33,983	32,145	32,039	33,236	40,505	44,062	47,856	45,084	39,540

In 2014, there are 11,529 victims from 40,672 collisions involving 62,277 vehicles and 61,294 drivers. Of the 40,672 collisions:

- 64 are fatal collisions involving 95 vehicles and 90 drivers, resulting in 68 people killed and 68 people injured;
- 9,023 are injury collisions involving 16,233 vehicles and 16,120 drivers, resulting in 11,393 people injured; and,
- 31,585 are PDO collisions involving 45,949 vehicles and 45,084 drivers.

Total collisions in 2014 are down 3% compared to 2013 and are up 20% compared to the number of collisions in the previous five year (2009 to 2013) annual average.

- Fatal collisions decreased by 7% compared to 2013 and by nearly 23% compared to the previous five years.
- Injury collisions increased by 3% compared to 2013 and by 32% compared to the previous five years.
- PDO collisions decreased by 4% compared to 2013 and increased by 18% compared to the previous five years.

The total number of collision victims in 2014 increased by 3% compared to 2013 and by 29% compared to the previous five year (2009 to 2013) annual average. However, the number of people killed in collisions in 2014 is down by 20% compared to 2013 and by 27% compared to the previous five years. In recent years, the number of people killed in fatal collisions has decreased (2014 – 68; 2013 – 85; 2012 – 96; 2011 – 110). The total in 2014 is the lowest number of people killed on public roads in Manitoba over the past thirty years.

The total number of drivers involved in collisions in 2014 is down nearly 4% compared to 2013 and is up 19% compared to the previous five year (2009 to 2013) annual average. The number of vehicles involved in 2014 is down 3% from 2013 and is up 17% compared to the previous five years.

Figure 4-1 Historical Summary – Count of Traffic Collisions, Victims, Vehicles and Drivers

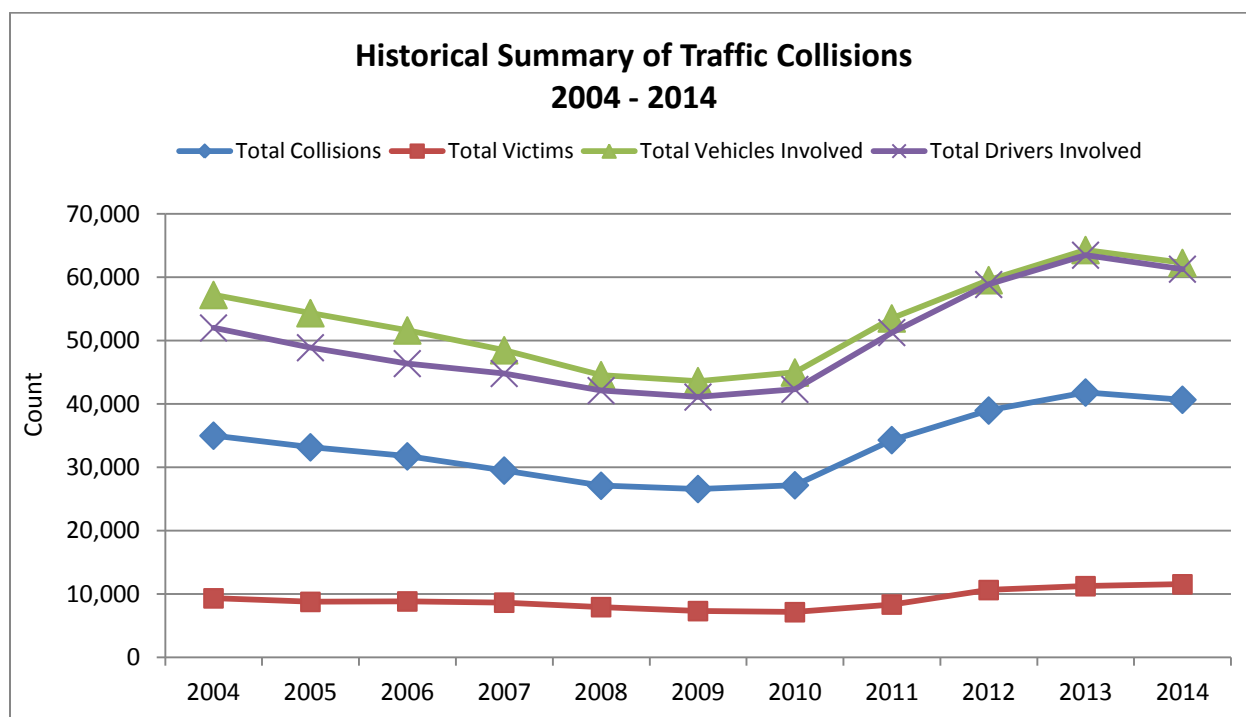


Table 4-2 Traffic Collisions by Month of Occurrence and Collision Severity

Table 4-2
Traffic Collisions by Month of Occurrence and Collision Severity: 2014, 2009-2013 Average

Month	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
January	6	9.4%	1,270	14.1%	4,699	14.9%	5,975	14.7%	5	765	3,175	3,945	11.7%
February	2	3.1%	943	10.5%	3,393	10.7%	4,338	10.7%	5	565	2,239	2,809	8.3%
March	2	3.1%	790	8.8%	3,030	9.6%	3,822	9.4%	4	580	2,148	2,732	8.1%
April	6	9.4%	501	5.6%	1,923	6.1%	2,430	6.0%	6	431	1,582	2,019	6.0%
May	4	6.3%	559	6.2%	1,822	5.8%	2,385	5.9%	6	469	1,633	2,108	6.2%
June	4	6.3%	586	6.5%	2,064	6.5%	2,654	6.5%	10	484	1,764	2,259	6.7%
July	11	17.2%	569	6.3%	2,028	6.4%	2,608	6.4%	10	473	1,664	2,147	6.4%
August	8	12.5%	600	6.6%	1,867	5.9%	2,475	6.1%	9	471	1,602	2,082	6.2%
September	8	12.5%	696	7.7%	2,048	6.5%	2,752	6.8%	8	518	1,796	2,322	6.9%
October	4	6.3%	673	7.5%	2,271	7.2%	2,948	7.2%	8	604	2,502	3,115	9.2%
November	3	4.7%	891	9.9%	3,324	10.5%	4,218	10.4%	6	733	3,325	4,063	12.0%
December	6	9.4%	945	10.5%	3,116	9.9%	4,067	10.0%	6	728	3,436	4,170	12.3%
Total	64	100%	9,023	100%	31,585	100%	40,672	100%	83	6,820	26,866	33,769	100%

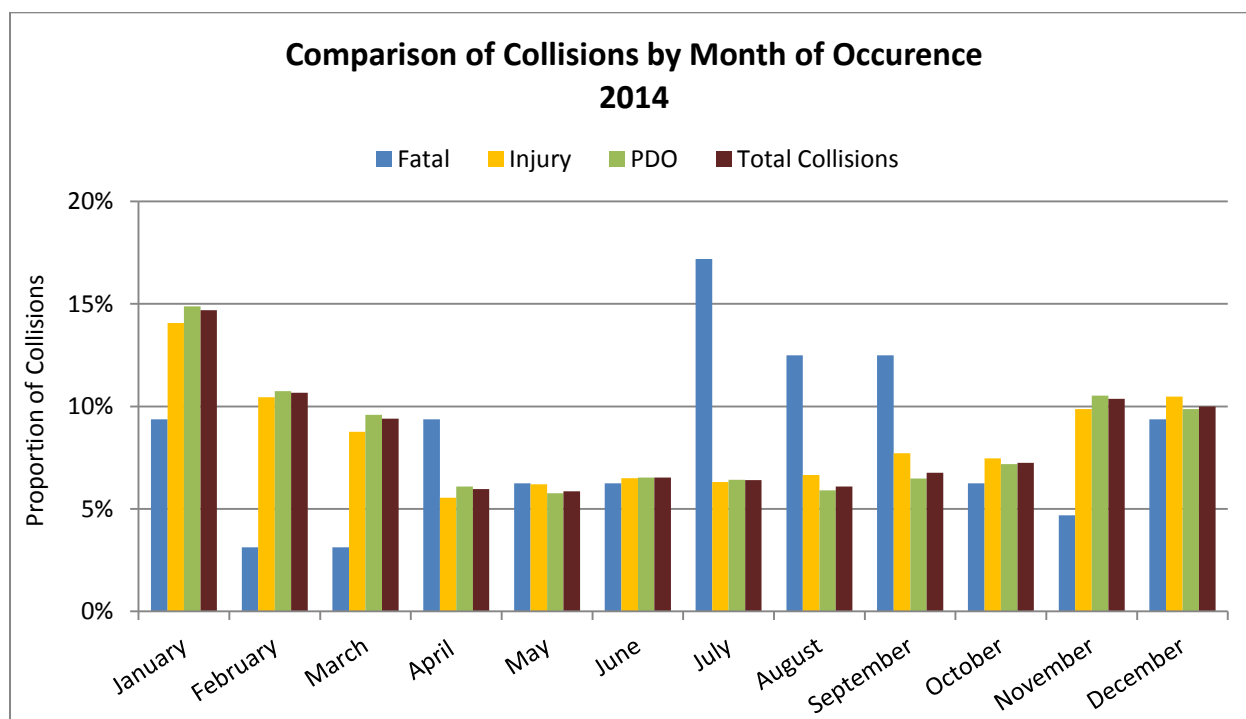
Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

The winter months of January, February and December continue to account for a high proportion of collisions in Manitoba, with more than one-third (35%) of all collisions happening in these months in 2014. In the previous five year period (2009-2013), these months accounted for an average of 32% of all collisions. In 2014, January, February and December (combined), account for:

- 22% of all fatal collisions;
- 35% of all injury collisions; and,
- nearly 36% of all PDO collisions.

Fatal collisions in 2014 occur most often in July, August and September (42% of fatal crashes combined), compared to 32% in 2009 to 2013. The spring months of March, April and May account for the same proportion of fatal collisions relative to the previous five years (2014 – 19% of fatal crashes; 2009-2013 annual average – 19% of fatal crashes).

Figure 4-2 Traffic Collisions by Month of Occurrence and Collision Severity



In 2014, injury collisions and PDO collisions occur most frequently in the months of November through March (54% of injury collisions and 56% of PDO collisions). In the previous five year period (2009 to 2013), these months account for 49% of injury collisions and 53% of PDO collisions.

Table 4-3 Traffic Collisions by Day of Occurrence and Collision Severity

Table 4-3
Traffic Collisions by Day of Week of Occurrence and Collision Severity: 2014, 2009-2013 Average

Day of Week	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Sunday	9	14.1%	869	9.6%	3,473	11.0%	4,351	10.7%	12	640	2,810	3,462	10.3%
Monday	10	15.6%	1,331	14.8%	4,466	14.1%	5,807	14.3%	10	972	3,694	4,675	13.8%
Tuesday	6	9.4%	1,372	15.2%	4,422	14.0%	5,800	14.3%	7	1,056	3,898	4,961	14.7%
Wednesday	12	18.8%	1,351	15.0%	4,688	14.8%	6,051	14.9%	12	1,091	4,034	5,138	15.2%
Thursday	6	9.4%	1,459	16.2%	4,804	15.2%	6,269	15.4%	13	1,058	4,079	5,149	15.2%
Friday	8	12.5%	1,513	16.8%	5,557	17.6%	7,078	17.4%	14	1,161	4,693	5,867	17.4%
Saturday	13	20.3%	1,128	12.5%	4,175	13.2%	5,316	13.1%	15	844	3,658	4,517	13.4%
Total	64	100%	9,023	100%	31,585	100%	40,672	100%	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

Collisions in 2014 most frequently occur on weekdays, especially on Friday. Monday through Friday combined account for 76% of all collisions, 66% of fatal collisions, 78% of injury collisions and 76% of PDO collisions. In the previous five year (2009 to 2013) annual average, weekdays account for virtually the same proportions (76% of all collisions; 67% fatal; 78% injury; 76% PDO).

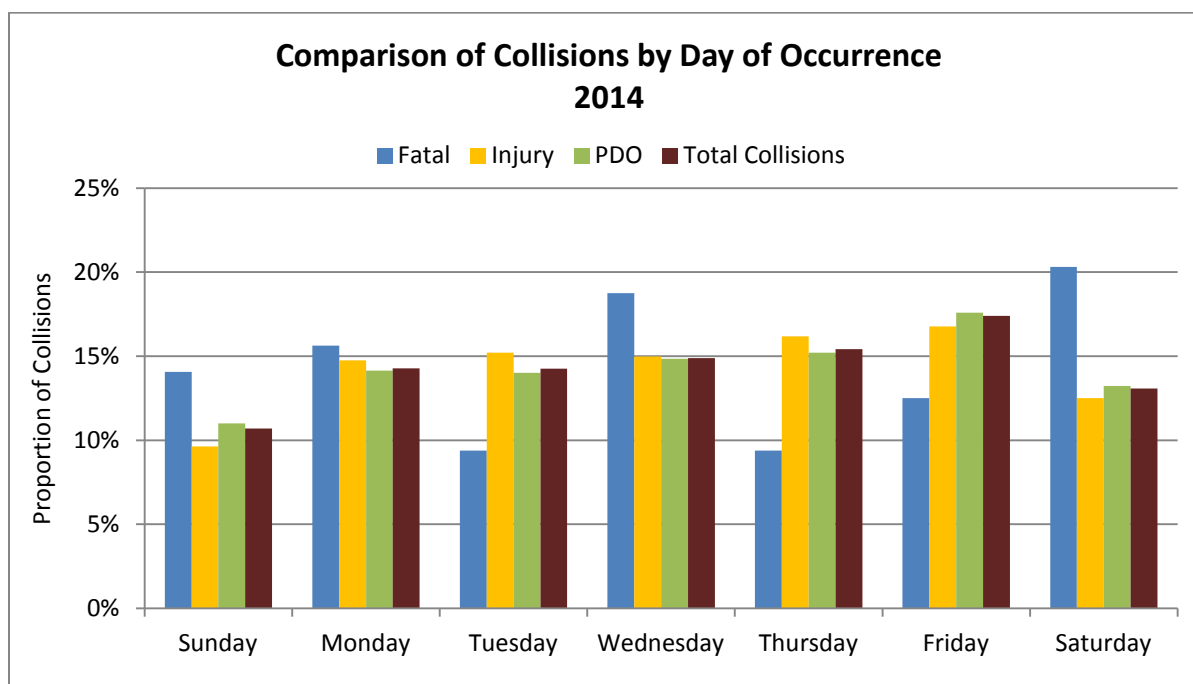
Overall, Friday accounts for the single largest proportion of collisions in 2014; this is also the case in the previous five year (2009 to 2013) annual average. Friday accounts for:

- 17% of all collisions in 2014 and in the previous five years;
- nearly 13% of fatal collisions in 2014 and 17% in the previous five years;
- 17% of injury collisions in 2014 and in the previous five years; and,
- 18% of PDO collisions in 2014 and nearly 18% in the previous five years.

Weekends, including Friday, Saturday and Sunday combined, account for:

- 41% of all collisions in 2014 and in the previous five years (2009 to 2013);
- 47% of fatal collisions in 2014 and 50% in the previous five years;
- 39% of injury collisions in 2014 and in the previous five years; and,
- 42% of PDO collisions in 2014 and nearly 42% in the previous five years.

Figure 4-3 Traffic Collisions by Day of Occurrence and Collision Severity



In 2014, fatal collisions happen most often on Saturday (count of 13 or 20% of fatal collisions). In the previous five year (2009 to 2013) annual average, Saturdays account for the highest number of fatal crashes (15), but are closely followed by Fridays (14), Thursdays (13), Sundays (12) and Wednesdays (12).

Table 4-4 Traffic Collisions by Time of Occurrence and Collision Severity

Table 4-4
Traffic Collisions by Time of Occurrence and Collision Severity: 2014, 2009-2013 Average

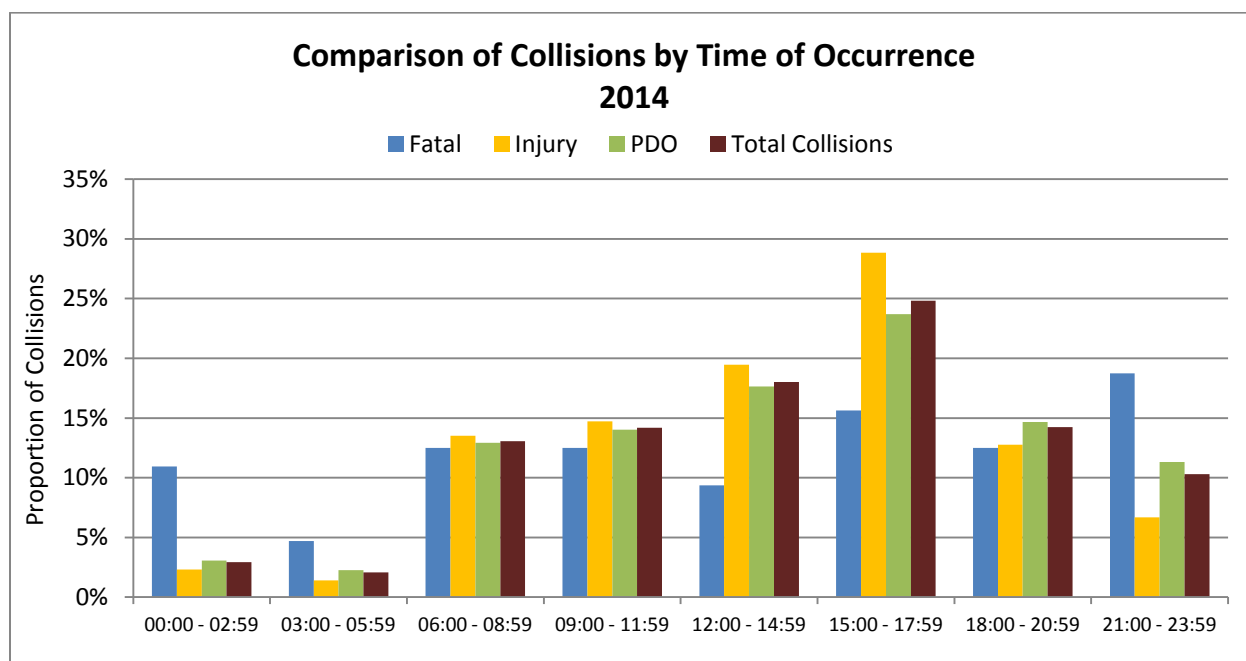
Time	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
00:00 - 02:59	7	10.9%	209	2.3%	972	3.1%	1,188	2.9%	7	181	833	1,020	3.0%
03:00 - 05:59	3	4.7%	127	1.4%	716	2.3%	846	2.1%	8	138	710	856	2.5%
06:00 - 08:59	8	12.5%	1,219	13.5%	4,085	12.9%	5,312	13.1%	5	887	3,293	4,185	12.4%
09:00 - 11:59	8	12.5%	1,328	14.7%	4,428	14.0%	5,764	14.2%	9	911	3,489	4,409	13.1%
12:00 - 14:59	6	9.4%	1,755	19.5%	5,571	17.6%	7,332	18.0%	12	1,325	4,653	5,990	17.7%
15:00 - 17:59	10	15.6%	2,601	28.8%	7,485	23.7%	10,096	24.8%	11	1,853	6,250	8,114	24.0%
18:00 - 20:59	8	12.5%	1,151	12.8%	4,634	14.7%	5,793	14.2%	14	873	4,036	4,922	14.6%
21:00 - 23:59	12	18.8%	602	6.7%	3,573	11.3%	4,187	10.3%	10	500	3,026	3,535	10.5%
Not Stated	2	3.1%	31	0.3%	121	0.4%	154	0.4%	8	153	577	738	2.2%
Total	64	100%	9,023	100%	31,585	100%	40,672	100%	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

More than four in ten collisions in 2014 occur between noon and 6 p.m. (43% of all collisions, 25% of fatal collisions, 48% of injury collisions, and 41% of PDO collisions). This is consistent with the proportion of collisions occurring during these hours in the previous five year (2009 to 2013) annual average (42% of all collisions, 28% of fatal collisions, 47% of injury collisions, and 41% of PDO collisions).

The largest proportion of total traffic collisions in 2014 occur between 3 and 6 p.m. (15:00 – 17:59), what is often considered the “afternoon rush”. One-quarter (25%) of all collisions occur during these hours (16% of fatal collisions, 29% of injury collisions and 24% of PDO collisions). This is relatively consistent with the proportion of collisions occurring during these hours in the previous five year (2009 to 2013) annual average.

Figure 4-4 Traffic Collisions by Time of Occurrence and Collision Severity



In 2014, consistent with the previous five year annual average, a disproportionate number of fatal crashes occur between the hours of midnight and 6 a.m. In 2014, 16% of fatal crashes occur during this time, compared to 4% of injury crashes and 5% of PDO crashes. In the previous five years, 17% of fatal crashes occur between the hours of midnight and 6 a.m. compared to 5% of injury crashes and 6% of PDO crashes.

Table 4-5 Traffic Collisions by Provincial Location and Collision SeverityTable 4-5
Traffic Collisions by Provincial Location and Collision Severity: 2014, 2009-2013 Average

Location	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Winnipeg	11	17.2%	6,892	76.4%	19,498	61.7%	26,401	64.9%	15	4,847	15,625	20,486	60.7%
Brandon	0	-	208	2.3%	1,000	3.2%	1,208	3.0%	<1	200	1,054	1,255	3.7%
Portage	0	-	54	0.6%	253	0.8%	307	0.8%	-	45	279	324	1.0%
Flin Flon	1	1.6%	2	<0.1%	76	0.2%	79	0.2%	<1	9	87	97	0.3%
Dauphin	1	1.6%	31	0.3%	165	0.5%	197	0.5%	<1	30	157	187	0.6%
Thompson	0	-	25	0.3%	216	0.7%	241	0.6%	<1	29	210	239	0.7%
The Pas	0	-	16	0.2%	137	0.4%	153	0.4%	<1	14	124	138	0.4%
Selkirk	1	1.6%	63	0.7%	279	0.9%	343	0.8%	<1	52	223	276	0.8%
Other Urban	5	7.8%	645	7.1%	3,936	12.5%	4,586	11.3%	10	450	3,126	3,585	10.6%
All Rural	45	70.3%	1,087	12.0%	6,025	19.1%	7,157	17.6%	55	1,144	5,983	7,181	21.3%
Total	64	100%	9,023	100%	31,585	100%	40,672	100%	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

Urban locations account for about four in five (82%) of all collisions in Manitoba, but less than one-third of fatal collisions (30%) in 2014 (88% of injury collisions and 81% of PDO collisions). Rural locations account for nearly one-fifth of all collisions (18%), but more than two-thirds of fatal collisions (70%). This is consistent with historical results. In the previous five year period (2009 to 2013), urban locations accounted for an average of 79% of all collisions, nearly 30% of fatal collisions, 83% of injury collisions, and 78% of PDO collisions.

In 2014, 65% of traffic collisions occur in Winnipeg while other urban locations (including Brandon, Portage, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and "Other urban") account for nearly 18% of all collisions. In the previous five year (2009 to 2013) annual average, 61% of all collisions occur in Winnipeg and 18% occur in other urban locations.

This pattern holds when we consider both injury and PDO collisions. In 2014:

- 76% of injury collisions occur in Winnipeg, nearly 12% occur in other urban locations and 12% occur in rural locations.
- 62% of PDO collisions occur in Winnipeg, 19% occur in other urban locations and 19% occur in rural locations.

Fatal collisions are different from the distribution of total crashes when it comes to the urban-rural split. In 2014, more than two-thirds of fatal collisions (70%) occur in rural locations, while 17% occur in Winnipeg and nearly 13% occur in other urban locations. The over-representation of rural locations for fatal collisions in 2014 is consistent with the previous five year (2009 to 2013) annual average, where 67% of fatal collisions occur in rural locations, 18% occur in Winnipeg and 16% occur in other urban locations.

Table 4-6 Collision Type by Urban/Rural LocationTable 4-6
Collision Type by Urban/Rural Location: 2014, 2009-2013 Average

Collision Type	Location												2009-2013 Average Count of Total Collisions					
	2014 Urban				2014 Rural				2014 Provincial Total				2014 Provincial Total as % of Total	Fatal	Injury	PDO	Total	% of Total
	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total						
Collision with pedestrian	2	27	34	63	2	0	0	2	4	27	34	65	0.2%	9	217	26	252	0.7%
Collision with other motor vehicle	7	6,769	17,576	24,352	17	385	708	1,110	24	7,154	18,284	25,462	62.8%	32	4,951	16,683	21,665	64.2%
Collisions with train	0	1	4	5	0	1	1	2	0	2	5	7	<0.1%	1	3	8	12	<0.1%
Collision with motorcycle	1	7	3	11	1	1	0	2	2	8	3	13	<0.1%	2	62	28	92	0.3%
Collision with animal drawn vehicle	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	<0.1%
Collision with bicycle	3	21	41	65	1	2	0	3	4	23	41	68	0.2%	2	140	33	175	0.5%
Collision with animal	0	54	881	935	0	174	3,525	3,699	0	228	4,406	4,634	11.4%	<1	206	4,305	4,511	13.4%
Collision with fixed object	3	452	4,089	4,544	13	350	1,138	1,501	16	802	5,227	6,045	14.9%	8	484	3,016	3,509	10.4%
Collision with other object	2	456	2,630	3,088	4	73	547	624	6	529	3,177	3,712	9.2%	6	298	1,725	2,028	6.0%
Overtaken in roadway	0	3	8	11	2	6	6	14	2	9	14	25	<0.1%	5	91	122	218	0.6%
Ran off roadway	1	9	9	19	3	40	23	66	4	49	32	85	0.2%	18	311	665	993	2.9%
Collision with moped	0	0	0	0	0	0	1	1	0	0	1	1	<0.1%	-	<1	<1	1	<0.1%
Other non-collision	0	57	285	342	2	29	76	107	2	86	361	449	1.1%	-	57	255	312	0.9%
Total	19	7,856	25,560	33,435	45	1,061	6,025	7,131	64	8,917	31,585	40,566	100%	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

The majority of crashes on public roadways in Manitoba are “motor vehicle to motor vehicle” collisions, both in 2014 and in the previous five year (2009 to 2013) annual average. In 2014 “motor vehicle to motor vehicle” collisions account for:

- 63% of all collisions;
- nearly 38% of fatal collisions;
- 80% of injury collisions; and,
- 58% of PDO collisions.

Collisions occurring in urban locations are also predominantly “motor vehicle to motor vehicle” in nature. In urban locations in 2014, “motor vehicle to motor vehicle” collisions account for:

- 73% of all collisions;
- 37% of fatal collisions;
- 86% of injury collisions; and,
- 69% of PDO collisions.

Collisions occurring in rural locations are predominantly “motor vehicle to animal” in nature, with “motor vehicle to fixed object” the second most common configuration, and “motor vehicle to motor vehicle” as the third most common. In rural locations in 2014:

- 52% of all collisions are “motor vehicle to animal” in nature (no fatal collisions; 16% of injury collisions; and nearly 59% of PDO collisions);
- 21% of all collisions are “motor vehicle to fixed object” in nature (29% of fatal collisions; 33% of injury collisions; and 19% of PDO collisions); and,
- 16% of all collisions are “motor vehicle to motor vehicle” in nature (38% of fatal collisions; 36% of injury collisions; and 12% of PDO collisions).

Collisions with pedestrians (accounting for less than 1% of all collisions in 2014) account for a high proportion of fatal collisions occurring in urban locations. In 2014, 6% of fatal collisions in the province were “motor vehicle to pedestrian”, but in urban locations, nearly 11% of fatal collisions involve a motor vehicle hitting a pedestrian.

Table 4-7 Traffic Collisions by Road Surface Condition and Collision SeverityTable 4-7
Traffic Collisions by Road Surface Condition and Collision Severity: 2014, 2009-2013 Average

Road Surface Condition	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Dry	44	68.8%	4,339	48.2%	14,609	46.3%	18,992	46.7%	56	3,752	14,201	18,009	53.3%
Wet	3	4.7%	874	9.7%	2,682	8.5%	3,559	8.8%	7	755	2,512	3,274	9.7%
Mud	0	-	6	<0.1%	69	0.2%	75	0.2%	<1	7	59	67	0.2%
Snow	4	6.3%	842	9.3%	4,110	13.0%	4,956	12.2%	5	576	3,004	3,585	10.6%
Ice	8	12.5%	2,408	26.7%	8,211	26.0%	10,627	26.1%	8	1,324	5,516	6,848	20.3%
Slush	2	3.1%	207	2.3%	654	2.1%	863	2.1%	<1	151	443	595	1.8%
Loose Sand/Gravel/Dirt	1	1.6%	62	0.7%	245	0.8%	308	0.8%	2	71	237	311	0.9%
Fresh Oil	0	-	4	<0.1%	18	<0.1%	22	<0.1%	-	3	9	12	<0.1%
Other	0	-	24	0.3%	119	0.4%	143	0.4%	<1	8.6	64	73	0.2%
Not Applicable	1	1.6%	120	1.3%	308	1.0%	429	1.1%	2	132	596	730	2.2%
Unknown	1	1.6%	122	1.4%	560	1.8%	683	1.7%	2	39	224	265	0.8%
Total	64	100%	9,008	100%	31,585	100%	40,657	100%	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

The collisions in Manitoba occur most often under “dry” road conditions. Nearly half (47%) of all collisions in 2014 and 53% in the previous five year (2009 to 2013) annual average occur on “dry” roads.

In 2014, 69% of fatal collisions occur on “dry” roads. This is relatively consistent with the previous five year (2009 to 2013) annual average where two-thirds of fatal collisions (67%) occur on “dry” roads.

Icy road conditions account for 26% of all collisions in 2014, including nearly 13% of fatal collisions, 27% of injury collisions and 26% of PDO collisions. This is similar to the previous five year (2009 to 2013) annual average where icy roads account for 20% of all collisions, 9% of fatal collisions, 19% of injury collisions and nearly 21% of PDO collisions.

“Snow” covered and “wet” roads account for the next highest proportions of all collisions in 2014, at 12% and 9% respectively. These proportions are similar to the previous five year (2009 to 2013) annual average (11% and 10% respectively).

Figure 4-5 Traffic Collisions by Road Surface Condition and Collision Severity

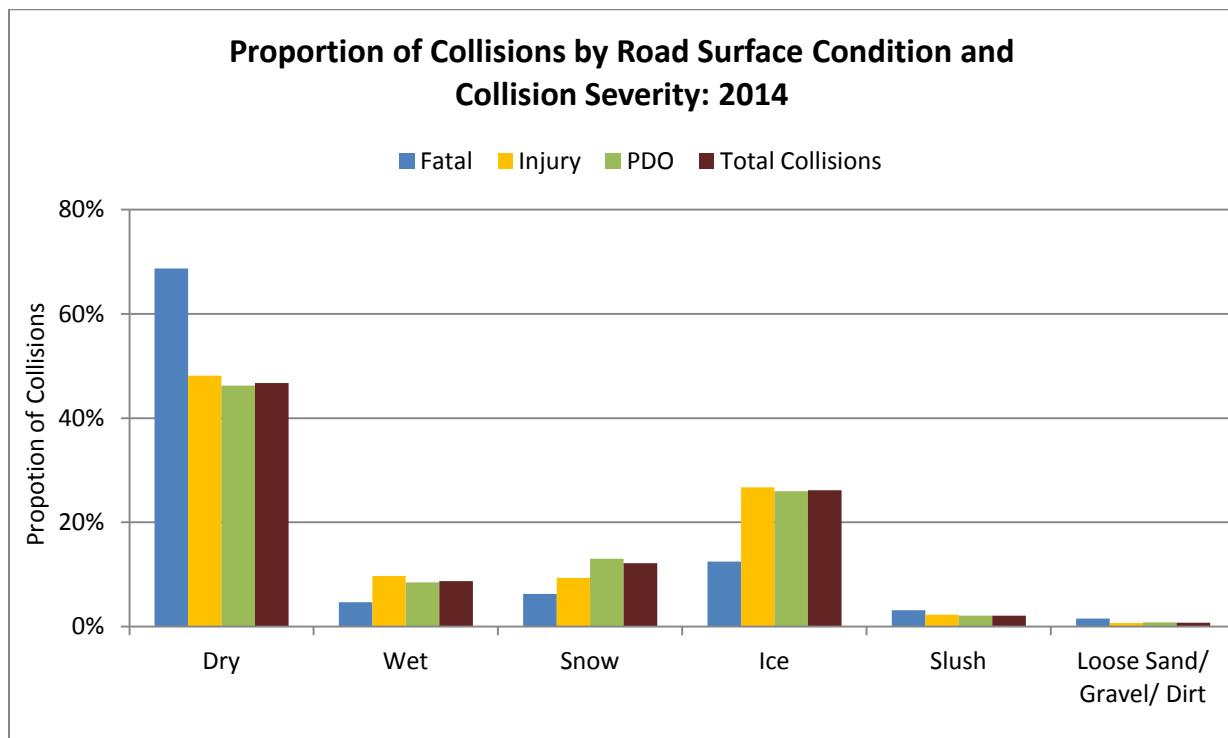


Table 4-8 Traffic Collisions by Weather Condition and Collision Severity

Table 4-8
Traffic Collisions by Weather Condition and Collision Severity: 2014, 2009-2013 Average

Weather Condition	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Clear	41	64.1%	6,057	67.2%	20,286	64.2%	26,384	64.9%	55	4,631	17,847	22,533	66.7%
Cloudy	9	14.1%	1,350	15.0%	4,590	14.5%	5,949	14.6%	9	1,014	3,905	4,929	14.6%
Raining	2	3.1%	403	4.5%	1,308	4.1%	1,713	4.2%	3	308	1,108	1,419	4.2%
Snowing	1	1.6%	472	5.2%	1,987	6.3%	2,460	6.1%	4	435	1,900	2,339	6.9%
Fog or Mist	2	3.1%	103	1.1%	402	1.3%	507	1.2%	2	60	336	398	1.2%
Smoke or Dust	1	1.6%	5	<0.1%	16	<0.1%	22	<0.1%	-	5	19	23	<0.1%
Freezing Rain/ Sleet/ Hail	0	-	50	0.6%	188	0.6%	238	0.6%	<1	37	127	165	0.5%
Drifting Snow	1	1.6%	156	1.7%	733	2.3%	890	2.2%	2	77	310	388	1.2%
Strong Winds	2	3.1%	83	0.9%	354	1.1%	439	1.1%	1	44	166	212	0.6%
Other	1	1.6%	9	<0.1%	67	0.2%	77	0.2%	<1	5	43	48	0.1%
Not Applicable	2	3.1%	138	1.5%	516	1.6%	656	1.6%	4	147	710	861	2.5%
Unknown	2	3.1%	182	2.0%	1,138	3.6%	1,322	3.3%	2	56	395	453	1.3%
Total	64	100%	9,008	100%	31,585	100%	40,657	100%	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

Most collisions in Manitoba occur during “clear” weather conditions. Around two-thirds (65%) of all collisions in 2014 and 67% in the previous five year (2009 to 2013) annual average occur in “clear” weather. This holds for all collisions regardless of severity. In 2014:

- “Cloudy” conditions account for 15% of all collisions (14% of fatal collisions; 15% of injury collisions; nearly 15% of PDO collisions);
- “Snowing” conditions account for 6% of all collisions (2% of fatal collisions; 5% of injury collisions; 6% of PDO collisions); and,
- “Raining” conditions account for 4% of all collisions (3% of fatal collisions; nearly 5% of injury collisions; 4% of PDO collisions).

Figure 4-6 Traffic Collisions by Weather Condition and Collision Severity

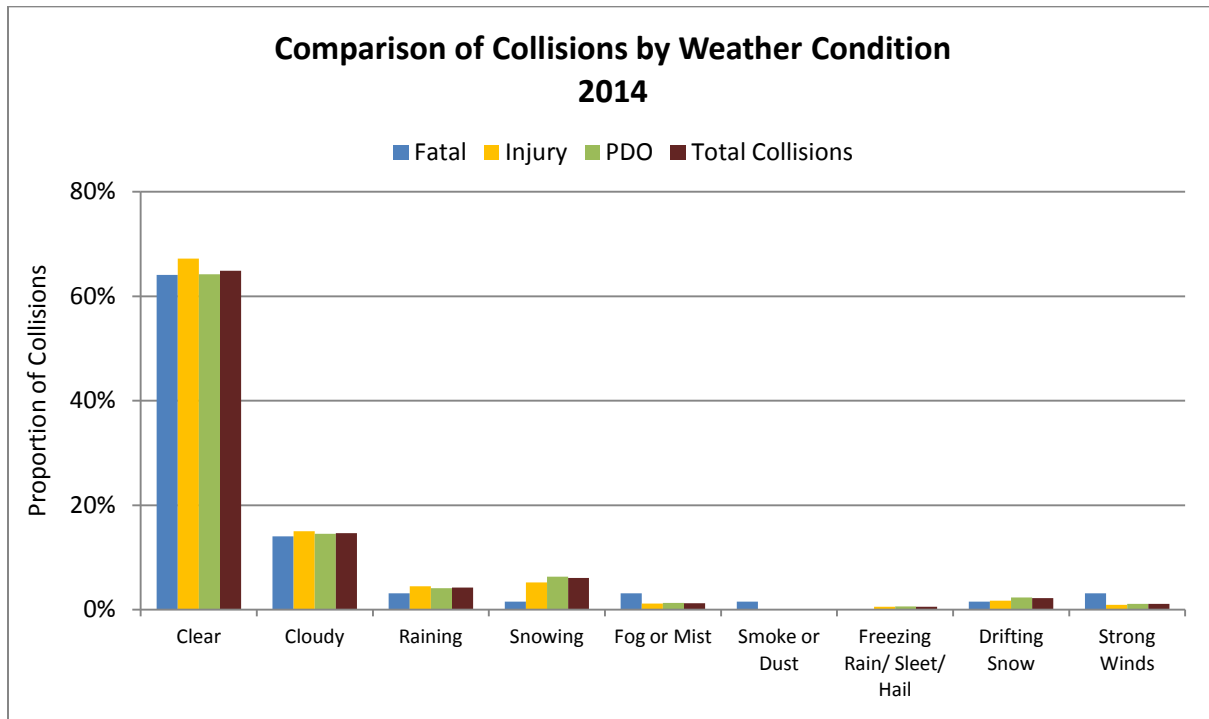


Table 4-9 Accident Configuration and Collision Severity

Table 4-9
Accident Configuration and Collision Severity: 2014, 2009-2013 Average

Accident Configuration	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Rear End	1	2.3%	3,743	48.8%	6,306	29.9%	10,050	34.9%	2	2,463	5,774	8,239	35.3%
Head On	8	18.2%	174	2.3%	1,167	5.5%	1,349	4.7%	11	155	962	1,128	4.8%
Side Swipe Opposing	1	2.3%	87	1.1%	369	1.8%	457	1.6%	1	55	283	340	1.5%
Side Swipe Same Direction	0	-	384	5.0%	2,771	13.2%	3,155	11.0%	<1	223	2,020	2,243	9.6%
Overtaking	0	-	29	0.4%	196	0.9%	225	0.8%	1	51	341	393	1.7%
Right Turn - Same direction	0	-	25	0.3%	198	0.9%	223	0.8%	-	25	187	212	0.9%
Right Turn - Opposing	0	-	7	<0.1%	54	0.3%	61	0.2%	-	15	75	90	0.4%
Left Turn - Opposing	1	2.3%	230	3.0%	385	1.8%	616	2.1%	<1	130	325	456	2.0%
Left Turn - Same direction	0	-	23	0.3%	150	0.7%	173	0.6%	-	40	210	251	1.1%
Left Turn - Across	0	-	126	1.6%	345	1.6%	471	1.6%	1	220	601	822	3.5%
Intersection 90°	6	13.6%	1,877	24.5%	3,341	15.9%	5,224	18.2%	11	1,175	2,755	3,941	16.9%
Off Road Right	8	18.2%	244	3.2%	901	4.3%	1,153	4.0%	11	276	812	1,099	4.7%
Off Road Left	5	11.4%	174	2.3%	598	2.8%	777	2.7%	9	207	550	765	3.3%
Fixed Object	4	9.1%	348	4.5%	3,284	15.6%	3,636	12.6%	3	237	1,995	2,234	9.6%
Parking	0	-	120	1.6%	936	4.4%	1,056	3.7%	-	61	775	836	3.6%
Pedestrian	10	22.7%	76	1.0%	69	0.3%	155	0.5%	11	219	33	263	1.1%
Other	20	-	1,340	-	10,515	-	11,875	-	22	1,269	9,168	10,458	-
Total	64	100%	9,007	100%	31,585	100%	40,656	100%	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

Note: 'Other' accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in '% of Total' exclude the 'Other' category.

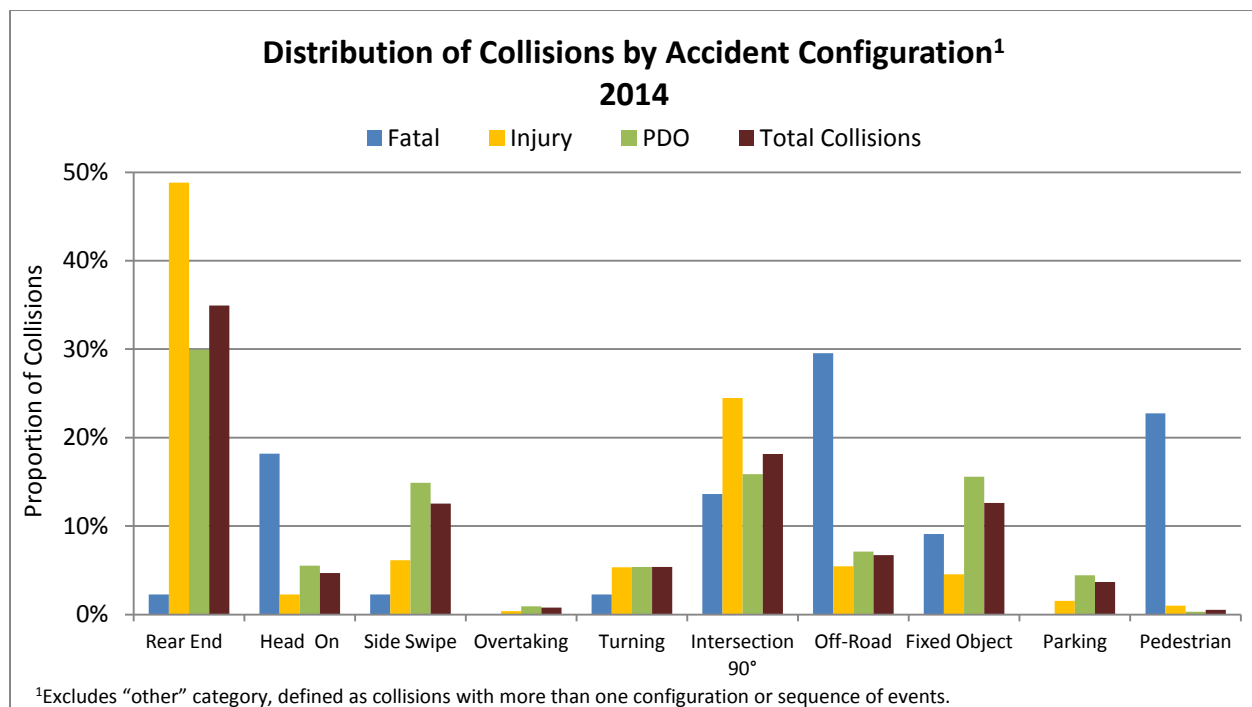
The most common accident configuration (or sequence of events immediately prior to or at the start of a collision) for collisions occurring in Manitoba (excluding “other”) is a “rear end” type. “Rear end” crashes account for 35% of all collisions in 2014 (one fatal collision; 49% of injury collisions; 30% of PDO collisions) and 35% of all collisions in the previous five year (2009 to 2013) annual average.

Following “rear end” collisions, the next most common accident configurations in 2014 (excluding “other”) are:

- Collisions occurring at “intersection 90°” – 18% of all collisions, 14% of fatal collisions, nearly 25% of injury collisions, and 16% of PDO collisions;
- “Fixed object” collisions – 13% of all collisions, four fatal collisions, nearly 5% of injury collisions, and 16% of PDO collisions;
- “Side-swipe” collisions, including in the same or opposing direction – nearly 13% of all collisions, one fatal collision, 6% of injury collisions, and 15% of PDO collisions;
- Collisions where the vehicle leaves the road (either “off road left” or “off road right”) – 7% of all collisions, nearly 30% of fatal collisions, nearly 6% of injury collisions, and 7% of PDO collisions;
- Collisions where at least one vehicle is turning (both “left turn” or “right turn” and including in the “same direction” or “opposing” direction or “across”) – 5% of all collisions, one fatal collision, 5% of injury collisions, and 5% of PDO collisions; and,
- “Head on” collisions – 5% of all collisions, 18% of fatal collisions, 2% of injury collisions, and nearly 6% of PDO collisions.

A large proportion of collisions cannot be assigned a single accident configuration or sequence of events. That is, they involve more than one of the possible configuration types. These collisions fall into the “other” category. In 2014, 29% of all collisions (31% fatal; 15% injury; 33% PDO) are recorded as “other”. In the previous five year (2009 to 2013) annual average, 31% of all collisions (27% fatal; 19% injury; 34% PDO) are recorded as “other”.

Figure 4-7 Distribution of Collisions by Accident Configuration and Collision Severity



Collisions as a result of the vehicle leaving the road (“off-road left or right”) are the highest proportion of fatal collisions in 2014 (nearly 30%), followed by “pedestrian” collisions (23%), “head on” collisions (18%) and collisions occurring at intersections (“intersection 90°” – 14%).

SECTION 5 – Collision Victims



Introduction

This section counts the number of people killed and injured in traffic collisions and examines the severity of the injury received by the victim. Month, time and day of occurrences are examined, as well as the age of the victim. Other characteristics of the collision are presented as well. Relative involvement of victims in traffic collisions per 100,000 people in the general population is also calculated.

Key Highlights

In 2014, there are 11,529 victims (or casualties) of traffic collisions. Of these:

- 68 are killed;
- 284 are seriously injured;
- 1,972 sustain minor injuries;
- 9,112 sustain minimal injuries; and,
- 93 sustain injuries that are undefined in terms of severity.

The victim involvement rate (per 100,000 people in the general population) in traffic collisions in 2014 (882.6) has increased by 1% compared to 2013 (871.3) and by 24% compared to the previous five years (2009 to 2013) annual average (710.9). Victim involvement rates in traffic collisions in 2014 where the person:

- Is killed (5.2 in 2014) is 21% lower than in 2013 and 30% lower than in the previous five years; and,
- Is injured, including all levels of severity but excluding killed (877.4 in 2014), is nearly 2% higher than in 2013 and 25% higher than in the previous five years.

People aged 25 to 44 have the highest victim involvement rates (per 100,000 people) overall in 2014.

- Children under age 15 – rate of 172.3
- People aged 15 to 24 – rate of 1,112.1
- People aged 25 to 34 – rate of 1,299.8
- People aged 35 to 44 – rate of 1,231.5
- People aged 45 to 54 – rate of 1,127.8
- People aged 55 and older – rate of 641.4

While women account for more than half of all casualties in traffic collisions (60%), men account for the highest proportion of people killed (nearly 74%). Men also account for more of the people seriously injured (54% compared to 46% women).

“Drivers” account for 77% of all casualties and motor vehicle “Passengers” for 20%. “Motorcyclists” and “Moped” riders combined account for just over 1% of all casualties while “Bicyclists” account for 1% and “Pedestrians” account for 1%. In 2014, “Pedestrians” account for 16% of people killed in traffic collisions.

In 2014, casualties in traffic collisions most frequently result from crashes occurring:

- In Winnipeg – 74% of all victims;
- In the late fall, winter and early spring months (including October through March) – 60% of all victims; 38% of people killed and nearly 61% of people injured;
- On Tuesday (15% of all victims), Wednesday (15%), Thursday (16%), or Friday (nearly 17%); and,
- Between noon and 6 p.m. (12:00-14:59 – 20% of all victims; 15:00 to 17:59 – 29% of all victims).

Major Elements Examined

Counts of collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) generated by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance.

It is important to note that the number of victims involved in traffic collisions is not equal to the number of collisions that occurred as each collision can result in multiple victims while some collisions result in property damage only (PDO). PDO collisions are not included in this section.

The terms 'crash', 'collision' and 'accident' are used interchangeably in this report. As well, the terms 'victim' and 'casualty', and the terms 'fatality' and 'killed' are used interchangeably in this report.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and relative involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2009 to 2013. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Terms and Definitions

"Casualty Type"

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal injury sustained (i.e., victims sustaining a serious/major, minor or minimal injury).

"Killed"

- The casualty type "killed" indicates where the victim involved in the traffic collision died as a result of their injuries within thirty (30) days of the collision occurrence.

"Injured"

- The casualty type "injured" indicates where the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: 'serious' or 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required). 'Other' injury is noted when the severity of the victim's injury is not known or recorded in the TAR.

"Road User Class"

- A classification based on how a person involved in a collision was using the road at the time of the collision. It includes: Drivers (of motor vehicles), Passengers (in motor vehicles), those Riding/Hanging On (to a motor vehicle), Motorcyclist (drivers and passengers), Moped (drivers and passengers), Bicyclist (drivers and passengers), and Pedestrians.

"Vehicle Occupant"

- All those in the "Road User Class" recorded as "Drivers" and "Passengers". It excludes "Motorcyclist", "Bicyclist", "Moped", those "Riding/Hanging On" to a vehicle, and "Pedestrians".

"Victim Involvement Rate"

- A calculation of the number of victims or casualties involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address:
<http://www.gov.mb.ca/health/annstats/index.html>

"Collision Type"

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

"Accident Configuration"

- Briefly describes the action taken by a vehicle immediately prior to or at the start of the collision, including such events as rear-ending another vehicle, side-swiping another vehicle, turning into (the path of) another vehicle, parking, meeting another vehicle at an intersection and/or leaving the roadway.
- "Other" in terms of accident configuration includes, primarily, collisions involving more than one configuration or sequence of events.

Table 5-1 Historical Summary of Victims in Traffic Collisions

Table 5-1
 Historical Summary of Victims in Traffic Collisions: 2004 to 2014

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2004	99	-	483	-	3,736	-	4,308	-	688	-	9,215	-	9,314	-
2005	113	14.1%	421	-12.8%	3,345	-10.5%	3,924	-8.9%	950	38.1%	8,640	-6.2%	8,753	-6.0%
2006	119	5.3%	484	15.0%	3,458	3.4%	3,945	0.5%	819	-13.8%	8,706	0.8%	8,825	0.8%
2007	109	-8.4%	426	-12.0%	3,198	-7.5%	3,994	1.2%	905	10.5%	8,523	-2.1%	8,632	-2.2%
2008	92	-15.6%	396	-7.0%	2,968	-7.2%	3,678	-7.9%	790	-12.7%	7,832	-8.1%	7,924	-8.2%
2009	86	-6.5%	384	-3.0%	2,853	-3.9%	3,288	-10.6%	691	-12.5%	7,216	-7.9%	7,302	-7.8%
2010	87	1.2%	312	-18.8%	2,458	-13.8%	3,170	-3.6%	1,103	59.6%	7,043	-2.4%	7,130	-2.4%
2011	110	26.4%	337	8.0%	2,465	0.3%	4,306	35.8%	1,119	1.5%	8,227	16.8%	8,337	16.9%
2012	96	-12.7%	339	0.6%	2,237	-9.2%	7,864	82.6%	87	-92.2%	10,527	28.0%	10,623	27.4%
2013	85	-11.5%	307	-9.4%	2,242	0.2%	8,488	7.9%	112	28.7%	11,149	5.9%	11,234	5.8%
2014	68	-20.0%	284	-7.5%	1,972	-12.0%	9,112	7.4%	93	-17.0%	11,461	2.8%	11,529	2.6%
2009-2013 Average*	93	-0.6%	336	-4.5%	2,451	-5.3%	5,423	22.4%	622	-3.0%	8,832	8.1%	8,925	8.0%

*The '% change to previous year' for '2009-2013 Average' is an average rate of change for the time period 2009 to 2013.

In 2014, there are 11,529 victims (or casualties) of traffic collisions. Of these:

- 68 are killed;
- 284 are seriously injured;
- 1,972 sustain minor injuries;
- 9,112 sustain minimal injuries; and,
- 93 sustain injuries that are undefined in terms of severity.

Overall, the total number of casualties in 2014 (11,529) is 3% higher than in 2013 (11,234). This increase is primarily due to increases in the number of minimal injuries. In 2014, there are 17 fewer people killed than in 2013, 23 fewer people seriously injured, 270 fewer people with minor injuries, 624 more people with minimal injuries and 19 fewer people with other injuries.

Compared to the previous five year (2009 to 2013) annual average, in 2014:

- The number of people killed is down 27%;
- The number of people seriously injured is down 15%;
- The number of people sustaining minor injuries is down nearly 20%;
- The number of people sustaining minimal injuries is up 68%; and,
- The number of people sustaining “other” injuries is down 85%.

Recognizing that counts of victims of collisions could be impacted either positively or negatively by changing population statistics, involvement rates per 100,000 people in the general population in Manitoba is examined (see Table 5-2) to provide a standardized rate comparison. This accounts for changing population size instead of simply a raw count of the number of victims involved overall.

Table 5-2 Historical Summary of Victim Involvement Rate (per 100,000 People) in Traffic Collisions

Table 5-2
 Historical Summary of Victim Involvement Rate (per 100,000 People) in Traffic Collisions: 2004 to 2014

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2004	8.5	-	41.3	-	319.4	-	368.3	-	58.8	-	787.8	-	796.3	-
2005	9.6	13.7%	35.9	-13.1%	285.0	-10.8%	334.3	-9.2%	80.9	37.6%	736.1	-6.6%	745.7	-6.4%
2006	10.1	4.9%	41.1	14.5%	293.4	3.0%	334.8	0.1%	69.5	-14.1%	738.8	0.4%	748.9	0.4%
2007	9.2	-9.0%	35.9	-12.6%	269.6	-8.1%	336.7	0.6%	76.3	9.8%	718.4	-2.8%	727.6	-2.8%
2008	7.7	-16.5%	33.0	-8.0%	247.5	-8.2%	306.8	-8.9%	65.9	-13.6%	653.2	-9.1%	660.9	-9.2%
2009	7.1	-7.7%	31.6	-4.3%	234.9	-5.1%	270.8	-11.7%	56.9	-13.6%	594.2	-9.0%	601.3	-9.0%
2010	7.1	-0.1%	25.4	-19.8%	199.8	-15.0%	257.7	-4.8%	89.7	57.6%	572.5	-3.7%	579.5	-3.6%
2011	8.8	24.4%	26.9	6.3%	197.1	-1.3%	344.3	33.6%	89.5	-0.2%	657.9	14.9%	666.7	15.0%
2012	7.6	-14.2%	26.7	-1.1%	175.9	-10.7%	618.5	79.6%	6.8	-92.4%	828.0	25.9%	835.5	25.3%
2013	6.6	-12.7%	23.8	-10.7%	173.9	-1.2%	658.4	6.4%	8.7	27.0%	864.8	4.4%	871.3	4.3%
2014	5.2	-21.0%	21.7	-8.7%	151.0	-13.2%	697.5	6.0%	7.1	-18.0%	877.4	1.5%	882.6	1.3%
2009-2013 Average*	7.4	-2.1%	26.9	-5.9%	196.3	-6.7%	429.9	20.6%	50.3	-4.3%	703.5	6.5%	710.9	6.4%

*The '% change to previous year' for '2009-2013 Average' is an average rate of change for the time period 2009 to 2013.

The victim involvement rate (per 100,000 people in the general population) in traffic collisions in 2014 (882.6) has increased by 1% compared to 2013 (871.3) and by 24% compared to the previous five years (2009 to 2013 – 710.9) on average.

Casualty involvement rates in traffic collisions in 2014 where a person:

- Is killed (5.2 in 2014) decreased by 21% compared to 2013 and by 30% compared to the previous five years;
- Is injured, including all levels of severity but excluding killed (877.4 in 2014), increased by nearly 2% compared to 2013 and by 25% compared to the previous five years;
- Is seriously injured (21.7 in 2014) decreased by 9% compared to 2013 and by 19% compared to the previous five years;
- Sustains minor injuries (151.0 in 2014) decreased by 13% compared to 2013 and by 23% compared to the previous five years;
- Sustains minimal injuries (697.5 in 2014) increased by 6% compared to 2013 and by 62% compared to the previous five years; and,
- Sustains injuries that are unspecified in severity (“other injury” – 7.1 in 2014) decreased by 18% compared to 2013 and by 86% compared to the previous five years.

Figure 5-1 Historical Summary of Victim Involvement Rate in Traffic Collisions

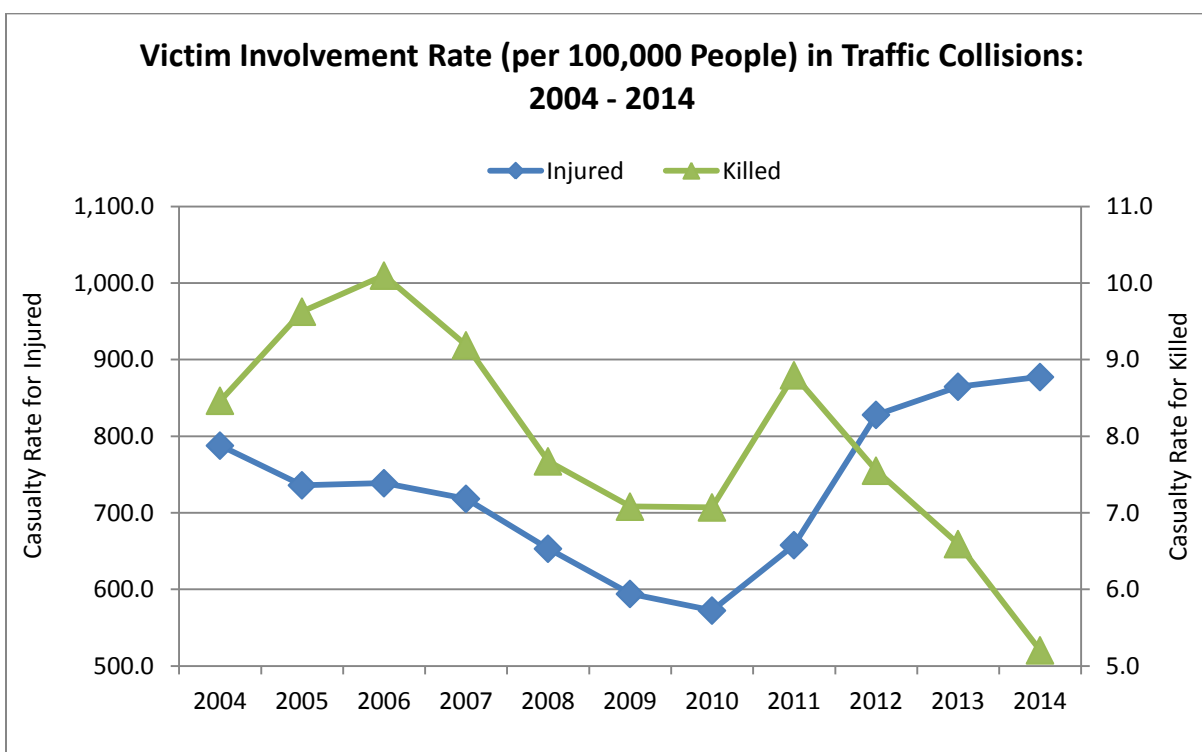


Table 5-3 Collision Victims by Month of Occurrence and Casualty Type

Table 5-3
Collision Victims by Month of Occurrence and Casualty Type: 2014

Month of Occurrence	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
January	8	11.8%	21	7.4%	215	10.9%	1,326	14.6%	4	4.3%	1,566	13.7%	1,574	13.7%
February	3	4.4%	12	4.2%	155	7.9%	994	10.9%	1	1.1%	1,162	10.1%	1,165	10.1%
March	2	2.9%	15	5.3%	180	9.1%	789	8.7%	3	3.2%	987	8.6%	989	8.6%
April	6	8.8%	19	6.7%	107	5.4%	495	5.4%	1	1.1%	622	5.4%	628	5.4%
May	4	5.9%	25	8.8%	132	6.7%	547	6.0%	0	-	704	6.1%	708	6.1%
June	4	5.9%	22	7.7%	147	7.5%	607	6.7%	0	-	776	6.8%	780	6.8%
July	12	17.6%	29	10.2%	159	8.1%	546	6.0%	4	4.3%	738	6.4%	750	6.5%
August	8	11.8%	32	11.3%	148	7.5%	626	6.9%	4	4.3%	810	7.1%	818	7.1%
September	8	11.8%	38	13.4%	159	8.1%	676	7.4%	3	3.2%	876	7.6%	884	7.7%
October	4	5.9%	20	7.0%	175	8.9%	663	7.3%	13	14.0%	871	7.6%	875	7.6%
November	3	4.4%	24	8.5%	209	10.6%	859	9.4%	39	41.9%	1,131	9.9%	1,134	9.8%
December	6	8.8%	27	9.5%	186	9.4%	984	10.8%	21	22.6%	1,218	10.6%	1,224	10.6%
Total	68	100%	284	100%	1,972	100%	9,112	100%	93	100%	11,461	100%	11,529	100%

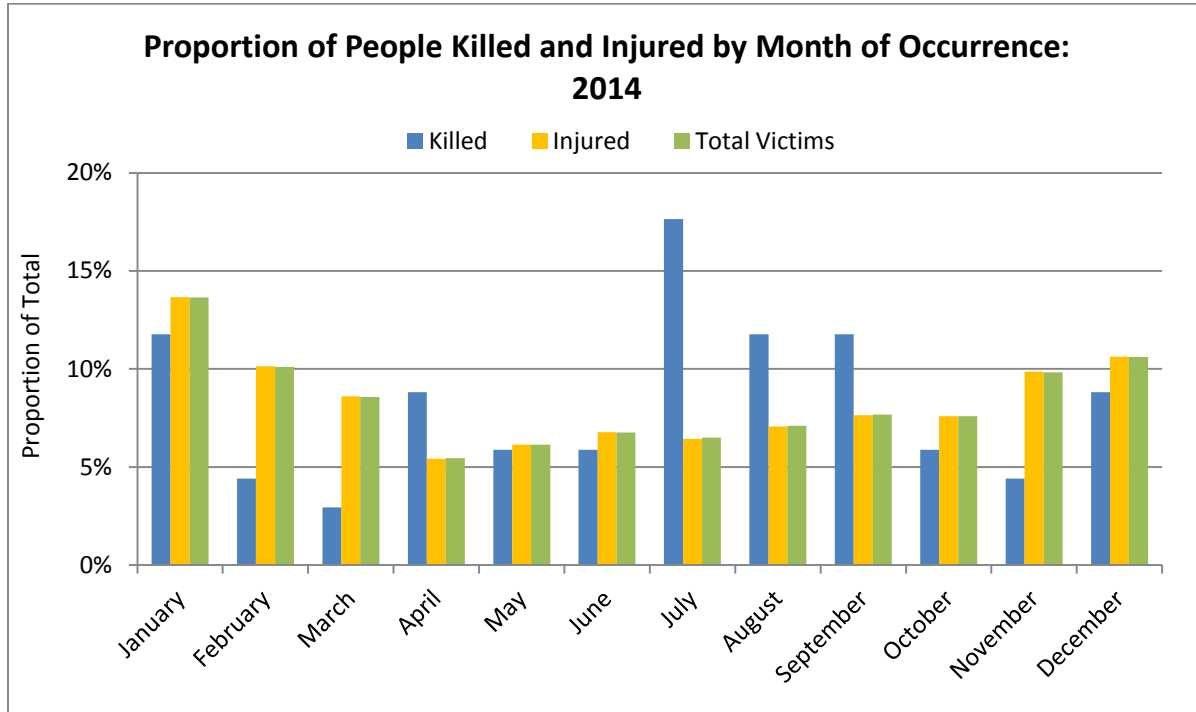
Table 5-3a Collision Victims by Month of Occurrence and Casualty Type for Previous Five Years

Table 5-3a
Collision Victims by Month of Occurrence and Casualty Type: 2009-2013 Average

Month of Occurrence	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
January	6	31	244	647	69	991	997	11.2%
February	6	19	194	453	60	726	732	8.2%
March	4	23	210	476	53	762	766	8.6%
April	6	22	161	312	51	546	552	6.2%
May	8	27	171	356	51	605	613	6.9%
June	11	30	203	349	52	633	644	7.2%
July	11	30	213	339	49	630	641	7.2%
August	10	34	202	337	46	619	629	7.0%
September	9	37	209	381	51	678	687	7.7%
October	10	31	222	472	46	771	781	8.7%
November	7	30	207	647	48	932	939	10.5%
December	7	22	214	655	47	938	944	10.6%
Total	93	336	2,451	5,423	622	8,832	8,925	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Injuries in 2014 appear to follow a fairly typical distribution compared to past years in terms of month of occurrence. January stands out as the month accounting for a disproportionate number of traffic collision victims overall, both in 2014 (14% of all victims) and in the previous five year (2009 to 2013) annual average (11%). In 2014 (and very similar to the previous five years), the count of victims is lowest in the late spring and summer months (ranging from 5% to 8% of all victims in each month from April to September) and is highest in late fall, winter and early spring (ranging from 8% to 14% of all victims in each month from October to March).

Figure 5-2 Proportion of People Killed and Injured by Month of Occurrence

In 2014, January, July, August and September account for the highest proportions of people killed (12%, 18%, 12% and 12% of people killed, respectively) by month. This is somewhat different from the previous five year (2009 to 2013) annual average, where the months of June through October account for the highest proportions of deaths.

Table 5-4 Collision Victims by Day of Occurrence and Casualty Type

Table 5-4
Collision Victims by Day of Occurrence and Casualty Type: 2014

Day of the Week	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Sunday	11	16.2%	23	8.1%	235	11.9%	916	10.1%	9	9.7%	1,183	10.3%	1,194	10.4%
Monday	11	16.2%	38	13.4%	273	13.8%	1,335	14.7%	13	14.0%	1,659	14.5%	1,670	14.5%
Tuesday	6	8.8%	36	12.7%	273	13.8%	1,394	15.3%	7	7.5%	1,710	14.9%	1,716	14.9%
Wednesday	12	17.6%	42	14.8%	276	14.0%	1,365	15.0%	10	10.8%	1,693	14.8%	1,705	14.8%
Thursday	6	8.8%	35	12.3%	281	14.2%	1,481	16.3%	14	15.1%	1,811	15.8%	1,817	15.8%
Friday	9	13.2%	55	19.4%	324	16.4%	1,492	16.4%	26	28.0%	1,897	16.6%	1,906	16.5%
Saturday	13	19.1%	55	19.4%	310	15.7%	1,129	12.4%	14	15.1%	1,508	13.2%	1,521	13.2%
Total	68	100%	284	100%	1,972	100%	9,112	100%	93	100%	11,461	100%	11,529	100%

Table 5-4a Collision Victims by Day of Occurrence and Casualty Type for Previous Five Years

Table 5-4a
Collision Victims by Day of Occurrence and Casualty Type: 2009-2013 Average

Day of the Week	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Sunday	14	46	270	503	65	884	898	10.1%
Monday	10	40	348	756	82	1,226	1,237	13.9%
Tuesday	7	41	344	844	93	1,323	1,330	14.9%
Wednesday	13	44	353	876	100	1,374	1,387	15.5%
Thursday	15	44	359	839	103	1,344	1,359	15.2%
Friday	16	61	422	924	101	1,509	1,525	17.1%
Saturday	18	59	354	681	78	1,172	1,190	13.3%
Total	93	336	2,451	5,423	622	8,832	8,925	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

In 2014, the victims involved in traffic collisions on Wednesday (15%), Thursday (16%) and Friday (nearly 17%) account for 47% of all casualties. This is very similar to the previous five year (2009 to 2013) annual average, where Wednesday, Thursday and Friday account for 48% of all casualties.

Saturday, Sunday, Monday and Wednesday are when most people are killed in traffic collisions. In 2014, Saturday (19%), Sunday (16%), Monday (16%) and Wednesday (18%) cumulatively account for 69% of all people killed in traffic collisions. This is somewhat different from the previous five year (2009 to 2013) annual average, where the weekend (Friday, Saturday and Sunday) is when most people are killed (51% cumulatively).

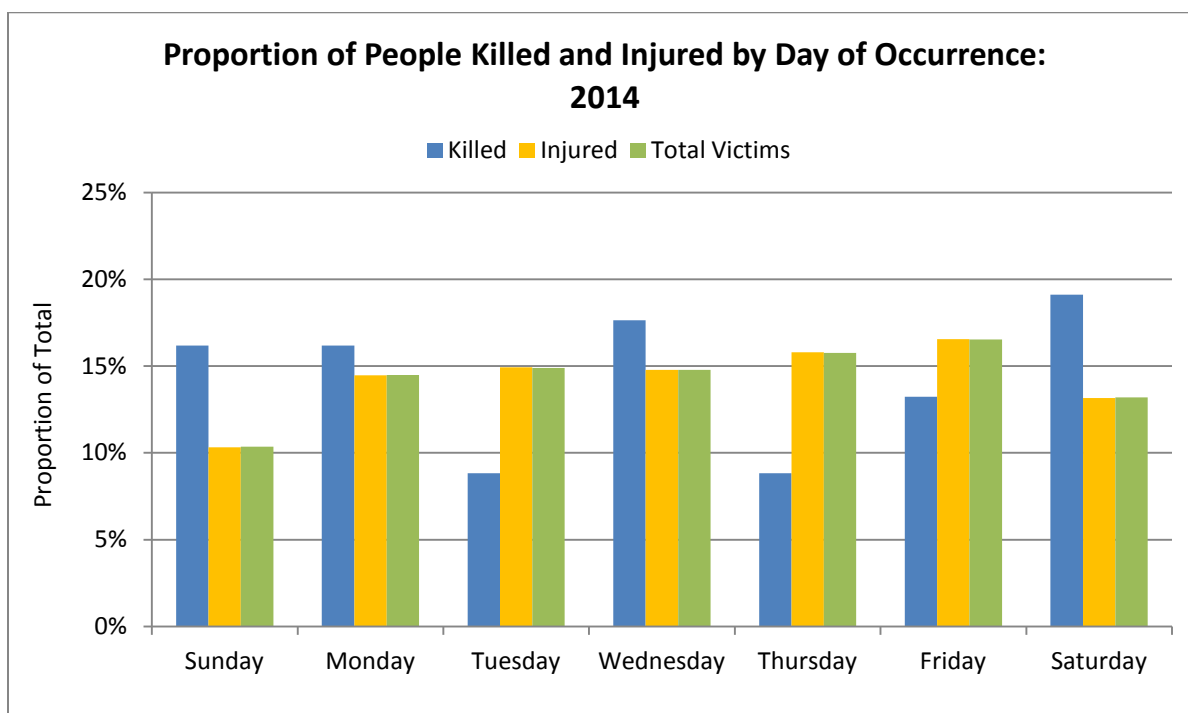
Figure 5-3 Proportion of People Killed and Injured by Day of Occurrence

Table 5-5 Collision Victims by Time of Occurrence and Casualty Type

Table 5-5
Collision Victims by Time of Occurrence and Casualty Type: 2014

Time of the Day	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
00:00 - 02:59	7	10.3%	11	3.9%	74	3.8%	176	1.9%	2	2.2%	263	2.3%	270	2.3%
03:00 - 05:59	3	4.4%	9	3.2%	38	1.9%	96	1.1%	0	-	143	1.2%	146	1.3%
06:00 - 08:59	8	11.8%	27	9.5%	240	12.2%	1,192	13.1%	10	10.8%	1,469	12.8%	1,477	12.8%
09:00 - 11:59	12	17.6%	47	16.5%	285	14.5%	1,333	14.6%	18	19.4%	1,683	14.7%	1,695	14.7%
12:00 - 14:59	7	10.3%	50	17.6%	359	18.2%	1,836	20.1%	12	12.9%	2,257	19.7%	2,264	19.6%
15:00 - 17:59	10	14.7%	61	21.5%	503	25.5%	2,707	29.7%	22	23.7%	3,293	28.7%	3,303	28.6%
18:00 - 20:59	9	13.2%	42	14.8%	279	14.1%	1,175	12.9%	21	22.6%	1,517	13.2%	1,526	13.2%
21:00 - 23:59	12	17.6%	34	12.0%	176	8.9%	574	6.3%	8	8.6%	792	6.9%	804	7.0%
Not Stated	0	-	3	1.1%	18	0.9%	23	0.3%	0	-	44	0.4%	44	0.4%
Total	68	100%	284	100%	1,972	100%	9,112	100%	93	100%	11,461	100%	11,529	100%

Table 5-5a Collision Victims by Time of Occurrence and Casualty Type for Previous Five Years

Table 5-5a
Collision Victims by Time of Occurrence and Casualty: 2009-2013 Average

Time of the Day	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
00:00 - 02:59	7	20	90	117	20	247	254	2.8%
03:00 - 05:59	11	16	67	80	12	176	187	2.1%
06:00 - 08:59	6	37	295	674	74	1,079	1,085	12.2%
09:00 - 11:59	10	33	339	722	72	1,166	1,176	13.2%
12:00 - 14:59	14	52	435	1,103	110	1,700	1,714	19.2%
15:00 - 17:59	14	74	585	1,564	171	2,393	2,407	27.0%
18:00 - 20:59	14	44	343	719	75	1,181	1,196	13.4%
21:00 - 23:59	11	44	212	371	44	670	681	7.6%
Not Stated	7	16	84	74	45	219	227	2.5%
Total	93	336	2,451	5,423	622	8,832	8,925	100%

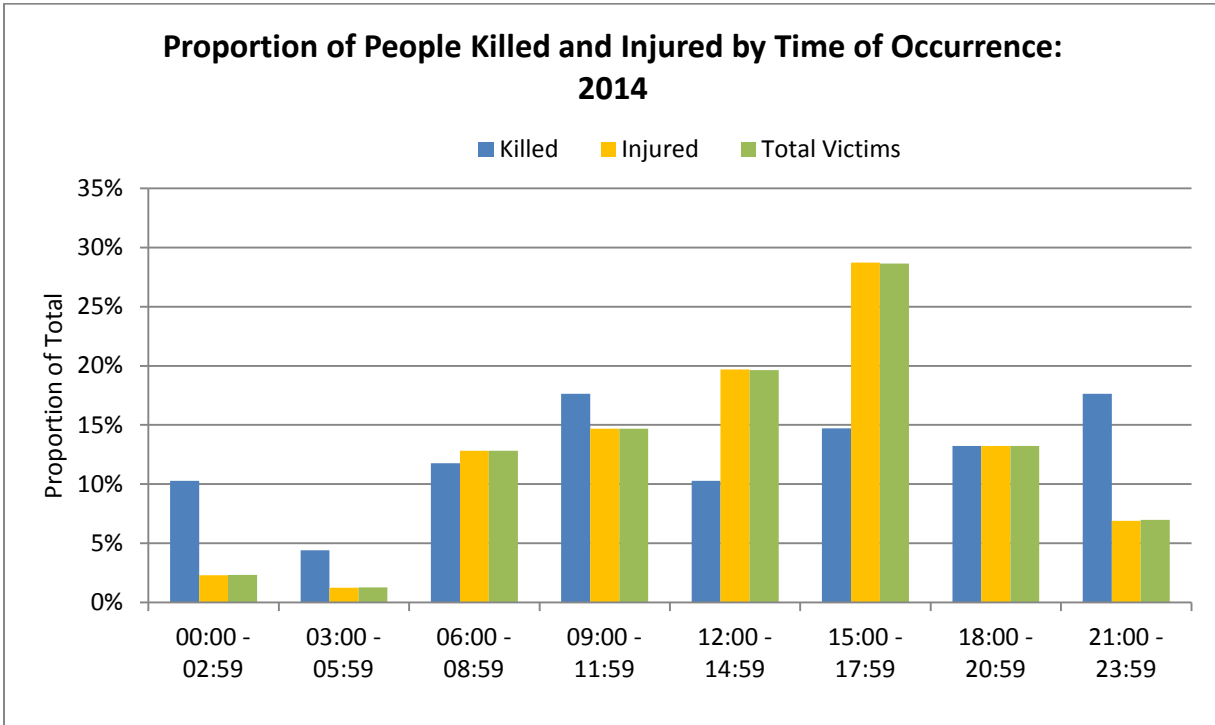
Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

People are most often killed and injured in traffic collisions between noon and 6 p.m. In 2014, 48% of all victims are involved in traffic collisions between 12:00 and 14:59 (20%) and between 15:00 to 17:59 (29%). This is relatively consistent with the previous five year (2009 to 2013) annual average (12:00-14:59 – 19% of all victims; 15:00 to 17:59 – 27% of all victims).

In 2014, more people are killed from noon to midnight than at any other time of the day (12:00-17:59 – 25% of people killed, 18:00 – 23:59 – 31% killed). This is similar to the previous five year (2009 to 2013) annual average where 30% of people are killed between noon and 6 p.m. and 27% are killed in collisions between 6 p.m. and midnight.

Comparing 2014 to the previous five year (2009 to 2013) annual average, there are small differences in the proportional distribution of people killed by time of the day. In 2014:

- 29% of people are killed between 6 a.m. and noon (06:00-08:59 – 12%; 09:00-11:59 – 18%), compared to 16% in the previous five years;
- 25% of people are killed between noon and 6 p.m. (12:00-14:59 – 10%; 15:00 to 17:59 – 15%), compared to 30% in the previous five years;
- 31% of people are killed between 6 p.m. and midnight (18:00-20:59 – 13%; 21:00 to 23:59 – 18%), compared to 27% in the previous five years; and,
- 15% of people are killed between midnight to 6 a.m. (00:00-02:59 – 10%; 03:00-05:59 – 4%), compared to 19% in the previous five years.

Figure 5-4 Proportion of People Killed and Injured by Time of Occurrence

In 2014, it appears that the frequency with which people are injured in traffic collisions is fairly low between midnight and 6 a.m., and then builds through the day, beginning at approximately 6 a.m. and reaching a peak between 3 p.m. and 6 p.m., before falling off until midnight. The smallest number of people injured in traffic collisions is between midnight and 6 a.m. This pattern can also be seen in the previous five year (2009 to 2013) annual average. This pattern does not hold, however, when it comes to people killed in traffic collisions.

Table 5-6 Collision Victims by Gender and Casualty Type

Table 5-6
Collision Victims by Gender and Casualty Type: 2014

Gender	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Female	18	26.5%	128	45.6%	1,118	58.7%	5,435	61.4%	50	56.2%	6,731	60.5%	6,749	60.3%
Male	50	73.5%	153	54.4%	786	41.3%	3,422	38.6%	39	43.8%	4,400	39.5%	4,450	39.7%
Total	68	100%	281	100%	1,904	100%	8,857	100%	89	100%	11,131	100%	11,199	100%

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-6a Collision Victims by Gender and Casualty Type for Previous Five Years

Table 5-6a
Collision Victims by Gender and Casualty Type: 2009-2013 Average

Gender	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Female	30	151	1,354	3,103	320	4,927	4,957	56.9%
Male	63	178	1,035	2,186	298	3,697	3,760	43.1%
Total	93	329	2,389	5,289	618	8,624	8,717	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

In 2014, women account for 60% of all casualties in traffic collisions, slightly increased from the previous five year (2009 to 2013) annual average (57%). In 2014:

- Men account for a higher proportion of people killed (nearly 74%) than women, similar to the previous five years when men accounted for nearly 68% of victims killed;
- Women account for the majority of people injured (but not killed) overall (nearly 61%), similar to the previous five years (57%);
- Men account for just over half of people seriously injured (54% compared to 46% women), similar to the previous five years; and,
- Women account for more people sustaining minor injuries (59%) and minimal injuries (61%) than men, similar to the previous five years (minor injuries – 57%; minimal injuries – 59%).

Figure 5-5 Proportion of People Killed and Injured by Gender and Casualty Type

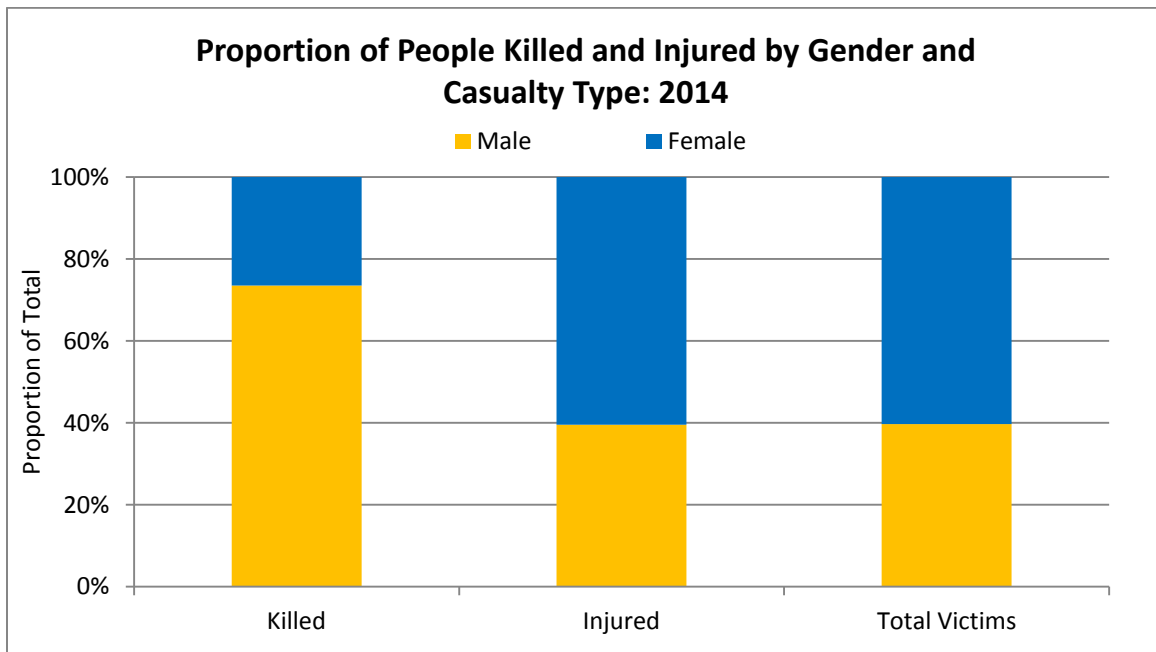


Table 5-7 Collision Victims by Age Group and Casualty Type

Table 5-7
Collision Victims by Age Group and Casualty Type: 2014

Age Group	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
0-4	1	1.5%	1	0.4%	29	1.5%	80	0.9%	1	1.2%	111	1.0%	112	1.0%
5-9	0	-	4	1.4%	39	2.1%	88	1.0%	7	8.1%	138	1.2%	138	1.2%
10-14	0	-	3	1.1%	45	2.4%	120	1.4%	5	5.8%	173	1.6%	173	1.6%
15-19	4	5.9%	17	6.1%	228	12.1%	588	6.7%	7	8.1%	840	7.6%	844	7.6%
20-24	7	10.3%	35	12.6%	229	12.1%	918	10.4%	11	12.8%	1,193	10.8%	1,200	10.8%
25-34	14	20.6%	48	17.3%	353	18.7%	1,900	21.6%	13	15.1%	2,314	20.9%	2,328	20.9%
35-44	8	11.8%	46	16.5%	297	15.7%	1,690	19.2%	19	22.1%	2,052	18.5%	2,060	18.5%
45-54	7	10.3%	40	14.4%	299	15.8%	1,677	19.0%	14	16.3%	2,030	18.3%	2,037	18.3%
55-64	9	13.2%	31	11.2%	201	10.6%	1,105	12.5%	4	4.7%	1,341	12.1%	1,350	12.1%
65+	18	26.5%	53	19.1%	170	9.0%	649	7.4%	5	5.8%	877	7.9%	895	8.0%
Not Stated	0	-	3	-	14	-	42	-	3	-	62	-	62	-
Total	68	100%	281	100%	1,904	100%	8,857	100%	89	100%	11,131	100%	11,199	100%

*Percentage of the total does not include the "not stated" category.

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-7a Collision Victims by Age Group and Casualty Type for Previous Five Years

Table 5-7a
Collision Victims by Age Group and Casualty Type: 2009-2013 Average

Age Group	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
0-4	1	2	40	50	2	95	96	1.2%
5-9	1	4	51	63	2	120	121	1.6%
10-14	2	7	68	77	4	156	158	2.1%
15-19	14	42	310	357	19	727	741	9.7%
20-24	14	45	299	536	17	896	911	11.9%
25-34	13	48	416	984	28	1,476	1,489	19.4%
35-44	11	46	347	922	26	1,340	1,351	17.6%
45-54	11	45	336	923	21	1,325	1,336	17.4%
55-64	6	34	218	577	16	846	852	11.1%
65+	19	45	192	352	11	601	619	8.1%
Not Stated	2	10	111	449	471	1,041	1,043	-
Total	93	329	2,389	5,289	618	8,624	8,717	100%

*Percentage of the total does not include the "not stated" category.

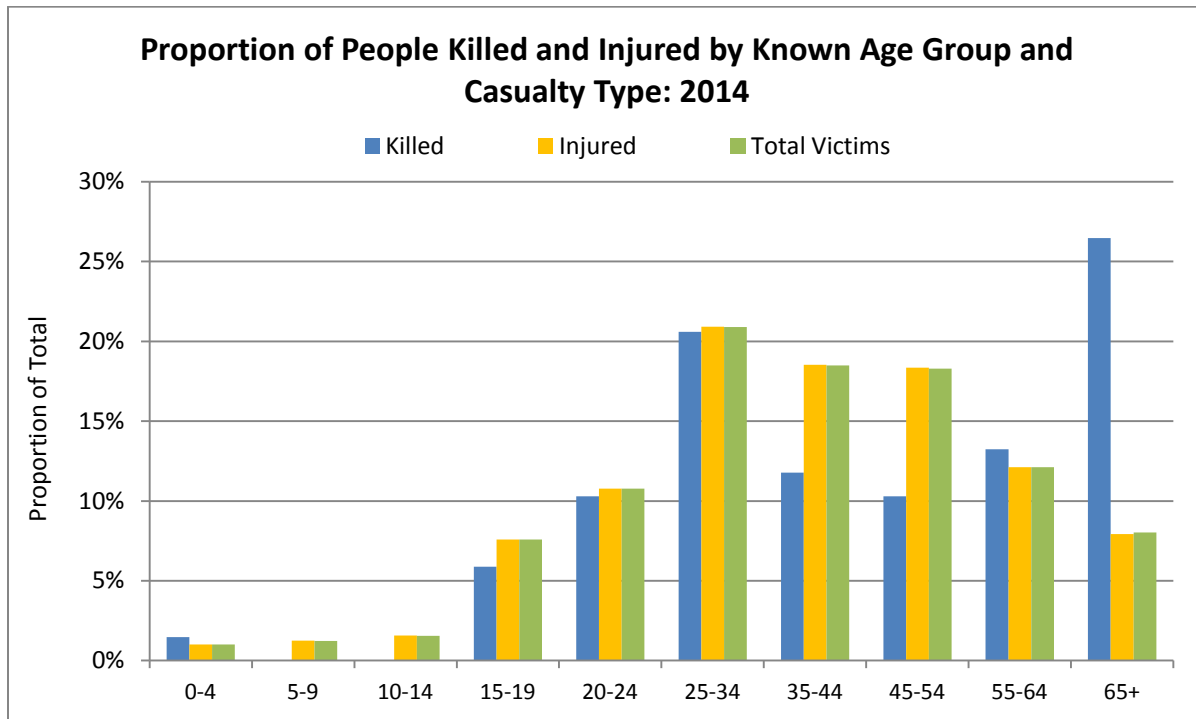
Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Victims aged 25 to 34 account for the highest proportion of casualties in 2014 (21% of all casualties; 21% of people killed; 17% of people seriously injured), followed by those aged 35 to 44 (nearly 19% of all casualties) and those age 45 to 54 (18% of all casualties). Victims aged 15 to 19 account for 8% of all casualties and those aged 20 to 24 account for 11%.

The proportion of victims by age group in 2014 is very similar to what it has been in the previous five year (2009 to 2013) annual average. In the previous five years, victims aged 25 to 34 (19% of all victims) and those aged 35 to 44 (18% of all victims) account for the two largest groups, followed by victims aged 45 to 54 (17% of all victims). Victims aged 15 to 19 and 20 to 24 account for 10% and 12% of all victims in the five year period (2009 to 2013), respectively.

In 2014, 37% of all people killed are aged 15 to 34 (6% aged 15-19; 10% aged 20-24; 21% aged 25-34), 22% are aged 35 to 54, and 40% are aged 55 and older. In the previous five year (2009 to 2013) annual average, 45% of people killed are aged 15 to 34, 24% are aged 35 to 54, and 27% are aged 55 and older.

Figure 5-6 Proportion of People Killed and Injured by Age Group and Casualty Type

In 2014, people aged 65 and older make up the largest group of people killed in traffic collisions (nearly 27%), followed by those aged 25 to 34 (21%), 55 to 64 (13%) and 35 to 44 (12%). There is one child under the age of 15 killed in traffic collisions in 2014.

NOTE: For a detailed count of collision victims for 2014 and the previous five year (2009 to 2013) annual average by age and gender combined, please refer to “*Table 5-8 Collision Victims by Age Group, Casualty Type, and Gender*” and “*Table 5-8a Collision Victims by Age Group, Casualty Type, and Gender for Previous Five Years*” on the following pages.

Table 5-8 Collision Victims by Age Group, Casualty Type, and GenderTable 5-8
Collision Victims by Gender and Age Group and Casualty Type: 2014

Age Group		2014 Casualty Type											2014 Total Victims	% of 2014 Total Victims	
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured			% of Total Injured
Female	0-4	0	-	0	-	17	1.5%	45	0.8%	1	2.0%	63	0.9%	63	0.9%
	5-9	0	-	1	0.8%	22	2.0%	38	0.7%	5	10.0%	66	1.0%	66	1.0%
	10-14	0	-	1	0.8%	17	1.5%	75	1.4%	1	2.0%	94	1.4%	94	1.4%
	15-19	2	11.1%	5	4.0%	135	12.2%	345	6.4%	4	8.0%	489	7.3%	491	7.3%
	20-24	3	16.7%	14	11.1%	130	11.7%	558	10.3%	3	6.0%	705	10.5%	708	10.5%
	25-34	4	22.2%	20	15.9%	215	19.4%	1,194	22.1%	8	16.0%	1,437	21.5%	1,441	21.5%
	35-44	1	5.6%	25	19.8%	178	16.1%	1,067	19.7%	12	24.0%	1,282	19.2%	1,283	19.1%
	45-54	2	11.1%	20	15.9%	172	15.5%	1,037	19.2%	10	20.0%	1,239	18.5%	1,241	18.5%
	55-64	1	5.6%	16	12.7%	119	10.7%	669	12.4%	3	6.0%	807	12.1%	808	12.0%
	65+	5	27.8%	24	19.0%	104	9.4%	381	7.0%	3	6.0%	512	7.6%	517	7.7%
	Not Stated	0	-	2	-	9	-	26	-	0	-	37	-	37	-
Total Female	18	100%	128	100%	1,118	100%	5,435	100%	50	100%	6,731	100%	6,749	100%	
Male	0-4	1	2.0%	1	0.7%	12	1.5%	35	1.0%	0	-	48	1.1%	49	1.1%
	5-9	0	-	3	2.0%	17	2.2%	50	1.5%	2	5.6%	72	1.6%	72	1.6%
	10-14	0	-	2	1.3%	28	3.6%	45	1.3%	4	11.1%	79	1.8%	79	1.8%
	15-19	2	4.0%	12	7.9%	93	11.9%	243	7.1%	3	8.3%	351	8.0%	353	8.0%
	20-24	4	8.0%	21	13.8%	99	12.7%	360	10.6%	8	22.2%	488	11.2%	492	11.1%
	25-34	10	20.0%	28	18.4%	138	17.7%	706	20.7%	5	13.9%	877	20.0%	887	20.0%
	35-44	7	14.0%	21	13.8%	119	15.2%	623	18.3%	7	19.4%	770	17.6%	777	17.6%
	45-54	5	10.0%	20	13.2%	127	16.3%	640	18.8%	4	11.1%	791	18.1%	796	18.0%
	55-64	8	16.0%	15	9.9%	82	10.5%	436	12.8%	1	2.8%	534	12.2%	542	12.2%
	65+	13	26.0%	29	19.1%	66	8.5%	268	7.9%	2	5.6%	365	8.3%	378	8.5%
	Not Stated	0	-	1	-	5	-	16	-	3	-	25	-	25	-
Total Male	50	100%	153	100%	786	100%	3,422	100%	39	100%	4,400	100%	4,450	100%	

*Percentage of the total does not include the "not stated" category.

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-8a Collision Victims by Age Group, Casualty Type, and Gender for Previous Five YearsTable 5-8a
Collision Victims by Gender and Age Group and Casualty Type: 2009-2013 Average

Age Group		2009-2013 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Female	0-4	1	1	22	26	<1	50	51	1.2%
	5-9	<1	2	25	34	<1	62	62	1.4%
	10-14	<1	3	35	38	2	79	79	1.8%
	15-19	5	22	178	210	8	418	423	9.6%
	20-24	5	22	176	323	10	530	536	12.2%
	25-34	3	21	245	588	15	869	872	19.8%
	35-44	3	18	200	547	13	777	780	17.7%
	45-54	4	20	179	554	10	763	767	17.4%
	55-64	1	15	122	344	9	490	491	11.1%
	65+	6	23	111	197	5	336	342	7.8%
	Not Stated	1	4	62	241	246	553	554	-
Total Female	30	151	1,354	3,103	320	4,927	4,957	100%	
Male	0-4	-	1	18	24	2	45	45	1.4%
	5-9	1	2	26	29	2	58	59	1.8%
	10-14	1	4	33	38	2	78	79	2.4%
	15-19	9	21	132	146	10	310	318	9.7%
	20-24	9	23	123	213	7	366	375	11.5%
	25-34	10	27	171	396	13	607	617	18.8%
	35-44	8	29	146	375	13	563	571	17.5%
	45-54	7	24	157	370	11	562	569	17.4%
	55-64	5	19	97	233	7	356	361	11.0%
	65+	13	23	81	155	6	265	277	8.5%
	Not Stated	<1	6	50	208	224	488	488	-
Total Male	63	178	1,035	2,186	298	3,697	3,760	100%	

*Percentage of the total does not include the "not stated" category.

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-9 Victim Involvement Rate (per 100,000 people) by Gender and Age Group and Casualty TypeTable 5-9
Victim Involvement Rate (per 100,000 people) by Gender and Age Group and Casualty Type: 2014, 2009-2013 Average

Age Group		2014 Casualty Type						2014 Total Victims	2009-2013 Average Victim Involvement Rate						
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims
Female	0-4	-	-	42.1	111.5	2.5	156.1	156.1	2.5	3.0	55.7	66.8	1.0	126.5	129.0
	5-9	-	2.5	54.6	94.3	12.4	163.7	163.7	0.5	5.3	65.3	90.0	2.1	162.7	163.2
	10-14	-	2.6	43.7	192.8	2.6	241.6	241.6	1.0	7.6	89.6	97.2	4.6	198.9	199.9
	15-19	4.7	11.8	319.5	816.6	9.5	1,157.5	1,162.2	11.5	49.6	408.1	483.0	18.8	959.6	971.1
	20-24	6.4	29.7	275.7	1,183.3	6.4	1,495.0	1,501.4	12.2	49.7	397.1	730.4	22.2	1199.3	1211.5
	25-34	4.5	22.3	239.9	1,332.0	8.9	1,603.1	1,607.6	3.6	25.3	296.0	708.9	18.3	1048.5	1052.1
	35-44	1.2	29.8	212.3	1,272.4	14.3	1,528.8	1,530.0	3.4	21.6	245.7	670.9	15.7	953.9	957.4
	45-54	2.2	22.3	191.5	1,154.4	11.1	1,379.2	1,381.5	4.4	22.3	195.6	604.9	11.1	833.9	838.3
	55-64	1.2	19.8	147.3	828.1	3.7	998.9	1,000.1	1.6	19.7	161.8	458.1	12.0	651.6	653.2
	65+	4.8	22.8	99.0	362.5	2.9	487.2	491.9	13.2	48.1	236.0	419.7	11.5	715.3	728.5
	Total Female	2.7	19.4	169.9	825.7	7.6	1,022.6	1,025.4	4.8	23.9	215.0	492.7	50.8	782.4	787.2
Male	0-4	2.3	2.3	28.1	82.0	-	112.4	114.7	-	2.5	43.9	58.7	4.9	110.0	110.0
	5-9	-	7.1	40.5	119.1	4.8	171.5	171.5	2.6	5.1	66.5	73.2	4.1	148.9	151.4
	10-14	-	4.8	67.9	109.1	9.7	191.5	191.5	3.4	10.2	80.5	93.7	4.9	189.4	192.8
	15-19	4.5	26.7	207.3	541.6	6.7	782.3	786.8	19.2	46.0	294.9	326.6	23.2	690.7	709.9
	20-24	8.1	42.4	199.9	727.0	16.2	985.5	993.6	20.0	50.3	274.8	473.4	16.0	814.6	834.6
	25-34	11.2	31.3	154.2	789.1	5.6	980.2	991.4	11.9	32.2	207.1	479.9	15.7	735.0	746.9
	35-44	8.4	25.2	142.7	746.9	8.4	923.1	931.5	9.6	35.4	180.0	461.2	16.0	692.6	702.2
	45-54	5.5	22.0	139.9	705.0	4.4	871.3	876.8	7.6	26.5	170.9	401.7	12.0	611.1	618.7
	55-64	10.1	18.9	103.1	548.0	1.3	671.2	681.2	6.5	25.9	130.3	314.6	10.0	480.8	487.3
	65+	15.4	34.3	78.0	316.9	2.4	431.6	447.0	31.1	56.2	200.3	381.8	14.8	653.1	684.2
	Total Male	7.7	23.6	121.3	528.0	6.0	678.9	686.6	10.1	28.7	166.5	351.8	48.0	594.9	605.0

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Overall, women have higher victim involvement rates than men. The involvement rate for females in all traffic collisions in 2014 is 1,025.4 while for males it is 686.6 (per 100,000 people). Similarly, in the previous five year (2009-2013) annual average, women have a higher involvement rate than men (women 787.2; men 605.0). However, men have higher involvement rates than women when it comes to being killed and sustaining serious injuries.

People aged 25 to 44 have the highest victim involvement rates (per 100,000 people) overall in 2014.

- Children under age 15 – rate of 172.3
- People aged 15 to 24 – rate of 1,112.1
- People aged 25 to 34 – rate of 1,299.8
- People aged 35 to 44 – rate of 1,231.5
- People aged 45 to 54 – rate of 1,127.8
- People aged 55 and older – rate of 641.4

In 2014, women aged 25 to 34 have the highest victim involvement rate of any age-gender group (1,607.6 per 100,000 people) followed by women aged 35 to 44 (1,530.0) and women aged 20 to 24 (1,501.4). While the victim involvement rates for young men is lower than young women in 2014, men aged 20 to 24 have the highest rate among male age groups (993.6 per 100,000 people) followed by men aged 25 to 34 (991.4) and men aged 35 to 44 (931.5).

The overall victim involvement rates in 2014 are mostly below the rates in the previous five year (2009 to 2013) annual average, with the exception of rates for minimal injuries.

- Compared to the previous five years, victim involvement rates for women decreased by 43% for people killed, by 19% for people seriously injured, and by 21% for people with minor injuries. Meanwhile, the rate for women with minimal injuries is 68% higher in 2014 compared to 2009 to 2013.
- Compared to the previous five years, victim involvement rates for men decreased by 23% for people killed, by 18% for people seriously injured, and by 27% for people with minor injuries. Meanwhile, the rate for men with minimal injuries increased by 50% in 2014 compared to 2009 to 2013.

Table 5-10 Collision Victims by Road User Class and Age Group

Table 5-10
Collision Victims by Road User Class and Age Group and Casualty Type: 2014

Age Group		2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Driver	0-4	0	-	0	-	1	<0.1%	1	<0.1%	0	-	2	<0.1%	2	<0.1%
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	15-19	2	5.9%	10	5.6%	154	11.7%	431	6.0%	3	5.1%	598	6.8%	600	6.8%
	20-24	2	5.9%	22	12.4%	169	12.8%	730	10.1%	8	13.6%	929	10.6%	931	10.6%
	25-34	5	14.7%	31	17.5%	269	20.4%	1,634	22.6%	8	13.6%	1,942	22.1%	1,947	22.1%
	35-44	6	17.6%	29	16.4%	226	17.1%	1,483	20.5%	18	30.5%	1,756	20.0%	1,762	20.0%
	45-54	5	14.7%	25	14.1%	232	17.6%	1,465	20.3%	14	23.7%	1,736	19.8%	1,741	19.8%
	55-64	6	17.6%	20	11.3%	149	11.3%	952	13.2%	3	5.1%	1,124	12.8%	1,130	12.8%
	65+	8	23.5%	40	22.6%	118	9.0%	524	7.3%	5	8.5%	687	7.8%	695	7.9%
	Not Stated	0	-	0	-	2	-	3	-	0	-	5	-	5	-
Total Drivers*	34	100%	177	100%	1,320	100%	7,223	100%	59	100%	8,779	100%	8,813	100%	
Passenger	0-4	0	-	1	1.7%	21	4.6%	91	5.8%	1	5.0%	114	5.5%	114	5.4%
	5-9	0	-	2	3.4%	32	7.0%	97	6.2%	6	30.0%	137	6.6%	137	6.5%
	10-14	0	-	2	3.4%	40	8.8%	136	8.7%	4	20.0%	182	8.7%	182	8.7%
	15-19	1	7.7%	6	10.3%	62	13.6%	158	10.1%	3	15.0%	229	11.0%	230	10.9%
	20-24	0	-	9	15.5%	46	10.1%	172	11.0%	1	5.0%	228	10.9%	228	10.8%
	25-34	3	23.1%	8	13.8%	62	13.6%	246	15.8%	4	20.0%	320	15.3%	323	15.4%
	35-44	1	7.7%	11	19.0%	55	12.1%	187	12.0%	0	-	253	12.1%	254	12.1%
	45-54	1	7.7%	6	10.3%	52	11.4%	197	12.7%	0	-	255	12.2%	256	12.2%
	55-64	2	15.4%	6	10.3%	42	9.2%	145	9.3%	1	5.0%	194	9.3%	196	9.3%
	65+	5	38.5%	7	12.1%	44	9.6%	128	8.2%	0	-	179	8.6%	184	8.7%
	Not Stated	0	-	3	-	35	-	145	-	2	-	185	-	185	-
Total Passengers*	13	100%	61	100%	491	100%	1,702	100%	22	100%	2,276	100%	2,289	100%	

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Age Group		2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Motorcyclist	0-4	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	15-19	0	-	0	-	3	8.6%	1	1.5%	0	-	4	3.3%	4	3.2%
	20-24	1	25.0%	1	4.8%	7	20.0%	8	12.3%	0	-	16	13.1%	17	13.5%
	25-34	1	25.0%	5	23.8%	4	11.4%	12	18.5%	0	-	21	17.2%	22	17.5%
	35-44	0	-	3	14.3%	6	17.1%	17	26.2%	1	100.0%	27	22.1%	27	21.4%
	45-54	1	25.0%	6	28.6%	10	28.6%	17	26.2%	0	-	33	27.0%	34	27.0%
	55-64	1	25.0%	5	23.8%	5	14.3%	7	10.8%	0	-	17	13.9%	18	14.3%
	65+	0	-	1	4.8%	0	-	3	4.6%	0	-	4	3.3%	4	3.2%
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Total Motorcyclists*	4	100%	21	100%	35	100%	65	100%	1	100%	122	100%	126	100%	
Moped	0-4	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	15-19	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	20-24	0	-	0	-	0	-	1	33.3%	0	-	1	14.3%	1	14.3%
	25-34	0	-	1	100.0%	0	-	2	66.7%	0	-	3	42.9%	3	42.9%
	35-44	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	45-54	0	-	0	-	3	100.0%	0	-	0	-	3	42.9%	3	42.9%
	55-64	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	65+	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Total Moped*	0	0%	1	100%	3	100%	3	100%	0	0%	7	100%	7	100%	

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Age Group		2014 Casualty Type											2014 Total Victims	% of 2014 Total Victims	
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured			% of Total Injured
Bicyclist	0-4	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	5-9	0	-	0	-	3	7.7%	0	-	1	50.0%	4	4.7%	4	4.4%
	10-14	0	-	1	33.3%	5	12.8%	0	-	1	50.0%	7	8.2%	7	7.8%
	15-19	0	-	1	33.3%	6	15.4%	4	9.8%	0	-	11	12.9%	11	12.2%
	20-24	1	20.0%	0	-	5	12.8%	6	14.6%	0	-	11	12.9%	12	13.3%
	25-34	1	20.0%	1	33.3%	10	25.6%	8	19.5%	0	-	19	22.4%	20	22.2%
	35-44	1	20.0%	0	-	4	10.3%	8	19.5%	0	-	12	14.1%	13	14.4%
	45-54	0	-	0	-	4	10.3%	3	7.3%	0	-	7	8.2%	7	7.8%
	55-64	0	-	0	-	2	5.1%	11	26.8%	0	-	13	15.3%	13	14.4%
	65+	2	40.0%	0	-	0	-	1	2.4%	0	-	1	1.2%	3	3.3%
	Not Stated	0	-	0	-	1	-	2	-	0	-	3	-	3	-
Total Bicyclists*	5	100%	3	100%	40	100%	43	100%	2	100%	88	100%	93	100%	
Pedestrian	0-4	1	9.1%	0	-	4	7.1%	0	-	0	-	4	3.7%	5	4.2%
	5-9	0	-	2	12.5%	3	5.4%	0	-	0	-	5	4.7%	5	4.2%
	10-14	0	-	0	-	3	5.4%	1	3.3%	0	-	4	3.7%	4	3.4%
	15-19	1	9.1%	0	-	6	10.7%	2	6.7%	1	20.0%	9	8.4%	10	8.5%
	20-24	3	27.3%	1	6.3%	5	8.9%	6	20.0%	3	60.0%	15	14.0%	18	15.3%
	25-34	4	36.4%	2	12.5%	8	14.3%	7	23.3%	1	20.0%	18	16.8%	22	18.6%
	35-44	0	-	3	18.8%	10	17.9%	3	10.0%	0	-	16	15.0%	16	13.6%
	45-54	0	-	3	18.8%	3	5.4%	6	20.0%	0	-	12	11.2%	12	10.2%
	55-64	0	-	1	6.3%	5	8.9%	3	10.0%	0	-	9	8.4%	9	7.6%
	65+	2	18.2%	4	25.0%	9	16.1%	2	6.7%	0	-	15	14.0%	17	14.4%
	Not Stated	0	-	1	-	2	-	2	-	4	-	9	-	9	-
Total Pedestrians*	11	100%	17	100%	58	100%	32	100%	9	100%	116	100%	127	100%	

*Percentage of the total does not include the "not stated" category.

Note: Counts for "Motorcyclist", "Bicyclist" and "Moped" include passengers on those vehicle types.

Note: In 2014, there are 9 victims in the class "Riding/hanging on" (i.e., not in the passenger compartment) who are not included in Table 5-10. This includes 1 person killed, 3 people with minor injuries and 5 people with minimal injuries.

Note: Some victims do not have their position in the vehicle recorded and are therefore missing from the table above. This includes 65 injured people (4 serious, 22 minor, 39 minimal injured).

Table 5-10a Victims by Road User Class and Age Group and Casualty Type for Previous Five YearsTable 5-10a
Collision Victims by Road User Class and Age Group and Casualty Type: 2009-2013 Average

Age Group		2009-2013 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Driver	0-4	-	<1	<1	1	-	2	2	<0.1%
	5-9	-	<1	1	2	-	3	3	<0.1%
	10-14	<1	<1	<1	1	<1	3	3	<0.1%
	15-19	5	20	176	245	11	452	458	8.0%
	20-24	8	24	210	439	9	682	690	12.0%
	25-34	7	29	303	834	20	1,186	1,193	20.8%
	35-44	6	31	261	806	20	1,118	1,123	19.6%
	45-54	7	28	256	802	14	1,099	1,106	19.3%
	55-64	4	22	161	485	12	679	683	11.9%
	65+	11	30	132	283	6	452	463	8.1%
	Not Stated	<1	3	56	273	294	626	627	-
Total Drivers*	49	188	1,558	4,170	386	6,302	6,350	100%	
Passenger	0-4	1	2	38	54	2	96	97	5.8%
	5-9	<1	2	44	65	2	113	114	6.8%
	10-14	<1	4	54	80	2	141	141	8.5%
	15-19	6	17	116	113	4	251	257	15.4%
	20-24	5	14	69	90	6	179	183	11.0%
	25-34	3	11	85	136	5	237	241	14.4%
	35-44	3	9	61	109	3	182	184	11.0%
	45-54	2	8	56	112	4	179	182	10.9%
	55-64	<1	6	39	89	2	137	137	8.2%
	65+	3	10	51	68	4	132	135	8.1%
	Not Stated	<1	7	60	164	73	304	304	-
Total Passengers*	25	90	673	1,080	107	1,950	1,975	100%	
Motorcyclist	0-4	-	-	-	-	-	-	-	-
	5-9	-	-	<1	-	-	<1	<1	0.4%
	10-14	<1	<1	<1	<1	-	<1	1	1.1%
	15-19	<1	<1	2	<1	-	2	3	2.8%
	20-24	<1	2	7	4	-	13	13	13.7%
	25-34	1	3	6	7	<1	15	16	17.5%
	35-44	1	3	8	5	<1	17	18	18.8%
	45-54	<1	6	11	7	<1	25	25	26.7%
	55-64	<1	4	8	3	<1	15	16	17.1%
	65+	<1	<1	<1	<1	-	2	2	1.9%
	Not Stated	-	1	2	8	10	21	21	-
Total Motorcyclists*	4	19	44	35	12	110	115	100%	

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Age Group		2009-2013 Average Count of Victims							% of Total Victims
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	
Moped	0-4	-	-	-	-	-	-	-	-
	5-9	-	-	-	-	-	-	-	-
	10-14	-	-	<1	-	-	<1	<1	2.2%
	15-19	-	-	-	-	-	-	-	-
	20-24	-	-	<1	<1	-	<1	<1	6.7%
	25-34	-	<1	<1	2	-	3	3	28.9%
	35-44	-	<1	1	<1	-	2	2	20.0%
	45-54	-	<1	<1	1	<1	2	2	24.4%
	55-64	-	<1	<1	<1	-	1	1	13.3%
	65+	-	<1	<1	-	-	<1	<1	4.4%
	Not Stated	-	-	<1	<1	2	2	2	-
	Total Moped*	-	1	4	5	2	11	11	100%
Bicyclist	0-4	-	-	-	<1	-	<1	<1	0.2%
	5-9	<1	-	3	1	<1	4	4	4.6%
	10-14	<1	<1	7	2	<1	10	10	10.9%
	15-19	<1	2	7	3	<1	13	13	13.8%
	20-24	<1	<1	5	6	1	13	13	13.8%
	25-34	<1	2	11	5	1	18	18	19.2%
	35-44	<1	1	6	4	<1	12	12	12.9%
	45-54	<1	2	6	4	1	13	13	13.8%
	55-64	-	<1	4	3	-	7	7	7.5%
	65+	1	-	1	<1	-	2	3	3.3%
	Not Stated	<1	<1	7	26	38	72	72	-
	Total Bicyclists*	4	8	58	54	44	164	168	100%
Pedestrian	0-4	-	<1	3	-	<1	3	3	1.9%
	5-9	-	2	5	<1	<1	8	8	4.3%
	10-14	<1	2	9	1	<1	13	13	7.6%
	15-19	2	3	12	4	2	22	23	13.2%
	20-24	1	4	11	3	1	19	21	11.7%
	25-34	<1	3	14	6	2	25	26	14.7%
	35-44	<1	3	12	5	2	22	23	13.0%
	45-54	1	2	11	4	1	19	20	11.4%
	55-64	1	2	8	4	2	16	17	9.6%
	65+	4	4	9	4	1	18	22	12.4%
	Not Stated	<1	2	14	33	56	104	104	-
	Total Pedestrians*	11	27	106	66	69	269	280	100%

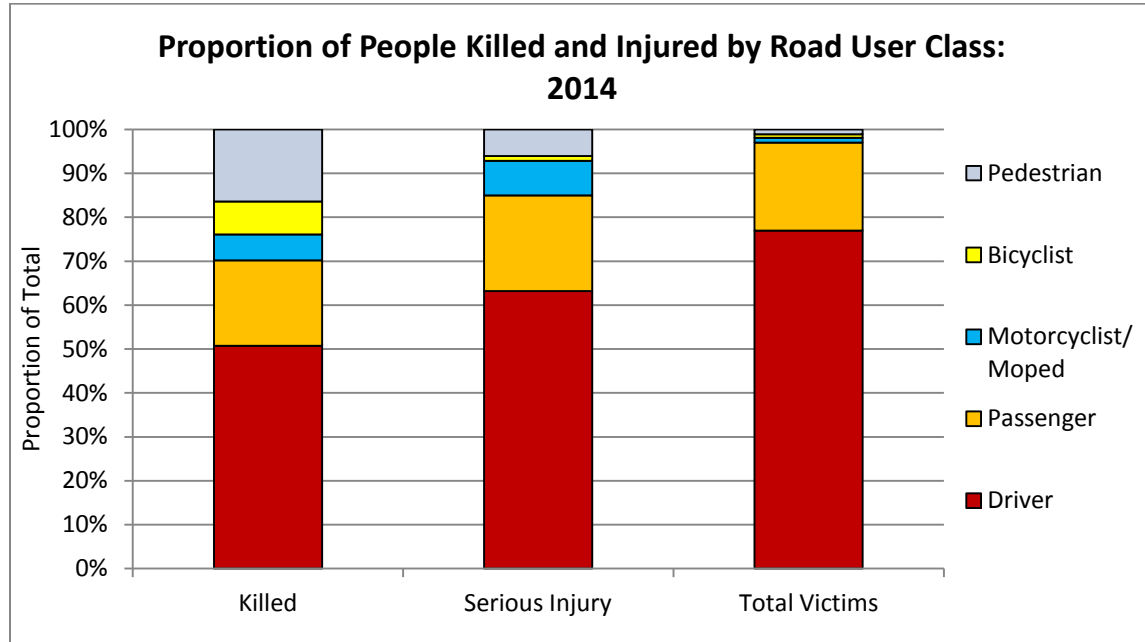
*Percentage of the total does not include the "not stated" category.

Note: Counts for "Motorcyclist", "Bicyclist" and "Moped" include passengers on those vehicle types.

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: In 2009-2013, there is an average of 5 victims in the class "Riding/Hanging On". There is also an average of 22 victims whose Road User Class cannot be determined. None of these people were killed in the five year period. These victims are not included in Table 5-10a.

In 2014, "Drivers" account for 77% of all casualties and motor vehicle "Passengers" for 20%. "Motorcyclists" and "Moped" riders combined account for just over 1% of all casualties while "Bicyclists" account for 1% and "Pedestrians" account for 1%. In 2014, "Pedestrians" account for 16% of people killed in traffic collisions.

Figure 5-7 Proportion of People Killed and Injured by Road User Class

Among people killed in traffic collisions in 2014:

- “Drivers” account for the largest proportion at 50%;
- “Passengers” account for 19%;
- “Pedestrians” account for 16%;
- “Bicyclists” account for 7%; and
- “Motorcyclist/ Mopeds” account for 6%.

Vulnerable road users (pedestrians, motorcyclists/moped riders and bicyclists) account for a much higher proportion of people killed and seriously injured than they do for other types of injuries.

- Pedestrians account for 16% of people killed, but only 1% of all victims in 2014.
- Bicyclists account for 7% of people killed, but only 1% of all victims in 2014.
- Motorcyclists and moped riders account 6% of people killed, but only 1% of all victims in 2014.

Table 5-11 Collision Victims by Collision Type and Casualty Type

Table 5-11
Collision Victims by Collision Type and Casualty Type: 2014

Collision Type	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Collision with pedestrian	4	5.9%	10	3.5%	10	0.5%	7	<0.1%	3	3.2%	30	0.3%	34	0.3%
Collision with other motor vehicle	26	38.2%	152	53.5%	1,354	68.7%	7,712	84.6%	78	83.9%	9,296	81.1%	9,322	80.9%
Collisions with train	0	-	0	-	1	<0.1%	1	<0.1%	0	-	2	<0.1%	2	<0.1%
Collision with motorcycle	3	4.4%	4	1.4%	4	0.2%	6	<0.1%	0	-	14	0.1%	17	0.1%
Collision with animal drawn vehicle	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Collision with bicycle	4	5.9%	2	0.7%	8	0.4%	19	0.2%	0	-	29	0.3%	33	0.3%
Collision with animal	0	-	5	1.8%	26	1.3%	239	2.6%	1	1.1%	271	2.4%	271	2.4%
Collision with fixed object	17	25.0%	54	19.0%	305	15.5%	579	6.4%	7	7.5%	945	8.2%	962	8.3%
Collision with other object	6	8.8%	36	12.7%	183	9.3%	459	5.0%	3	3.2%	681	5.9%	687	6.0%
Overtaken in roadway	2	2.9%	0	-	7	0.4%	4	<0.1%	0	-	11	<0.1%	13	0.1%
Ran off roadway	4	5.9%	15	5.3%	40	2.0%	18	0.2%	1	1.1%	74	0.6%	78	0.7%
Collision with moped	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Other non-collision	2	2.9%	6	2.1%	34	1.7%	68	0.7%	0	-	108	0.9%	110	1.0%
Total	68	100%	284	100%	1,972	100%	9,112	100%	93	100%	11,461	100%	11,529	100%

Table 5-11a Collision Victims by Collision Type and Casualty Type for Previous Five YearsTable 5-11a
Collision Victims by Collision Type and Casualty Type: 2009-2013 Average

Collision Type	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Collision with pedestrian	9	20	85	56	68	230	239	2.7%
Collision with other motor vehicle	38	154	1,573	4,393	417	6,536	6,574	73.7%
Collisions with train	1	1	1	<1	-	3	5	<0.1%
Collision with motorcycle	3	10	24	21	13	68	71	0.8%
Collision with animal drawn vehicle	-	-	-	-	-	-	-	-
Collision with bicycle	2	5	49	49	42	144	146	1.6%
Collision with animal	<1	6	54	178	10	248	249	2.8%
Collision with fixed object	10	37	211	301	25	575	584	6.5%
Collision with other object	6	22	103	236	9	369	375	4.2%
Overtaken in roadway	5	15	82	34	2	134	139	1.6%
Ran off roadway	19	60	243	112	36	451	470	5.3%
Collision with moped	-	-	<1	-	-	<1	<1	<0.1%
Other non-collision	-	4	25	43	<1	73	73	0.8%
Total	93	336	2,451	5,423	622	8,832	8,925	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Motor vehicles colliding with other motor vehicles account for the majority of casualties in Manitoba, both in 2014 and in the previous five year (2009 to 2013) annual average. In 2014, "collision with other motor vehicle" accounts for:

- 81% of all casualties (74% in the previous five years);
- 38% of people killed (41% in the previous five years); and,
- Nearly 54% of people seriously injured (46% in the previous five years).

"Collision with a pedestrian", "collision with motorcycle", "collision with bicycle", "collision with fixed object", "collision with other object", "overtaken in roadway" and "ran off roadway" each account for a higher proportion of people killed than of people injured in traffic collisions.

Table 5-12 Collision Victims by Accident Configuration and Casualty Type

Table 5-12
Collision Victims by Accident Configuration and Casualty Type: 2014

Accident Configuration	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Rear End	1	2.1%	34	16.5%	398	24.6%	4,261	53.7%	26	35.1%	4,719	48.0%	4,720	47.8%
Head On	9	19.1%	19	9.2%	73	4.5%	147	1.9%	4	5.4%	243	2.5%	252	2.6%
Side Swipe Opposing	1	2.1%	8	3.9%	22	1.4%	85	1.1%	0	-	115	1.2%	116	1.2%
Side Swipe Same Direction	0	-	2	1.0%	57	3.5%	381	4.8%	6	8.1%	446	4.5%	446	4.5%
Overtaking	0	-	0	-	5	0.3%	30	0.4%	0	-	35	0.4%	35	0.4%
Right Turn - Same direction	0	-	1	0.5%	2	0.1%	23	0.3%	0	-	26	0.3%	26	0.3%
Right Turn - Opposing	0	-	0	-	2	0.1%	5	<0.1%	2	2.7%	9	<0.1%	9	<0.1%
Left Turn - Opposing	2	4.3%	2	1.0%	70	4.3%	253	3.2%	1	1.4%	326	3.3%	328	3.3%
Left Turn - Same direction	0	-	0	-	4	0.2%	20	0.3%	0	-	24	0.2%	24	0.2%
Left Turn - Across	0	-	2	1.0%	37	2.3%	127	1.6%	0	-	166	1.7%	166	1.7%
Intersection 90°	6	12.8%	65	31.6%	621	38.4%	1,892	23.9%	23	31.1%	2,601	26.5%	2,607	26.4%
Off Road Right	8	17.0%	27	13.1%	116	7.2%	146	1.8%	1	1.4%	290	3.0%	298	3.0%
Off Road Left	6	12.8%	15	7.3%	79	4.9%	108	1.4%	0	-	202	2.1%	208	2.1%
Fixed Object	4	8.5%	17	8.3%	97	6.0%	289	3.6%	2	2.7%	405	4.1%	409	4.1%
Parking	0	-	0	-	10	0.6%	132	1.7%	1	1.4%	143	1.5%	143	1.4%
Pedestrian	10	21.3%	14	6.8%	23	1.4%	31	0.4%	8	10.8%	76	0.8%	86	0.9%
Other	21	-	78	-	356	-	1,182	-	19	-	1,635	-	1,656	-
Total	68	100%	284	100%	1,972	100%	9,112	100%	93	100%	11,461	100%	11,529	100%

Note: "Other" accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in "% of Total" exclude the "Other" category.

Table 5-12a Collision Victims by Accident Configuration and Casualty Type for Previous Five YearsTable 5-12a
Collision Victims by Accident Configuration and Casualty Type: 2009-2013 Average

Accident Configuration	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Rear End	2	24	494	2,460	153	3,129	3,132	43.0%
Head On	14	26	79	120	9	235	249	3.4%
Side Swipe Opposing	1	5	29	48	2	84	85	1.2%
Side Swipe Same Direction	<1	4	47	207	11	269	269	3.7%
Overtaking	1	3	16	38	7	64	65	0.9%
Right Turn - Same direction	-	<1	7	21	2	30	30	0.4%
Right Turn - Opposing	-	<1	5	10	2	18	18	0.3%
Left Turn - Opposing	<1	5	57	113	5	180	180	2.5%
Left Turn - Same direction	-	<1	17	29	4	50	50	0.7%
Left Turn - Across	1	9	107	162	23	302	303	4.2%
Intersection 90°	12	69	567	912	83	1,630	1,642	22.6%
Off Road Right	11	36	185	134	10	365	377	5.2%
Off Road Left	9	28	148	95	11	281	291	4.0%
Fixed Object	3	17	81	160	15	273	276	3.8%
Parking	-	<1	6	59	2	67	67	0.9%
Pedestrian	11	21	85	59	67	232	243	3.3%
Other	25	86	522	797	217	1,623	1,648	-
Total	93	336	2,451	5,423	622	8,832	8,925	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: "Other" accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in "% of Total" exclude the "Other" category.

"Rear end" collisions and those occurring at "intersections 90°" account for the highest proportions of casualties, followed by collisions where the vehicle leaves the road (either in the right or left) and left turns. In 2014:

- "Rear end" collisions account for 48% of all victims, 2% of people killed and nearly 17% of people seriously injured;
- "Intersection 90°" collisions account for 26% of all victims, 13% of people killed and 32% of people seriously injured;
- "Off road" (either right or left) collisions account for 5% of all victims, 30% of people killed and 20% of people seriously injured; and,
- "Left turn" (including across, in the same direction, and opposing) collisions account for 5% of all victims, 2 people killed and 2% of people seriously injured.

In 2014, people are most often killed in traffic collisions where:

- A vehicle goes "off road" (either right or left) accounting for 30% of people killed;
- A "pedestrian" collision occurs accounting for 21% of people killed;
- A "head on" collision occurs accounting for 19% of people killed; and,
- A collision occurs at 90° intersections, accounting for 13% of people killed.

Table 5-13 Collision Victims by Provincial Location and Casualty Type

Table 5-13
Collision Victims by Provincial Location and Casualty Type: 2014

Location	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Winnipeg	11	16.2%	114	40.1%	1,020	51.7%	7,355	80.7%	69	74.2%	8,558	74.7%	8,569	74.3%
Brandon	0	-	6	2.1%	75	3.8%	164	1.8%	1	1.1%	246	2.1%	246	2.1%
Portage	0	-	0	-	22	1.1%	46	0.5%	1	1.1%	69	0.6%	69	0.6%
Flin Flon	1	1.5%	1	0.4%	1	<0.1%	2	<0.1%	0	-	4	<0.1%	5	<0.1%
Dauphin	1	1.5%	2	0.7%	10	0.5%	21	0.2%	1	1.1%	34	0.3%	35	0.3%
Thompson	0	-	0	-	15	0.8%	17	0.2%	0	-	32	0.3%	32	0.3%
The Pas	0	-	1	0.4%	9	0.5%	11	0.1%	0	-	21	0.2%	21	0.2%
Selkirk	1	1.5%	5	1.8%	24	1.2%	55	0.6%	1	1.1%	85	0.7%	86	0.7%
Other Urban	5	7.4%	40	14.1%	273	13.8%	582	6.4%	5	5.4%	900	7.9%	905	7.8%
All Rural	49	72.1%	115	40.5%	523	26.5%	859	9.4%	15	16.1%	1,512	13.2%	1,561	13.5%
Total	68	100%	284	100%	1,972	100%	9,112	100%	93	100%	11,461	100%	11,529	100%

Table 5-13a Collision Victims by Provincial Location and Casualty Type for Previous Five Years

Table 5-13a
Collision Victims by Provincial Location and Casualty: 2009-2013 Average

Location	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Winnipeg	16	105	1,200	4,246	506	6,057	6,073	68.0%
Brandon	<1	8	116	127	12	262	263	2.9%
Portage	-	3	27	26	3	59	59	0.7%
Flin Flon	<1	<1	5	5	<1	12	12	0.1%
Dauphin	<1	2	22	18	<1	42	43	0.5%
Thompson	<1	2	14	19	3	38	39	0.4%
The Pas	<1	1	8	8	1	18	18	0.2%
Selkirk	<1	2	27	38	3	71	71	0.8%
Other Urban	11	39	234	311	22	607	618	6.9%
All Rural	63	175	797	625	70	1,667	1,730	19.4%
Total	93	336	2,451	5,423	622	8,832	8,925	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

While traffic collisions occurring in urban locations account for the majority of casualties overall, traffic collisions in rural locations account for the majority of people killed and seriously injured. In 2014, 86% of all casualties resulted from traffic collisions in urban areas. Traffic collisions in rural locations, however, account for 72% of people killed and nearly 41% of people seriously injured. In the previous five year (2009 to 2013) annual average, 81% of all victims are from traffic collisions in urban locations while 68% of people killed and 52% of people seriously injured are from traffic collisions in rural locations.

Table 5-14 Collision Victims by Safety Equipment Use and Casualty Type

Table 5-14
Collision Victims by Safety Equipment Use and Casualty Type: 2014

Safety Equipment	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Lap belt only installed - In use	0	-	5	1.9%	22	1.2%	68	0.8%	2	2.4%	97	0.9%	97	0.9%
Lap belt only installed - Not in use	5	9.8%	4	1.5%	15	0.8%	31	0.3%	0	-	50	0.4%	55	0.5%
Shoulder belt only installed - In use	1	2.0%	2	0.8%	12	0.6%	32	0.4%	0	-	46	0.4%	47	0.4%
Shoulder belt only installed - Not in use	1	2.0%	1	0.4%	13	0.7%	21	0.2%	0	-	35	0.3%	36	0.3%
Lap and shoulder belt assembly - In use	20	39.2%	145	55.8%	1,243	67.2%	8,033	89.3%	61	74.4%	9,482	84.8%	9,502	84.6%
Combined belt installed - Not in use	6	11.8%	8	3.1%	15	0.8%	19	0.2%	1	1.2%	43	0.4%	49	0.4%
Only lap part of full assembly in use	0	-	0	-	2	0.1%	16	0.2%	0	-	18	0.2%	18	0.2%
Air bag deployed - Safety belt in use	4	7.8%	43	16.5%	409	22.1%	511	5.7%	9	11.0%	972	8.7%	976	8.7%
Air bag deployed - Safety belt not use	2	3.9%	4	1.5%	12	0.6%	11	0.1%	0	-	27	0.2%	29	0.3%
Safety seat properly installed - In use	0	-	1	0.4%	23	1.2%	124	1.4%	0	-	148	1.3%	148	1.3%
Safety seat improperly installed - In use	0	-	2	0.8%	7	0.4%	4	<0.1%	0	-	13	0.1%	13	0.1%
Safety seat installed - Not in use	0	-	0	-	2	0.1%	0	-	0	-	2	<0.1%	2	<0.1%
Safety helmet worn	1	2.0%	20	7.7%	37	2.0%	59	0.7%	1	1.2%	117	1.0%	118	1.1%
Safety helmet not worn	0	-	1	0.4%	2	0.1%	0	-	0	-	3	<0.1%	3	<0.1%
No safety device available	0	-	0	-	1	<0.1%	4	<0.1%	0	-	5	<0.1%	5	<0.1%
Other	1	2.0%	1	0.4%	10	0.5%	22	0.2%	6	7.3%	39	0.3%	40	0.4%
Not Applicable	4	7.8%	3	1.2%	8	0.4%	20	0.2%	0	-	31	0.3%	35	0.3%
Unknown	6	11.8%	20	7.7%	16	0.9%	17	0.2%	2	2.4%	55	0.5%	61	0.5%
Total	51	100%	260	100%	1,849	100%	8,992	100%	82	100%	11,183	100%	11,234	100%

Note: Vehicle occupants (Road User Class = Driver, Passenger) plus Motorcyclists and Moped riders and their passengers.

Table 5-14a Collision Victims by Safety Equipment Use and Casualty Type for Previous Five Years

Table 5-14a
Collision Victims by Safety Equipment Use and Casualty Type: 2009-2013 Average

Safety Equipment	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Lap belt only installed - In use	2	7	86	109	6	208	210	2.5%
Lap belt only installed - Not in use	<1	2	9	8	<1	19	19	0.2%
Shoulder belt only installed - In use	1	3	33	33	3	72	73	0.9%
Shoulder belt only installed - Not in use	3	2	7	10	<1	20	23	0.3%
Lap and shoulder belt assembly - In use	21	162	1,638	4,530	137	6,467	6,488	76.8%
Combined belt installed - Not in use	19	20	48	20	1	89	108	1.3%
Only lap part of full assembly in use	-	1	5	10	-	16	16	0.2%
Air bag deployed - Safety belt in use	6	43	249	210	7	510	516	6.1%
Air bar deployed - Safety belt not use	3	4	9	7	<1	20	23	0.3%
Safety seat properly installed - In use	1	2	48	86	2	138	139	1.6%
Safety seat improperly installed - In use	<1	<1	3	4	-	8	8	<0.1%
Safety seat installed - Not in use	<1	<1	2	2	-	4	4	<0.1%
Safety helmet worn	3	17	43	29	2	91	94	1.1%
Safety helmet not worn	1	3	2	1	-	6	7	<0.1%
No safety device available	<1	1	4	4	-	9	9	0.1%
Other	<1	2	4	14	<1	21	21	0.3%
Not Applicable	<1	2	6	8	3	19	19	0.2%
Unknown	15	27	83	203	343	656	671	7.9%
Total	78	298	2,278	5,289	506	8,372	8,450	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: Vehicle occupants (Road User Class = Driver, Passenger) plus Motorcyclists and Moped riders and their passengers.

In 2014, most victims in traffic collisions were using safety equipment at the time of the collision (98% of all victims where safety equipment use is known, i.e., excluding "other", "not applicable" and "unknown").

In 2014, 35% of the people killed in traffic collisions and 8% of the people seriously injured in traffic collisions are recorded as not wearing or using the available safety equipment at the time of the collision.

Table 5-15 Safety Equipment Effectiveness

Table 5-15

Safety Equipment Effectiveness - Ratio of Victims Killed and Injured While 'Not Using Safety Equipment' to 'Using Safety Equipment': 2014

Safety Equipment Use	Total Casualties	Killed	% of Total Casualties	Serious Injury	% of Total Casualties	Minor/Minimal Injury	% of Total Casualties	Other Injury	% of Total Casualties
Equipment <u>not</u> in use	179	14	7.8%	18	10.1%	146	81.6%	1	0.6%
Equipment in use	10,919	26	0.2%	218	2.0%	10,602	97.1%	73	0.7%
Safety Equipment Effectiveness*			32.85		5.04		0.84		0.84

*Ratio of % not using equipment over the % using equipment.

As a large majority of vehicle occupants use safety equipment (such as seatbelts, child restraints and helmets), the number of victims in traffic collisions who use safety equipment exceeds the number of victims who did not use safety equipment. Considering this, one might erroneously conclude that using safety equipment contributes to more victims.

When considering the effectiveness of safety equipment in a traffic collision, the proportion of victims by casualty type who use safety equipment is compared to the proportion of victims by casualty type not using safety equipment. In this manner, it is possible to determine the effectiveness of the equipment by examining how much more likely the victim is to sustain injuries of a specific severity when using or not using safety equipment.

As shown in Table 5-15, in 2014, victims not using safety equipment are thirty-three times more likely to be killed and five times more likely to be seriously injured in a traffic collision than those who used the equipment. Over the previous five years (2009 to 2013), people not using the available safety equipment are thirty-two times more likely to be killed and five times more likely to be seriously injured in a collision than people using the equipment.

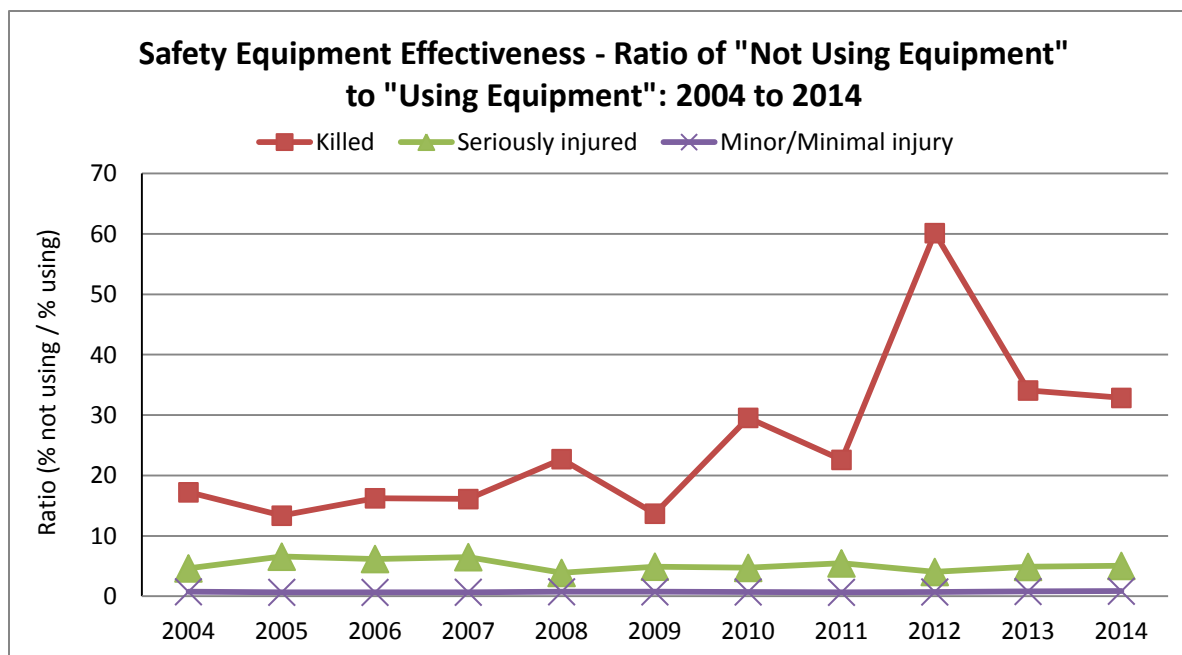
Figure 5-8 Safety Equipment Effectiveness: Ratio of "Not Using Equipment" to "Using Equipment"

Table 5-16 Vehicle Occupant Victim Ejections in Traffic Collision

Table 5-16
Vehicle Occupant Victims by Ejection From Vehicle and Casualty Type: 2014

Ejection	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Not Ejected	38	80.9%	224	94.1%	1,796	99.2%	8,878	99.5%	81	100.0%	10,979	99.3%	11,017	99.2%
Fully Ejected	9	19.1%	13	5.5%	12	0.7%	33	0.4%	0	-	58	0.5%	67	0.6%
Partially Ejected	0	-	1	0.4%	3	0.2%	14	0.2%	0	-	18	0.2%	18	0.2%
Total	47	100%	238	100%	1,811	100%	8,925	100%	81	100%	11,055	100%	11,102	100%

NOTE: Vehicle occupants (Drivers and Passengers; excluding Motorcyclist, Moped riders and passengers).

Table 5-16a Vehicle Occupant Victim Ejections in Traffic Collision for Previous Five YearsTable 5-16a
Vehicle Occupant Victims by Ejection From Vehicle and Casualty: 2009-2013 Average

Ejection	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Not Ejected	52	249	2,194	5,208	491	8,142	8,194	98.4%
Fully Ejected	18	25	31	36	2	94	112	1.4%
Partially Ejected	3	4	6	6	0	16	19	0.2%
Total	74	278	2,231	5,250	493	8,252	8,326	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Note: Vehicle occupants (Drivers and Passengers; excluding Motorcyclist, Moped riders and passengers).

In 2014, people fully or partially ejected from a vehicle and killed during a traffic collision account for 11% of all victims ejected from the vehicle. People killed but not ejected account for 0.3% of all victims not ejected during the collision. This makes people ejected during a collision thirty-one times more likely to be killed than people not ejected. Similarly, people ejected and seriously injured during a collision account for nearly 17% of all victims ejected while people seriously injured but not ejected account for only 2% of victims not ejected. This makes people ejected during a collision eight times more likely to be seriously injured than people not ejected.

It is not common for a victim to be ejected from a vehicle during a collision while using the available safety equipment. In 2014, 97% of vehicle occupant casualties were using the available safety equipment (seatbelts and child safety seats) and were not ejected from the vehicle.

Even though the proportion of casualties ejected from the vehicle is very small, people ejected from a vehicle are much more likely to be killed or seriously injured when they are not using seatbelts and child safety seats. In 2014, 78% of people ejected and killed were not using the available safety equipment. This compares to no one ejected and killed who were known to be using the available safety equipment.

In the previous five year (2009 to 2013) annual average, people ejected from a vehicle while not using the seatbelts and child safety seats are nearly six times more likely to be killed than people ejected from a vehicle while using seatbelts and child safety seats.

SECTION 6 – Pedestrian Victims



Introduction

This section counts the number of pedestrians killed and injured in traffic collisions and examines the severity of the injury received by the pedestrian. Month, time and day of occurrence are examined and breaks are provided for the age of the pedestrian. The specific pedestrian actions taken immediately prior to the collision are also presented. Involvement rate of pedestrians in traffic collisions per 100,000 people in the general population is also calculated.

Key Highlights

In 2014, there are 127 pedestrians killed or injured in traffic collisions. Of these:

- 11 are killed;
- 17 are seriously injured;
- 58 sustain minor injuries;
- 32 sustain minimal injuries; and
- 9 sustain injuries that are undefined in terms of severity.

The involvement rate (per 100,000 people in the general population) of pedestrians in traffic collisions in 2014 (9.7) has increased by 8% compared to 2013 (9.0) but has decreased by 57% compared to the previous five year (2009 to 2013) annual average (22.6).

Pedestrian involvement rate in fatal and injury collisions has decreased compared to the five year (2009 to 2013) annual average. Pedestrian involvement rate in traffic collisions in 2014 where a pedestrian:

- Is killed (0.8) is consistent with 2013 and has decreased by 6% compared to the previous five year average; and,
- Is injured (8.9) has increased by 8% compared to 2013 (8.2) but has decreased by 59% compared to the previous five year average (21.7).

In 2014, collisions involving pedestrians most frequently occur:

- In August, October and December (12%, 14% and 14% of pedestrian casualties, respectively); 6 of 11 pedestrians are killed between June and October;
- On Thursday, Friday and Saturday (14%, 23% and nearly 17% of pedestrian casualties, respectively); 7 of 11 pedestrians are killed on weekends (including Friday, Saturday and Sunday); and,
- Between noon and 6 p.m. (12:00-14:59 – nearly 14% of pedestrian casualties; 15:00 to 17:59 – 32% of pedestrian casualties); 8 of 11 pedestrians are killed between noon and midnight, and 3 are killed from midnight to 6 a.m.

Manitobans aged 20 to 24 have the highest involvement rate (per 100,000 people) in traffic collisions at 18.6 in 2014 (23.1 in the previous five years), followed by those aged 25 to 34 at 12.3 (15.6 in the previous five years).

Where the actions of the pedestrian immediately prior to the collision are known, most pedestrian casualties in 2014 occur when the pedestrian is:

- At an intersection, crossing with the right of way (32% of pedestrian casualties);
- At an intersection, crossing without the right of way (nearly 12% of pedestrian casualties);
- Between intersections (8% of pedestrian casualties); and,
- Running into roadway (8% of pedestrian casualties).

For the 11 pedestrians killed in traffic collisions in 2014, 1 is killed at an intersection while crossing with the right of way, 1 at an intersection while crossing without the right of way, 1 while walking along roadway against traffic, 1 while walking on the roadway, 1 while running into the roadway and 1 while playing on the roadway. No pedestrian action was recorded for 5 of the 11 pedestrians killed.

Major Elements Examined

Counts of collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of pedestrian victims in traffic collisions is not equal to the number of collisions that occurred involving pedestrians as each collision can result in multiple victims. It is also possible that a collision could involve a pedestrian who is not killed or injured.

The terms 'crash', 'collision' and 'accident' are used interchangeably in this report. The terms 'victims' and 'casualties' are used interchangeably in this report. The terms 'fatality' and 'killed' are used interchangeably in this report.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding pedestrian collisions of differing injury severity.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percent. Likewise, average calculations are presented for historical data from the years 2009 to 2013. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Terms and Definitions

"Casualty Type"

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal injury sustained (i.e., victims sustaining a serious/major, minor or minimal injury).

"Killed"

- The casualty type "killed" indicates the victim involved in the traffic collision died as a result of their injuries within thirty days of the collision occurrence.

"Injured"

- The casualty type "injured" indicates the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: 'serious' or 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required). 'Other' injury is noted when the severity of the victim's injuries is not known or recorded in the TAR.

"Collision severity"

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

"Pedestrian Involvement Rate"

- A calculation of the number of pedestrians involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address:
<http://www.gov.mb.ca/health/annstats/index.html>

"Pedestrian Action"

- Refers to the actions taken by a pedestrian immediately prior to a collision (including: crossing at an intersection with or without the right-of-way, crossing between intersections, running into the roadway, walking on the roadway, lying on the roadway, playing on the roadway, etc.).

Table 6-1 Historical Summary of Pedestrians Killed and Injured in Traffic CollisionsTable 6-1
Historical Summary of Pedestrians Killed and Injured in Traffic Collisions: 2004 to 2014

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2004	15	-	57	-	201	-	143	-	55	-	456	-	471	-
2005	11	-26.7%	36	-36.8%	173	-13.9%	152	6.3%	68	23.6%	429	-5.9%	440	-6.6%
2006	14	27.3%	71	97.2%	207	19.7%	141	-7.2%	83	22.1%	502	17.0%	516	17.3%
2007	16	14.3%	52	-26.8%	161	-22.2%	107	-24.1%	109	31.3%	429	-14.5%	445	-13.8%
2008	15	-6.3%	49	-5.8%	153	-5.0%	133	24.3%	88	-19.3%	423	-1.4%	438	-1.6%
2009	9	-40.0%	37	-24.5%	137	-10.5%	90	-32.3%	95	8.0%	359	-15.1%	368	-16.0%
2010	14	55.6%	32	-13.5%	126	-8.0%	111	23.3%	116	22.1%	385	7.2%	399	8.4%
2011	10	-28.6%	24	-25.0%	130	3.2%	62	-44.1%	114	-1.7%	330	-14.3%	340	-14.8%
2012	13	30.0%	21	-12.5%	90	-30.8%	40	-35.5%	12	-89.5%	163	-50.6%	176	-48.2%
2013	10	-23.1%	22	4.8%	49	-45.6%	25	-37.5%	10	-16.7%	106	-35.0%	116	-34.1%
2014	11	10.0%	17	-22.7%	58	18.4%	32	28.0%	9	-10.0%	116	9.4%	127	9.5%
2009-2013 Average*	11	-1.2%	27	-14.1%	106	-18.3%	66	-25.2%	69	-15.6%	269	-21.5%	280	-20.9%

*The '% change to previous year' for '2009-2013 Average' is an average rate of change for the time period 2009-2013.

In 2014, there are 127 pedestrians killed or injured in traffic collisions. Of these:

- 11 are killed;
- 17 are seriously injured;
- 58 sustain minor injuries;
- 32 sustain minimal injuries; and
- 9 sustain injuries that are undefined in terms of severity.

The total number of pedestrians killed and injured in traffic collisions in 2014 has increased by nearly 10% compared to 2013 but has decreased by 55% compared to the previous five year (2009 to 2013) annual average. In 2014, the number of pedestrians:

- Killed has increased by a count of one compared to 2013 and is consistent with the previous five years;
- Sustaining serious injuries has decreased by a count of five compared to 2013 and by nearly 38% compared to the previous five years;
- Sustaining minor injuries has increased by 18% compared to 2013 but has decreased by nearly 46% compared to the previous five years;
- Sustaining minimal injuries has increased by 28% compared to 2013 but has decreased by 51% compared to the previous five years; and,
- Sustaining an unspecified injury has decreased by 10% compared to 2013 and by 87% compared to the previous five years.

The number of pedestrians killed in traffic collisions over the past ten years has fluctuated, ranging from a high of 16 in 2007 to a low of 9 in 2009. The number of pedestrians killed in 2014 is slightly up compared to 2013 (11 from 10) and is the same as the previous five year (2009 to 2013) annual average.

Recognizing that counts of pedestrians involved in collisions could be impacted either positively or negatively by changing population statistics, involvement rates per 100,000 people in the general population in Manitoba is examined (see Table 6-2) to provide a standardized rate comparison. This accounts for changing population size instead of simply a raw count of the number of pedestrians involved overall.

Table 6-2 Historical Summary of Pedestrian Involvement Rate (per 100,000 people) in Traffic Collisions

Table 6-2
 Historical Summary of Pedestrian Involvement Rates (per 100,000 people) in Traffic Collisions: 2004 to 2014

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2004	1.3	-	4.9	-	17.2	-	12.2	-	4.7	-	39.0	-	40.3	-
2005	0.9	-26.9%	3.1	-37.1%	14.7	-14.2%	12.9	5.9%	5.8	23.2%	36.5	-6.3%	37.5	-6.9%
2006	1.2	26.8%	6.0	96.4%	17.6	19.2%	12.0	-7.6%	7.0	21.6%	42.6	16.6%	43.8	16.8%
2007	1.3	13.5%	4.4	-27.3%	13.6	-22.7%	9.0	-24.6%	9.2	30.4%	36.2	-15.1%	37.5	-14.3%
2008	1.3	-7.2%	4.1	-6.8%	12.8	-6.0%	11.1	23.0%	7.3	-20.1%	35.3	-2.4%	36.5	-2.6%
2009	0.7	-40.8%	3.0	-25.4%	11.3	-11.6%	7.4	-33.2%	7.8	6.6%	29.6	-16.2%	30.3	-17.0%
2010	1.1	53.5%	2.6	-14.6%	10.2	-9.2%	9.0	21.7%	9.4	20.5%	31.3	5.9%	32.4	7.0%
2011	0.8	-29.7%	1.9	-26.2%	10.4	1.5%	5.0	-45.0%	9.1	-3.3%	26.4	-15.7%	27.2	-16.2%
2012	1.0	27.9%	1.7	-13.9%	7.1	-31.9%	3.1	-36.5%	0.9	-89.6%	12.8	-51.4%	13.8	-49.1%
2013	0.8	-24.1%	1.7	3.3%	3.8	-46.3%	1.9	-38.4%	0.8	-17.8%	8.2	-35.9%	9.0	-35.0%
2014	0.8	8.6%	1.3	-23.7%	4.4	16.8%	2.4	26.3%	0.7	-11.2%	8.9	8.0%	9.7	8.1%
2009-2013 Average*	0.9	-2.6%	2.2	-15.4%	8.6	-19.5%	5.3	-26.3%	5.6	-16.7%	21.7	-22.7%	22.6	-22.1%

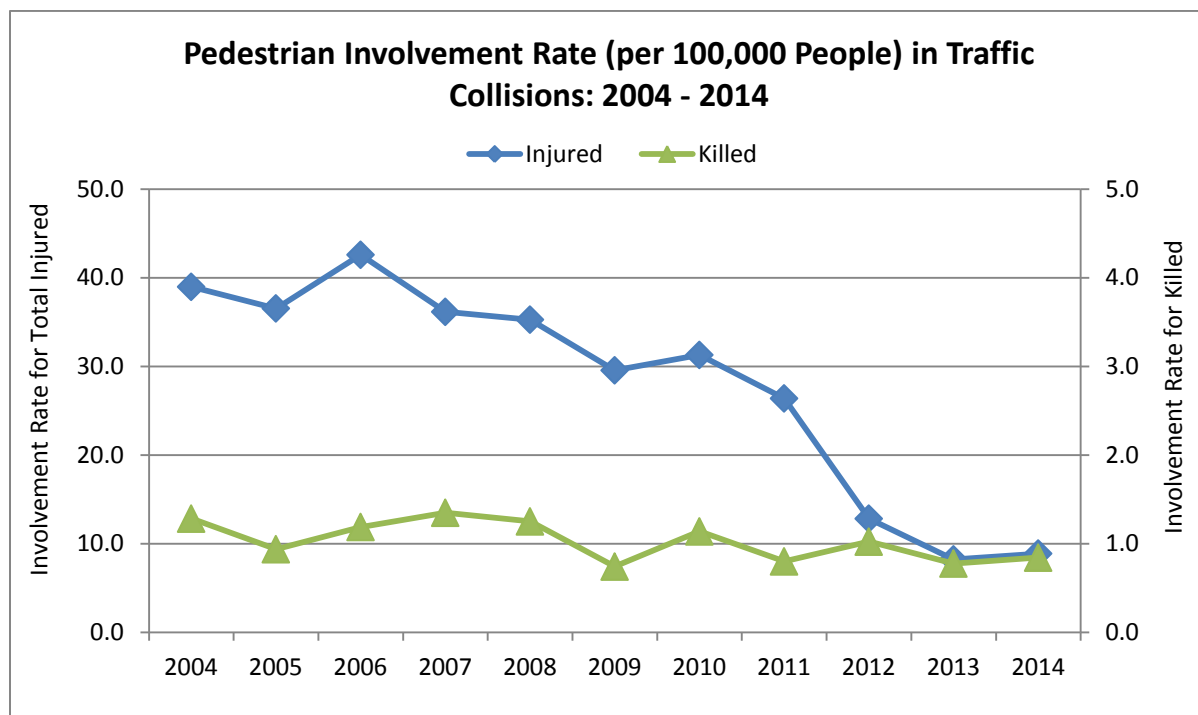
*The '% change to previous year' for '2009-2013 Average' is an average rate of change for the time period 2009-2013.

The involvement rate (per 100,000 people in the general population) of pedestrians in traffic collisions in 2014 (9.7) has increased by 8% compared to 2013 (9.0) but has decreased by 57% compared to the previous five year (2009 to 2013) annual average (22.6).

Pedestrian involvement rate in fatal and injury collisions has decreased compared to the five year (2009 to 2013) annual average. Pedestrian involvement rate in traffic collisions in 2014 where a pedestrian:

- Is killed (0.8) is consistent with 2013 and has decreased by 6% compared to the previous five year average;
- Sustains serious injuries (1.3) has decreased by 24% compared to 2013 and by 40% compared to the previous five years;
- Sustains minor injuries (4.4) has increased by 17% compared to 2013 but has decreased by 48% compared to the previous five years;
- Sustains minimal injuries (2.4) has increased by 26% compared to 2013 but has decreased by 54% compared to the previous five years; and,
- Sustains an unspecified injury (0.7) has decreased by 11% compared to 2013 and by 88% compared to the previous five years.

Figure 6-1 Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions



Over the last eleven years (2004 to 2014), pedestrian injuries resulting from traffic collisions have generally declined. With the exception of 2006, 2010 and 2014, each year in the past eleven has seen a decrease in the pedestrian injury involvement rate.

Over this same time frame, the involvement rate for pedestrians killed in traffic collisions has fluctuated somewhat, but has consistently been between 0.7 and 1.3. The involvement rate in 2014 is in line with the pedestrian involvement rate for deaths recorded in the past eleven years, although it is one of the lower rates in that time period.

Table 6-3 Pedestrians Killed and Injured by Month of Occurrence and Casualty Type

Table 6-3
Total Pedestrians Killed and Injured by Month of Occurrence and Casualty Type: 2014

Month of Occurrence	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
January	0	-	1	5.9%	8	13.8%	1	3.1%	0	-	10	8.6%	10	7.9%
February	0	-	0	-	1	1.7%	2	6.3%	0	-	3	2.6%	3	2.4%
March	0	-	2	11.8%	2	3.4%	3	9.4%	2	22.2%	9	7.8%	9	7.1%
April	2	18.2%	0	-	5	8.6%	1	3.1%	0	-	6	5.2%	8	6.3%
May	0	-	3	17.6%	5	8.6%	3	9.4%	0	-	11	9.5%	11	8.7%
June	1	9.1%	0	-	4	6.9%	4	12.5%	0	-	8	6.9%	9	7.1%
July	1	9.1%	0	-	5	8.6%	1	3.1%	0	-	6	5.2%	7	5.5%
August	1	9.1%	3	17.6%	2	3.4%	6	18.8%	3	33.3%	14	12.1%	15	11.8%
September	1	9.1%	2	11.8%	4	6.9%	0	-	0	-	6	5.2%	7	5.5%
October	2	18.2%	4	23.5%	8	13.8%	4	12.5%	0	-	16	13.8%	18	14.2%
November	0	-	0	-	7	12.1%	2	6.3%	3	33.3%	12	10.3%	12	9.4%
December	3	27.3%	2	11.8%	7	12.1%	5	15.6%	1	11.1%	15	12.9%	18	14.2%
Total	11	100%	17	100%	58	100%	32	100%	9	100%	116	100%	127	100%

Table 6-3a Pedestrians Killed and Injured by Month of Occurrence and Casualty Type for Previous Five YearsTable 6-3a
Pedestrians Killed and Injured by Month of Occurrence and Casualty Type: 2009-2013 Average

Month of Occurrence	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
January	<1	3	11	5	7	27	27	9.7%
February	<1	3	6	5	5	19	20	7.2%
March	<1	2	12	9	10	33	34	12.0%
April	1	2	8	6	6	23	24	8.5%
May	<1	2	8	7	5	21	22	7.8%
June	<1	1	7	4	8	21	22	7.8%
July	1	1	8	4	4	18	19	6.7%
August	2	3	7	5	5	20	21	7.6%
September	1	2	11	7	5	24	25	9.0%
October	<1	4	10	6	5	25	26	9.1%
November	<1	2	10	5	4	21	22	7.7%
December	1	2	7	3	6	18	19	6.8%
Total	11	27	106	66	69	269	280	100%

Note: Counts of pedestrians in the 2009-2013 average may not add to the total due to rounding.

In 2014, 6 of 11 pedestrians killed in collisions on Manitoba roadways are killed between June and October. Pedestrians are most likely to be injured in August (12%), October (14%) and December (13%). During the previous five year (2009 to 2013) annual average, January, March, September and October stand out as the months with the highest involvement of pedestrian casualties in collisions.

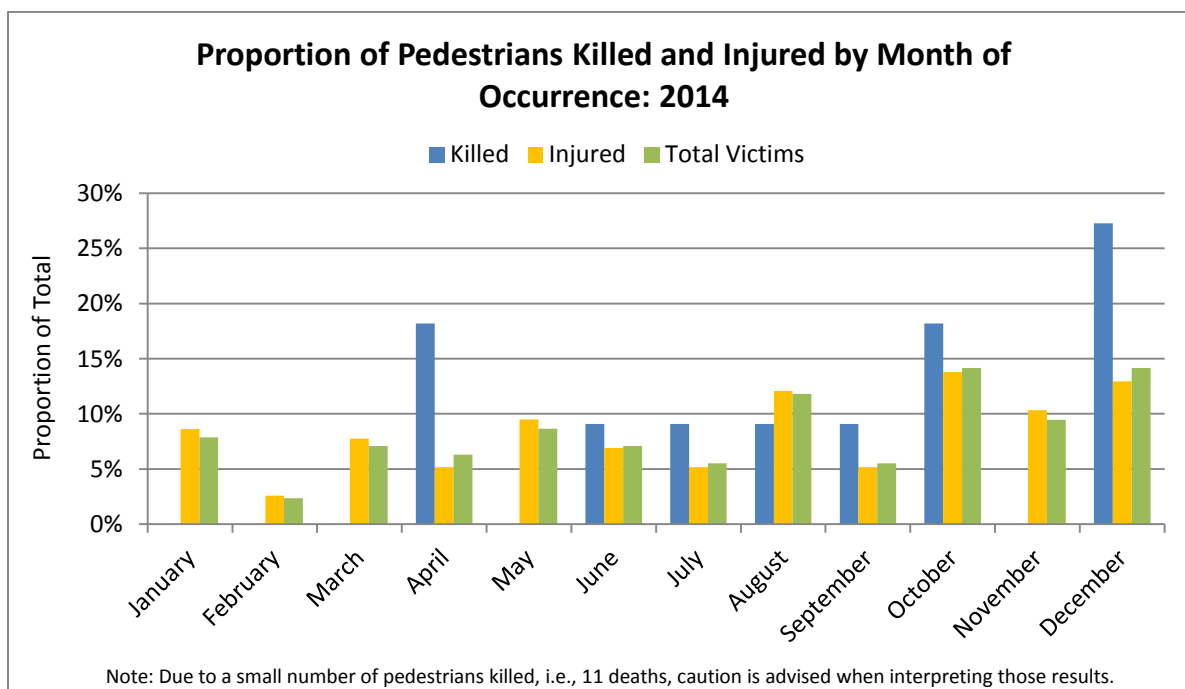
Figure 6-2 Proportion of Pedestrians Killed and Injured by Month of Occurrence

Table 6-4 Total Pedestrians Killed and Injured by Day of Occurrence and Casualty Type

Table 6-4
Total Pedestrians Killed and Injured by Day of Occurrence and Casualty Type: 2014

Day of the Week	2014 Casualty Type											2014 Total Victims	% of 2014 Total Victims	
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured			% of Total Injured
Sunday	1	9.1%	0	-	6	10.3%	3	9.4%	1	11.1%	10	8.6%	11	8.7%
Monday	1	9.1%	1	5.9%	7	12.1%	4	12.5%	2	22.2%	14	12.1%	15	11.8%
Tuesday	2	18.2%	5	29.4%	5	8.6%	5	15.6%	0	-	15	12.9%	17	13.4%
Wednesday	0	-	2	11.8%	9	15.5%	4	12.5%	1	11.1%	16	13.8%	16	12.6%
Thursday	1	9.1%	2	11.8%	9	15.5%	6	18.8%	0	-	17	14.7%	18	14.2%
Friday	2	18.2%	4	23.5%	13	22.4%	9	28.1%	1	11.1%	27	23.3%	29	22.8%
Saturday	4	36.4%	3	17.6%	9	15.5%	1	3.1%	4	44.4%	17	14.7%	21	16.5%
Total	11	100%	17	100%	58	100%	32	100%	9	100%	116	100%	127	100%

Table 6-4a Pedestrians Killed and Injured by Day of Occurrence and Casualty Type for Previous Five YearsTable 6-4a
Pedestrians Killed and Injured by Day of Occurrence and Casualty Type: 2009-2013 Average

Day of the Week	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Sunday	2	4	7	5	5	21	23	8.1%
Monday	1	3	14	8	7	32	33	11.8%
Tuesday	1	3	19	9	12	42	43	15.5%
Wednesday	2	4	17	12	14	47	49	17.4%
Thursday	2	5	21	13	12	51	53	18.9%
Friday	2	4	19	13	13	48	50	17.9%
Saturday	2	4	10	6	6	27	29	10.4%
Total	11	27	106	66	69	269	280	100%

Note: Counts of pedestrians in the 2009-2013 average may not add to the total due to rounding.

In 2014, more pedestrians are involved in traffic collisions on Thursday (14% of all pedestrian casualties), Friday (23%), and Saturday (nearly 17%) than on other days of the week. In the previous five year (2009 to 2013) annual average, there are more pedestrians involved in traffic collisions on Wednesday (17%), Thursday (19%) and Friday (18%).

In 2014, 7 of 11 pedestrians are killed in traffic collisions on weekends (including Friday, Saturday and Sunday). In the previous five year (2009 to 2013) annual average, weekend collisions account for half of pedestrians killed (50%).

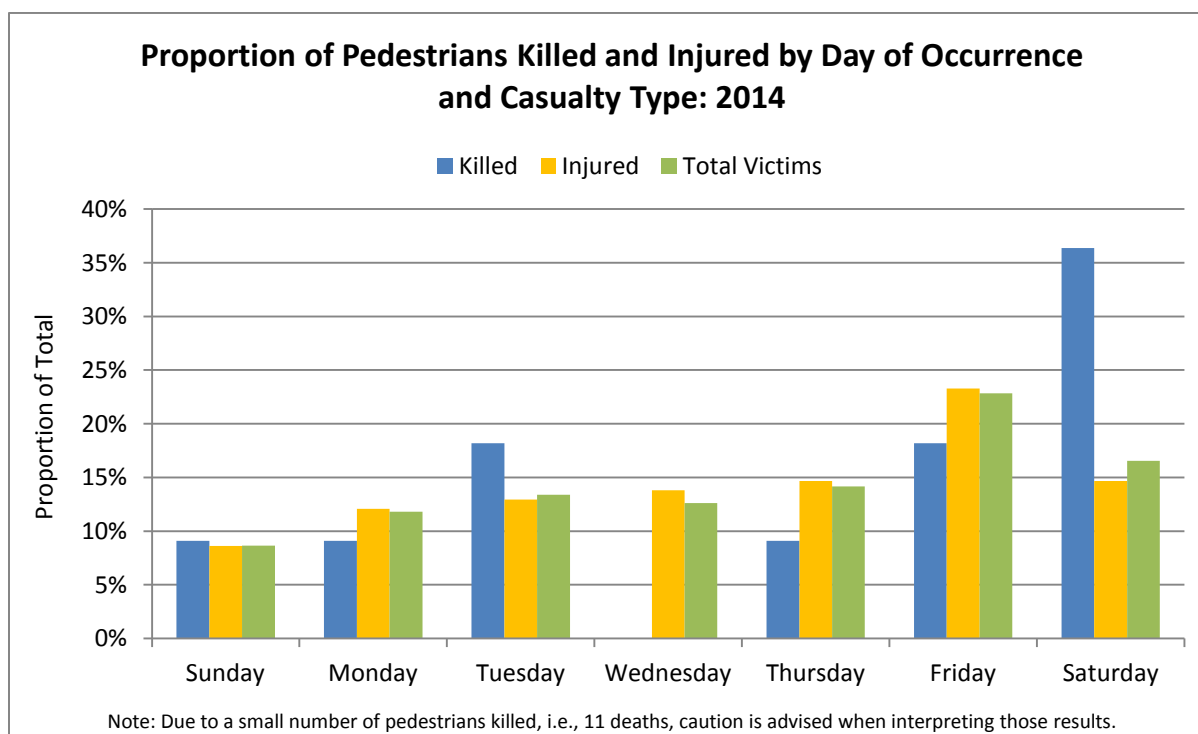
Figure 6-3 Proportion of Pedestrians Killed and Injured by Day of Occurrence

Table 6-5 Total Pedestrians Killed and Injured by Time of Occurrence and Casualty TypeTable 6-5
Total Pedestrians Killed and Injured by Time of Occurrence and Casualty Type: 2014

Time of the Day	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
00:00 - 02:59	2	18.2%	0	-	5	8.6%	1	3.2%	1	11.1%	7	6.1%	9	7.1%
03:00 - 05:59	1	9.1%	1	5.9%	2	3.4%	1	3.2%	0	-	4	3.5%	5	4.0%
06:00 - 08:59	0	-	1	5.9%	4	6.9%	7	22.6%	1	11.1%	13	11.3%	13	10.3%
09:00 - 11:59	0	-	2	11.8%	7	12.1%	1	3.2%	2	22.2%	12	10.4%	12	9.5%
12:00 - 14:59	0	-	4	23.5%	7	12.1%	5	16.1%	1	11.1%	17	14.8%	17	13.5%
15:00 - 17:59	3	27.3%	4	23.5%	21	36.2%	11	35.5%	1	11.1%	37	32.2%	40	31.7%
18:00 - 20:59	2	18.2%	1	5.9%	7	12.1%	4	12.9%	1	11.1%	13	11.3%	15	11.9%
21:00 - 23:59	3	27.3%	4	23.5%	5	8.6%	1	3.2%	2	22.2%	12	10.4%	15	11.9%
Not Stated	0	-	0	-	0	-	1	-	0	-	1	-	1	-
Total	11	100%	17	100%	58	100%	32	100%	9	100%	116	100%	127	100%

*Percentage of the total does not include the 'not stated' category.

Table 6-5a Pedestrian Victims by Time of Occurrence and Casualty Type for the Previous Five Years

Table 6-5a
 Pedestrians Killed and Injured by Time of Occurrence and Casualty: 2009-2013 Average

Time of the Day	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
00:00 - 02:59	1	2	3	2	2	8	9	3.7%
03:00 - 05:59	1	<1	2	1	1	5	7	2.6%
06:00 - 08:59	<1	3	14	7	9	33	33	12.9%
09:00 - 11:59	<1	1	11	11	6	29	29	11.4%
12:00 - 14:59	2	5	21	14	11	51	53	20.5%
15:00 - 17:59	2	5	26	14	20	65	67	26.1%
18:00 - 20:59	1	3	14	7	8	33	34	13.4%
21:00 - 23:59	2	4	8	5	4	22	24	9.3%
Not Stated	<1	3	7	5	7	22	23	-
Total	11	27	106	66	69	269	280	100%

Note: Counts of pedestrians in the 2009-2013 average may not add to the total due to rounding.

*Percentage of the total does not include the 'not stated' category.

In 2014, nearly 14% of all pedestrian victims are involved in traffic collisions between noon and 3 p.m. (12:00-14:59) while another 32% are involved in traffic collisions between 3 p.m. and 6 p.m. (15:00 to 17:59). This is somewhat different from the previous five year (2009 to 2013) annual average (12:00-14:59 – nearly 21% of all pedestrian victims; 15:00 to 17:59 – 26%).

In 2014, 8 of 11 pedestrians are killed between noon and midnight. Another 3 are killed between midnight and 6 a.m. This is fairly consistent with the previous five year (2009 to 2013) annual average, where 7 of 11 pedestrians killed are involved in collisions between noon and midnight.

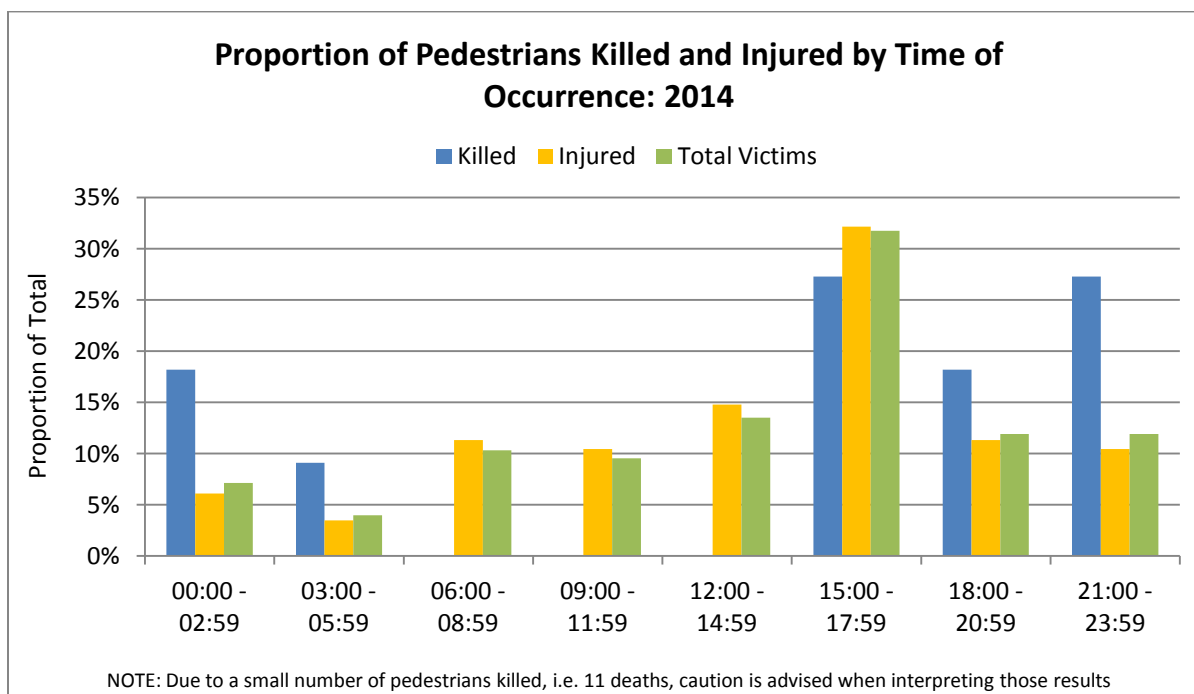
Figure 6-4 Proportion of Pedestrians Killed and Injured by Time of Occurrence

Table 6-6 Total Pedestrians Killed and Injured by Age Group and Casualty TypeTable 6-6
Total Pedestrians Killed and Injured by Age Group and Casualty Type: 2014

Age Group	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
0-4	1	9.1%	0	-	4	7.1%	0	-	0	-	4	3.7%	5	4.2%
5-9	0	-	2	12.5%	3	5.4%	0	-	0	-	5	4.7%	5	4.2%
10-14	0	-	0	-	3	5.4%	1	3.3%	0	-	4	3.7%	4	3.4%
15-19	1	9.1%	0	-	6	10.7%	2	6.7%	1	20.0%	9	8.4%	10	8.5%
20-24	3	27.3%	1	6.3%	5	8.9%	6	20.0%	3	60.0%	15	14.0%	18	15.3%
25-34	4	36.4%	2	12.5%	8	14.3%	7	23.3%	1	20.0%	18	16.8%	22	18.6%
35-44	0	-	3	18.8%	10	17.9%	3	10.0%	0	-	16	15.0%	16	13.6%
45-54	0	-	3	18.8%	3	5.4%	6	20.0%	0	-	12	11.2%	12	10.2%
55-64	0	-	1	6.3%	5	8.9%	3	10.0%	0	-	9	8.4%	9	7.6%
65+	2	18.2%	4	25.0%	9	16.1%	2	6.7%	0	-	15	14.0%	17	14.4%
Not Stated	0	-	1	-	2	-	2	-	4	-	9	-	9	-
Total	11	100%	17	100%	58	100%	32	100%	9	100%	116	100%	127	100%

*Percentage of the total does not include the 'Not Stated' category.

Note: The reader is cautioned that age is missing ('Not Stated') in several collisions - interpret with caution.

Table 6-6a Pedestrians Killed and Injured by Age and Casualty Type for Previous Five YearsTable 6-6a
Pedestrians Killed and Injured by Age Group and Casualty Type: 2009-2013 Average

Age Group	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
0-4	-	<1	3	-	<1	3	3	1.9%
5-9	-	2	5	<1	<1	8	8	4.3%
10-14	<1	2	9	1	<1	13	13	7.6%
15-19	2	3	12	4	2	22	23	13.2%
20-24	1	4	11	3	1	19	21	11.7%
25-34	<1	3	14	6	2	25	26	14.7%
35-44	<1	3	12	5	2	22	23	13.0%
45-54	1	2	11	4	1	19	20	11.4%
55-64	1	2	8	4	2	16	17	9.6%
65+	4	4	9	4	1	18	22	12.4%
Not Stated	<1	2	14	33	56	104	104	-
Total	11	27	106	66	69	269	280	100%

Note: Counts of pedestrians in the 2009-2013 average may not add to the total due to rounding.

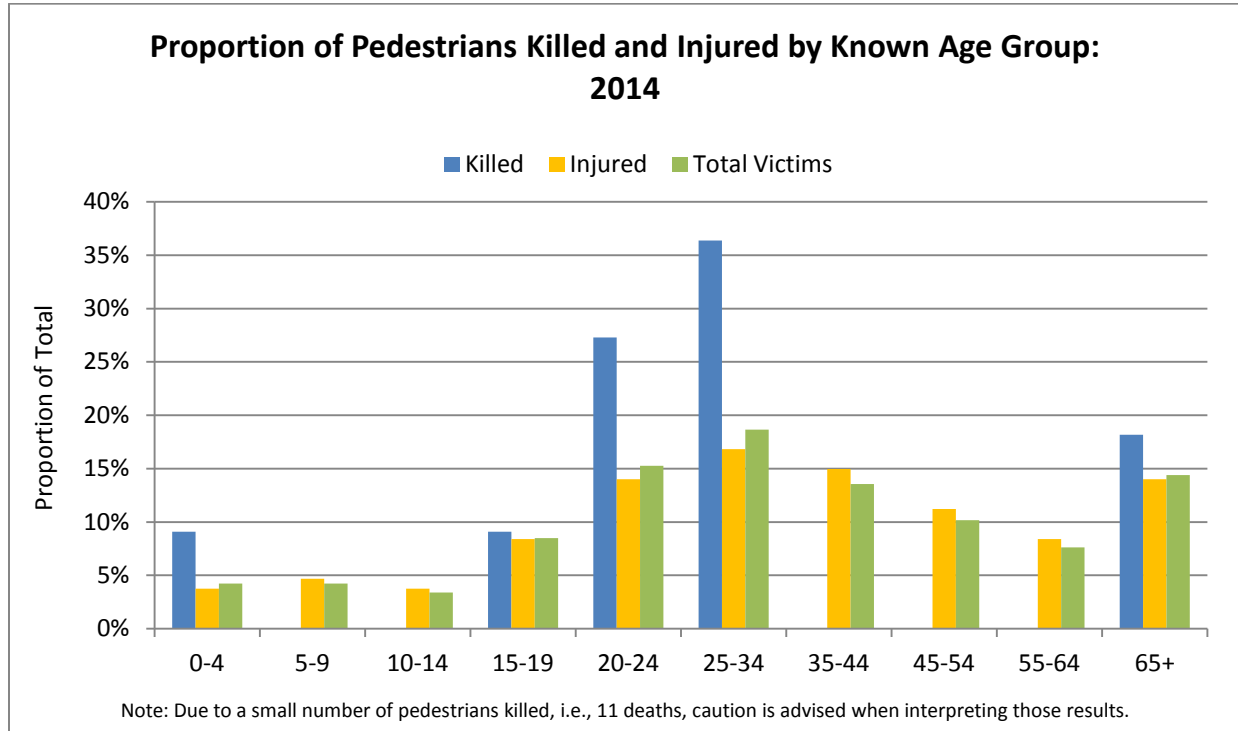
*Percentage of the total does not include the 'Not Stated' category.

Note: The reader is cautioned that age is missing ('Not Stated') in several collisions - interpret with caution.

In 2014, 20% of pedestrians killed and injured are under the age of 20 (nearly 9% under age 10; 12% age 10 to 19) while 34% are between the ages of 20 and 34, and 24% are between the ages of 35 and 54. Adults aged 55 and older account for 22% of pedestrian victims. This distribution of pedestrian casualties by age is somewhat similar to what it is in the previous five years. In the five year (2009 to 2013) annual average, 27% of pedestrian victims are under the age of 20, nearly 27% were age 20 to 34, 24% were age 35 to 54 and 22% were age 55 and older.

People aged 25 to 34 represent the largest proportion of pedestrians killed in 2014 (4 of 11 killed, 36%), followed by those aged 20 to 24 and those aged 65 and older (27% and 18%, respectively). This is different from the previous five year (2009 to 2013) annual average, where 7% of pedestrians killed are aged 25 to 34, 11% are aged 20 to 24 and 33% are aged 65 and older.

Figure 6-5 Proportion of Pedestrians Killed and Injured by Age Group



Note: The minor, minimal, and other injury categories have several casualties with missing age information (“Not stated” on the Traffic Accident Report) affecting the proportion by age group for the “Injured” and “Total Victims” categories in Figure 6-5. Please interpret with caution.

Table 6-7 Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions by Age Group

Table 6-7

Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions by Age Group: 2014, 2009-2013 Average

Age Group	2014 Casualty Type						2014 Total Victims	2009-2013 Average Involvement Rate		
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured		Killed	Injured	Total Victims
0-4	1.2	-	4.8	-	-	4.8	6.0	-	4.2	4.2
5-9	-	2.4	3.6	-	-	6.1	6.1	-	9.9	9.9
10-14	-	-	3.7	1.2	-	5.0	5.0	0.7	15.9	16.6
15-19	1.1	-	6.9	2.3	1.1	10.3	11.5	1.8	24.5	26.3
20-24	3.1	1.0	5.2	6.2	3.1	15.5	18.6	1.3	21.8	23.1
25-34	2.2	1.1	4.5	3.9	0.6	10.0	12.3	0.5	15.1	15.6
35-44	-	1.8	6.0	1.8	-	9.6	9.6	0.5	13.5	14.0
45-54	-	1.7	1.7	3.3	-	6.6	6.6	0.7	10.2	10.9
55-64	-	0.6	3.1	1.9	-	5.6	5.6	0.7	10.6	11.3
65+	1.1	2.1	4.7	1.1	-	7.9	9.0	2.1	10.4	12.5
Total	0.8	1.3	4.4	2.4	0.7	8.9	9.7	0.9	8.3	22.4

Younger pedestrians tend to have higher rates of involvement in traffic collisions. Manitobans aged 20 to 24 have the highest pedestrian involvement rate (per 100,000 people) in traffic collisions at 18.6 in 2014 (23.1 in the previous five years), followed by those aged 25 to 34 at 12.3 (15.6 in the previous five years). This is two times the involvement rate of Manitobans aged 55 and older in 2014.

Pedestrian involvement rates in traffic collisions have decreased significantly in 2014 compared to the previous five year (2009 to 2013) annual average, down nearly 57% for all pedestrian casualties. The involvement rates for pedestrians in all age groups are down in 2014 compared to the previous five years.

Decreases in pedestrian involvement rates for 2014 compared to the previous five years are a direct result of fewer pedestrian victims being captured in the Traffic Collision Statistics Database under the new reporting structure implemented in 2011.

Table 6-8 Pedestrian Action and Casualty TypeTable 6-8
Pedestrian Action and Casualty Type: 2014

Pedestrian Action	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
At intersection, with right of way	1	16.7%	0	-	19	44.2%	8	34.8%	0	-	27	33.3%	28	32.2%
At intersection, without right of way	1	16.7%	4	50.0%	4	9.3%	0	-	1	14.3%	9	11.1%	10	11.5%
At intersection, no traffic control	0	-	0	-	0	-	1	4.3%	0	-	1	1.2%	1	1.1%
Between intersections	0	-	0	-	5	11.6%	0	-	2	28.6%	7	8.6%	7	8.0%
Walking along roadway against traffic	1	16.7%	0	-	1	2.3%	2	8.7%	0	-	3	3.7%	4	4.6%
Walking along roadway with traffic	0	-	1	12.5%	1	2.3%	4	17.4%	0	-	6	7.4%	6	6.9%
On sidewalk/median/safety zone	0	-	0	-	2	4.7%	1	4.3%	0	-	3	3.7%	3	3.4%
Walking on roadway (travelled portion)	1	16.7%	1	12.5%	2	4.7%	0	-	2	28.6%	5	6.2%	6	6.9%
From behind vehicle/object on roadside	0	-	0	-	0	-	2	8.7%	1	14.3%	3	3.7%	3	3.4%
Running into roadway	1	16.7%	2	25.0%	4	9.3%	0	-	0	-	6	7.4%	7	8.0%
Getting on/off vehicle	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Pushing/working on vehicle	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Playing on roadway	1	16.7%	0	-	2	4.7%	1	4.3%	0	-	3	3.7%	4	4.6%
Working on roadway	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Lying on roadway	0	-	0	-	0	-	0	-	1	14.3%	1	1.2%	1	1.1%
Other	0	-	0	-	3	7.0%	4	17.4%	0	-	7	8.6%	7	8.0%
Unknown	5	-	9	-	15	-	9	-	2	-	35	-	40	-
Total	11	100%	17	100%	58	100%	32	100%	9	100%	116	100%	127	100%

*Percentage of the total has been rebased to exclude the 'unknown' category.

Table 6-8a Pedestrian Action and Casualty Type for the Previous Five YearsTable 6-8a
Pedestrian Action and Casualty Type: 2009-2013 Average

Pedestrian Action	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
At intersection, with right of way	1	3	34	18	15	70	71	40.3%
At intersection, without right of way	<1	3	6	3	4	16	16	9.0%
At intersection, no traffic control	-	1	2	2	1	6	6	3.6%
Between intersections	<1	3	9	3	4	20	20	11.6%
Walking along roadway against traffic	<1	<1	2	<1	<1	4	4	2.3%
Walking along roadway with traffic	<1	<1	2	1	<1	5	5	3.1%
On sidewalk/median/safety zone	<1	<1	3	2	1	7	7	4.0%
Walking on roadway (travelled portion)	1	2	3	2	2	9	10	5.7%
From behind vehicle/object on roadside	-	<1	3	1	1	5	5	3.0%
Running into roadway	<1	3	7	5	5	20	21	11.7%
Getting on/off vehicle	<1	<1	<1	<1	-	1	1	0.7%
Pushing/working on vehicle	-	<1	<1	-	-	0	0	0.2%
Playing on roadway	-	-	<1	-	-	0	0	0.2%
Working on roadway	<1	-	-	1	<1	1	2	0.9%
Lying on roadway	<1	<1	<1	-	<1	1	2	1.1%
Other	-	<1	2	1	<1	5	5	2.7%
Unknown	5	10	31	25	34	99	104	-
Total	11	27	106	66	69	269	280	100%

Note: Counts of pedestrians in the 2009-2013 average may not add to the total due to rounding.

*Percentage of the total has been rebased to exclude the 'unknown' category.

Where the actions of the pedestrian immediately prior to the collision are known, most pedestrian casualties in 2014 occur when the pedestrian is:

- At an intersection, crossing with the right of way (32% of pedestrian casualties);
- At an intersection, crossing without the right of way (nearly 12% of pedestrian casualties);
- Between intersections (8% of pedestrian casualties); and,
- Running into roadway (8% of pedestrian casualties).

Pedestrian actions immediately prior to the traffic collision in 2014 are somewhat different than the actions recorded in the previous five year (2009 to 2013) annual average. These differences can at least partially be attributed to the changes in reporting that took effect in 2011 (discussed in detail in the 2012 Traffic Collision Statistics Report). Comparing pedestrian victims in 2014 to the previous five years, the proportion of collisions where the pedestrian:

- Was at an intersection with no traffic control decreased by 68%;
- Ran onto the road decreased by 31%;
- Was between intersections decreased by nearly 31%; and,
- Was at an intersection with the right of way decreased by 20%.

For the 11 pedestrians killed in traffic collisions in 2014, 1 is killed at an intersection while crossing with the right of way, 1 at an intersection while crossing without the right of way, 1 while walking along roadway against traffic, 1 while walking on the roadway, 1 while running into the roadway and 1 while playing on the roadway. No pedestrian action was recorded for 5 of the 11 pedestrians killed.

SECTION 7 – Vehicle Involvement



Introduction

This section counts the number of vehicles involved in traffic collisions. Vehicle involvement in a collision is calculated for each vehicle type (such as passenger vehicles, vans, pick-up trucks, types of emergency vehicles). Vehicles involved in collisions that were, or were not, transporting hazardous loads and the nature of these loads is also indicated.

Key Highlights

In 2014, there are 62,277 vehicles involved in traffic collisions. Of these:

- 95 are involved in fatal collisions;
- 16,233 are involved in injury collisions; and,
- 45,949 are involved in PDO collisions.

Vehicle involvement in traffic collisions per 10,000 registered vehicles (vehicle involvement rate) overall has decreased in 2014 compared to 2013, but has increased relative to the previous five year (2009 to 2013) annual average. The vehicle involvement rate in collisions in 2014 for:

- Total collisions is 718.0 – decreased by 5% from 2013, but increased by 11% from the previous five years;
- Fatal collisions is 1.1 – decreased by 16% from 2013, and by 27% from the previous five years;
- Injury collisions is 187.2 – increased by 2% from 2013, and by 28% from the previous five years; and,
- PDO collisions is 529.8 – decreased by 7% from 2013, but increased by 6% from the previous five years.

Light duty vehicles, including passenger vehicles, minivans, and light trucks, represent 97% of the vehicles involved in all traffic collisions in 2014, the same as 2013 and a slight increase compared to the previous five year (2009 to 2013) annual average (nearly 94%). Commercial vehicles represent 3% of the vehicles involved (down from 6% in the previous five years) while motorcycles, scooters, and mopeds represent 0.3% of the vehicles involved (the same as in the previous five years).

Major Elements Examined

Counts of vehicles involved in collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of collisions is not equal to the number of vehicles involved in those collisions. All collisions reported involve at least one vehicle, but may involve more than one as well.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2009 to 2013. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and vehicle involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

“Vehicles”

- The number of vehicles involved in collisions. It excludes pedestrians, but includes automobiles, trucks, vans, buses, mobility vehicles, motorcycles, scooters, mopeds, bicycles, off-road vehicles, farm and construction equipment, and trains.

“Collision severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required).

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“Vehicle Involvement Rate”

- A calculation of the number of vehicles involved in traffic collisions for every 10,000 vehicles registered in Manitoba. The total number of vehicles registered is based on a point-in-time observation of the number of vehicles registered in specific vehicle classes. More detail regarding the methodology used to count registered vehicles can be found in “*Section 3 Vehicle Registrations*” of this report.

“Light Duty Vehicles”

- A classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: passenger vehicles (automobile), mini/multi-purpose van, van under 4,500 kg, and pick-up under 4,500 kg.

“NSC Commercial Vehicles”

- The National Safety Code (NSC) classification of vehicles is a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: “Truck greater than 4,500 kilograms (unit chassis)”, “Power Unit for Semi-Trailer”, “Truck (Other)” (where the type and size of truck is unknown), “School Bus”, “Transit Bus (Urban)”, “Inter-City Bus”, and “Bus (Other)”. These vehicles bear a National Safety Code Number and are entered onto the National Safety Code Collision Monitoring Report.

“PSV Vehicles”

- Also known as ‘public service vehicles’, a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: “Other school vehicle”, and “Emergency vehicles”, including ambulance, fire and police vehicles.

Table 7-1 Historical Summary of Vehicles Involved in Traffic Collisions

Table 7-1
 Historical Summary of Vehicles Involved in Traffic Collisions: 2004 to 2014

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2004	131	-	12,090	-	44,998	-	57,219	-
2005	135	3.1%	11,489	-5.0%	42,719	-5.1%	54,343	-5.0%
2006	151	11.9%	11,312	-1.5%	40,157	-6.0%	51,620	-5.0%
2007	141	-6.6%	11,099	-1.9%	37,251	-7.2%	48,491	-6.1%
2008	141	0.0%	10,219	-7.9%	34,195	-8.2%	44,555	-8.1%
2009	126	-10.6%	9,268	-9.3%	34,216	0.1%	43,610	-2.1%
2010	110	-12.7%	9,358	1.0%	35,511	3.8%	44,979	3.1%
2011	141	28.2%	10,956	17.1%	42,419	19.5%	53,516	19.0%
2012	126	-10.6%	14,802	35.1%	44,628	5.2%	59,556	11.3%
2013	111	-11.9%	15,663	5.8%	48,542	8.8%	64,316	8.0%
2014	95	-14.4%	16,233	3.6%	45,949	-5.3%	62,277	-3.2%
2009-2013 Average*	123	-3.5%	12,009	9.9%	41,063	7.5%	53,195	7.9%

* The '% change to previous year' for '2009-2013 Average' is an average rate of change for the five year period.

In 2014, there are 62,277 vehicles involved in traffic collisions. Of these:

- 95 are involved in fatal collisions;
- 16,233 are involved in injury collisions; and,
- 45,949 are involved in PDO collisions.

Overall, there are fewer vehicles involved in traffic collisions in 2014 (62,277) than in 2013 (64,316), but more than in the previous five year (2009-2013) annual average (53,195). In 2014, there are:

- 2,039 fewer vehicles involved in total collisions than in 2013 (a 3% decrease), but 9,082 more than in the previous five year average (a 17% increase);
- 16 fewer vehicles involved in fatal collisions than in 2013 (a 14% decrease), and 28 fewer than in the previous five years (a 23% decrease);
- 570 more vehicles involved in injury collisions compared to 2013 (a 4% increase), and 4,224 more than in the previous five years (a 35% increase); and,
- 2,593 fewer vehicles involved in PDO collisions compared to 2013 (a 5% decrease), but 4,886 more than in the previous five years (a 12% increase).

Table 7-2 Historical Summary of Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Traffic Collisions

Table 7-2
 Historical Summary of Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Traffic Collisions:
 2004 to 2014

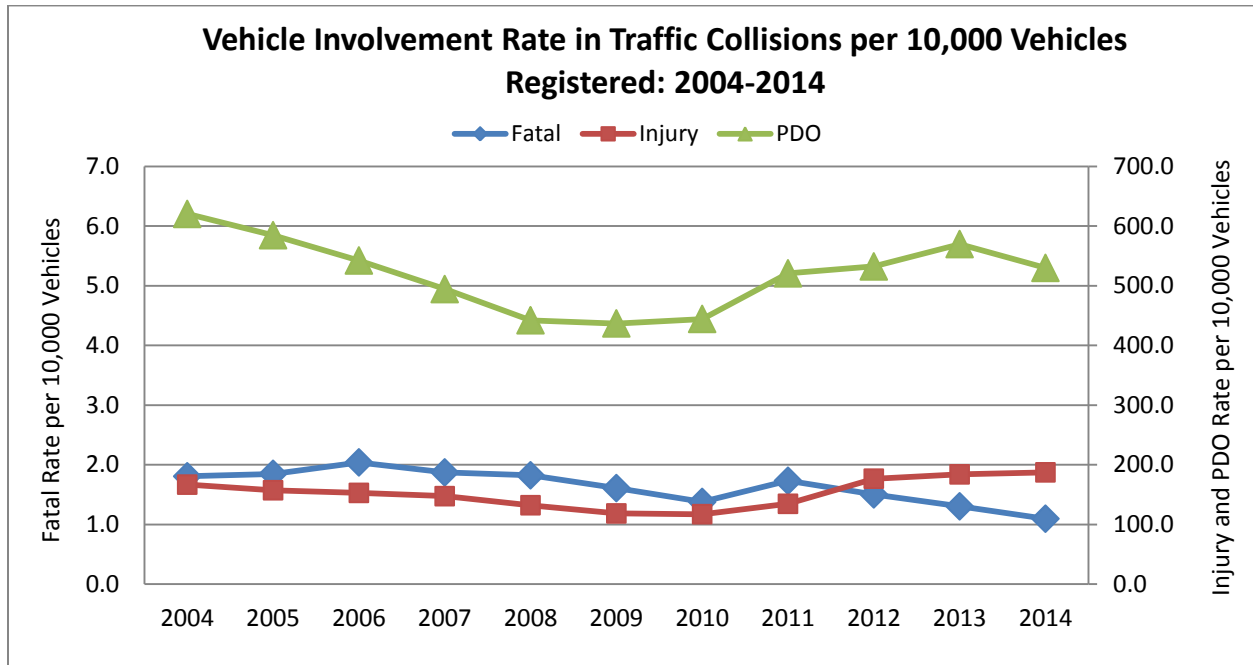
Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2004	1.8	-	166.6	-	620.2	-	788.6	-
2005	1.8	2.3%	157.2	-5.7%	584.5	-5.7%	743.6	-5.7%
2006	2.0	10.4%	152.7	-2.8%	542.2	-7.2%	697.0	-6.3%
2007	1.9	-8.2%	147.3	-3.6%	494.2	-8.8%	643.4	-7.7%
2008	1.8	-2.6%	132.1	-10.3%	442.0	-10.6%	575.9	-10.5%
2009	1.6	-11.8%	118.3	-10.4%	436.7	-1.2%	556.7	-3.3%
2010	1.4	-14.4%	117.1	-1.0%	444.3	1.7%	562.7	1.1%
2011	1.7	25.7%	134.5	14.9%	520.6	17.2%	656.8	16.7%
2012	1.5	-13.2%	176.5	31.3%	532.2	2.2%	710.2	8.1%
2013	1.3	-13.3%	183.8	4.1%	569.7	7.0%	754.8	6.3%
2014	1.1	-15.9%	187.2	1.8%	529.8	-7.0%	718.0	-4.9%
2009-2013 Average*	1.5	-5.4%	146.0	7.8%	500.7	5.4%	648.2	5.8%

* The '% change to previous year' for '2009-2013 Average' is an average rate of change for the five year period.

Vehicle involvement in traffic collisions per 10,000 registered vehicles (vehicle involvement rate) has decreased in 2014 compared to 2013, but increased relative to the previous five year (2009 to 2013) annual average. The vehicle involvement rate in collisions in 2014 for:

- Total collisions is 718.0; decreased by 5% from 2013, but increased by 11% from the previous five years;
- Fatal collisions is 1.1; decreased by 16% from 2013, and by 27% from the previous five years;
- Injury collisions is 187.2; increased by 2% from 2013, and by 28% from the previous five years; and,
- PDO collisions is 529.8; decreased by 7% from 2013, but increased by 6% from the previous five years.

Figure 7-1 Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Fatal, Injury and PDO Collisions



As shown in Figure 7-1, the downward trend in vehicle involvement rates in PDO collisions from 2004 to 2009 did not continue in 2010, when the rate increased slightly. With the involvement rates in fatal collisions decreasing compared to the previous five year (2009 to 2013) annual average (see Table 7-2), it becomes clear that the increases in overall involvement from 2011 through 2014 are due to the increased number of vehicles involved in injury and PDO collisions. Even though vehicle involvement in PDO collisions is down in 2014 compared to 2012 and 2013, it is still higher than in 2007 through 2011.

Table 7-3 Vehicle Types (as defined in TAR) Involved in Traffic Collisions and Collision Severity

Table 7-3

Vehicle Types (as defined in TAR) Involved in Traffic Collisions and Collision Severity: 2014, 2009-2013 Average

Vehicle Type	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Passenger vehicle (automobile)	37	38.9%	11,951	73.6%	31,890	69.4%	43,878	70.5%	55	8,141	26,837	35,033	65.9%
Mini/Multi-Purpose Van	8	8.4%	1,401	8.6%	3,984	8.7%	5,393	8.7%	9	1,244	4,198	5,451	10.2%
Van under 4500 kg	0	-	149	0.9%	464	1.0%	613	1.0%	2	127	456	585	1.1%
Pick-up under 4500 kg	25	26.3%	2,086	12.9%	7,981	17.4%	10,092	16.2%	28	1,511	6,850	8,389	15.8%
Truck over 4500 kg (unit chassis)	6	6.3%	203	1.3%	873	1.9%	1,082	1.7%	4	138	615	757	1.4%
Power Unit for Semi-Trailer	9	9.5%	119	0.7%	372	0.8%	500	0.8%	7	103	370	480	0.9%
Truck/Camper	0	-	0	-	2	<0.1%	2	<0.1%	<1	4	16	20	<0.1%
Motor home	0	-	2	<0.1%	15	<0.1%	17	<0.1%	<1	2	14	17	<0.1%
Truck (other)	1	1.1%	28	0.2%	51	0.1%	80	0.1%	7	356	1,331	1,694	3.2%
School Bus	0	-	1	<0.1%	0	-	1	<0.1%	1	7	31	40	<0.1%
Other School Vehicle	0	-	0	-	0	-	0	-	<1	<1	<1	0	<0.1%
Transit Bus – urban	0	-	29	0.2%	69	0.2%	98	0.2%	<1	31	61	93	0.2%
Para-transit Bus	0	-	1	<0.1%	4	<0.1%	5	<0.1%	<1	2	4	5	<0.1%
Intercity Bus	0	-	1	<0.1%	9	<0.1%	10	<0.1%	<1	5	13	18	<0.1%
Bus (other)	1	1.1%	20	0.1%	100	0.2%	121	0.2%	<1	13	56	69	0.1%
Motorcycle/Scooter	3	3.2%	123	0.8%	49	0.1%	175	0.3%	3	109	51	163	0.3%
Moped	0	-	7	<0.1%	3	<0.1%	10	<0.1%	<1	12	4	16	<0.1%
Bicycle	5	5.3%	104	0.6%	80	0.2%	189	0.3%	4	168	44	216	0.4%
Ambulance	0	-	0	-	0	-	0	-	<1	3	13	16	<0.1%
Fire	0	-	0	-	0	-	0	-	<1	2	6	8	<0.1%
Police	0	-	0	-	0	-	0	-	<1	12	40	51	<0.1%
Mobility Vehicle	0	-	0	-	0	-	0	-	<1	<1	<1	0	<0.1%
Motorized Snow Vehicle HTA	0	-	0	-	1	<0.1%	1	<0.1%	<1	<1	2	2	<0.1%
Farm Equipment	0	-	0	-	0	-	0	-	<1	3	11	14	<0.1%
Construction Equipment	0	-	0	-	1	<0.1%	1	<0.1%	<1	7	36	43	<0.1%
Train/Other Rail Vehicle	0	-	0	-	0	-	0	-	<1	<1	<1	0	<0.1%
Off-Road Vehicles	0	-	8	<0.1%	1	<0.1%	9	<0.1%	<1	4	2	16	<0.1%
Total	95	100%	16,233	100%	45,949	100%	62,277	100%	123	12,009	41,063	53,195	99%

Note: Counts of vehicles in the 2009-2013 average may not add to the total due to rounding.

Table 7-4 Combined Select Vehicle Categories Involved in Traffic Collisions by Collision Severity

Table 7-4

Vehicle Types (Combined Select Categories) Involved in Traffic Collisions and Collision Severity: 2014, 2009-2013 Average

Vehicle Type	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Light Duty Vehicles	70	77.8%	15,587	96.7%	44,319	96.7%	59,976	96.6%	94	11,023	38,341	49,458	93.5%
Passenger vehicles	45	50.0%	13,501	83.7%	36,338	79.3%	49,884	80.4%	66	9,512	31,491	41,069	77.7%
Light trucks	25	27.8%	2,086	12.9%	7,981	17.4%	10,092	16.3%	28	1,511	6,850	8,389	15.9%
NSC Commercial Vehicles	17	18.9%	402	2.5%	1,478	3.2%	1,897	3.1%	19	655	2,481	3,155	6.0%
PSV Vehicles	0	-	0	-	0	-	0	-	0	16	59	75	0.1%
Motorcycle/Moped/Scooter	3	3.3%	130	0.8%	52	0.1%	185	0.3%	3	121	55	179	0.3%
Off-Road vehicles	0	-	8	<0.1%	1	<0.1%	9	<0.1%	<1	4	2	16	<0.1%

Note: Counts of vehicles in the 2009-2013 average may not add to the total due to rounding.

Note: The above categories are not an exhaustive list. Only primary vehicle types are included; vehicle types such as trains, bicycles, truck/camper units and motor homes are not.

Table 7-5 Vehicle Involvement (per 10,000 Registered Vehicles) in Traffic Collision by Combined Vehicle Types and Collision Severity

Table 7-5

Vehicle Involvement (per 10,000 Registered Vehicles) in Traffic Collisions by Combined Vehicle Types and Collision Severity: 2014, 2009-2013 Average

Vehicle Type	2014 Collision Severity				2009-2013 Average			
	Fatal	Injury	PDO	2014 Total	Fatal	Injury	PDO	Total
Light Duty Vehicles	1.0	221.3	629.4	851.7	1.4	164.7	572.8	738.8
Passenger vehicles	0.8	245.0	659.4	905.1	1.2	179.3	593.6	774.1
Light trucks	1.6	136.3	521.4	659.3	2.0	108.8	493.2	604.0
NSC Commercial Vehicles	1.9	46.0	169.1	217.1	2.5	86.5	327.6	416.6
PSV Vehicles	0.0	0.0	0.0	0.0	0.0	15.3	56.1	72.1
Motorcycle/Moped/Scooter	2.3	99.7	39.9	141.8	2.8	105.5	47.8	156.0

Light duty vehicles, including passenger vehicles, minivans, and light trucks, represent 97% of the vehicles involved in all traffic collisions in 2014, the same as 2013 and a slight increase compared to the previous five year (2009 to 2013) annual average (nearly 94%). Commercial vehicles represent 3% of the vehicles involved (down from 6% in the previous five years) while motorcycles, scooters, and mopeds represent 0.3% of the vehicles involved (the same as in the previous five years).

Light duty vehicles have the highest vehicle involvement rate (per 10,000 registered vehicles) among all the vehicle types examined. Light duty vehicles (passenger vehicles and light trucks, combined) have an involvement rate of 851.7 in 2014 and 738.8 in the previous five year (2009 to 2013) annual average. NSC commercial vehicles have an involvement rate of 217.1 in 2014 and 416.6 in the previous five years.

Motorcycles (including scooters and mopeds) have the lowest rates of involvement in traffic collisions among all vehicle types examined. Motorcycles have a rate of involvement of 141.8 in 2014 and 156.0 for the previous five year (2009 to 2013) annual average.

No PSV vehicles were recorded as being involved in traffic collisions in 2014; they had an involvement rate of 72.1 in the previous five years. This involvement rate has been falling in recent years due to this vehicle type no longer being captured since the reporting change that took effect in October 2011.

Motorcycles (including scooters and mopeds) are much more likely than light duty vehicles to be involved in a fatal collision. In 2014, motorcycles have an involvement rate of 2.3 in fatal collisions, nearly two-and-a-half times the involvement rate of light duty vehicles in fatal collisions (1.0). In the previous five year (2009 to 2013) annual average, motorcycles had a vehicle involvement rate of 2.8 in fatal collisions, double the rate of light duty vehicles (1.4).

NOTE: No vehicle involvement rate for off-road vehicles (ORV) is calculated due to difficulty in developing a reliable and accurate population count of these vehicles.

SECTION 8 – Driver Involvement



Introduction

This section counts the number of drivers involved in traffic collisions and breaks this down by age and gender of the driver. The rate of involvement (per 10,000 licensed drivers) in traffic collisions is also detailed.

Key Highlights

In 2014, there are 61,294 drivers involved in traffic collisions. Of these:

- 90 are involved in fatal collisions;
- 16,120 are involved in injury collisions; and,
- 45,084 are involved in PDO collisions.

Drivers aged 16 to 24 years old and those aged 25 to 34 account for the largest proportions of drivers (by age group) involved in traffic collisions in 2014.

Young drivers have a much higher rate of involvement in traffic collisions than older drivers. In 2014, drivers aged 16 to 24 years old have an involvement rate (per 10,000 licensed drivers) in traffic collisions of 1,029.1. This is:

- 1.2 times that of drivers aged 25 to 34 (rate of 871.5);
- 1.3 times that of drivers aged 35 to 44 (rate of 777.2);
- 1.5 times that of drivers aged 45 to 54 (rate of 668.6);
- Nearly twice that of drivers aged 55 to 64 (rate of 540.4); and,
- More than two-and-a-half times that of drivers aged 65 and older (rate of 396.8).

The majority of drivers involved in traffic collisions are male. Among all drivers involved in traffic collisions in 2014 where the driver gender is known, 60% are male and 40% are female.

- Fatal collisions: 80% are male drivers, 20% are female drivers.
- Injury collisions: 52% are male drivers, 48% are female drivers.
- PDO collisions: 63% are male drivers, 37% are female drivers.

The rate of involvement for men in traffic collisions in 2014 is 813.9, nearly one-and-a-half times that of females (586.0). Driver involvement rates in 2014:

- Fatal collisions: male rate – 1.6, female rate – 0.4
- Injury collisions: male rate – 185.8, female rate – 184.0
- PDO collisions: male rate – 626.5, female rate – 401.6

The reader should note that neither the count of drivers involved in collisions nor the calculated rate of involvement takes into account exposure to risk in terms of hours of driving, kilometres driven or driving situations.

Major Elements Examined

Counts of drivers involved in collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of collisions is not equal to the number of drivers involved in those collisions; nor is the number of vehicles involved in collisions. Some collisions involve more than one driver while others involve a single driver; the number of drivers will not equal the number of collisions. Likewise, not every vehicle involved in a collision will have a driver. Some collisions involve parked vehicles while other may involve driverless vehicles, such as construction or farm equipment (a full definition of what constitutes a “driver” for this report is provided under the “*Terms and Definitions*” heading). As there are more drivers involved in collisions than collisions overall, involvement rates calculated based on the number of drivers will be higher than the involvement rates calculated based on the number of collisions.

When exploring the number of drivers in different age groups involved in traffic collisions, the reader is cautioned that the driver's age is missing in some collisions. Changes to the reporting structure have resulted in significant improvements; only 0.1% of drivers are not identified by age in 2014 compared to nearly 9% in the five year (2009 to 2013) annual average. Likewise, gender is not always captured for each driver involved in a traffic collision, although improvements have been made here as well. In 2014, only 0.2% of the drivers involved in traffic collisions are not identified by gender compared with nearly 7% in the previous five year (2009 to 2013) annual average.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2009 to 2013. Rounding errors in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

"Drivers"

- The number of drivers involved in collisions. It excludes pedestrians, bicyclists, snowmobiles, off-road vehicles, farm and construction equipment, trains and parked vehicles.

"Collision severity"

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

"Fatal Collision"

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required).

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"Driver Involvement Rate"

- A calculation of the number of drivers involved in traffic collisions for every 10,000 drivers licensed in Manitoba. The total number of drivers licensed to drive includes both active and suspended drivers. This involvement rate does not take into account the number of vehicle kilometres driven by each driver group. More detail regarding the methodology used to count licensed drivers can be found in "*Section 2 Licensed Drivers*" of this report.

Table 8-1 Historical Summary of Drivers Involved in Traffic CollisionsTable 8-1
Historical Summary of Drivers Involved in Traffic Collisions: 2004 to 2014

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2004	127	-	11,647	-	40,239	-	52,013	-
2005	126	-0.8%	11,044	-5.2%	37,728	-6.2%	48,898	-6.0%
2006	145	15.1%	10,827	-2.0%	35,408	-6.1%	46,380	-5.1%
2007	135	-6.9%	10,696	-1.2%	33,983	-4.0%	44,814	-3.4%
2008	121	-10.4%	9,854	-7.9%	32,145	-5.4%	42,120	-6.0%
2009	120	-0.8%	8,938	-9.3%	32,039	-0.3%	41,097	-2.4%
2010	105	-12.5%	8,969	0.3%	33,236	3.7%	42,310	3.0%
2011	130	23.8%	10,644	18.7%	40,505	21.9%	51,279	21.2%
2012	119	-8.5%	14,696	38.1%	44,062	8.8%	58,877	14.8%
2013	106	-10.9%	15,539	5.7%	47,856	8.6%	63,501	7.9%
2014	90	-15.1%	16,120	3.7%	45,084	-5.8%	61,294	-3.5%
2009-2013 Average*	116	-1.8%	11,757	10.7%	39,540	8.5%	51,413	8.9%

* The '% change to previous year' for '2009-2013 Average' is an average rate of change for the five year period.

In 2014, there are 61,294 drivers involved in traffic collisions. Of these:

- 90 are involved in fatal collisions;
- 16,120 are involved in injury collisions; and,
- 45,084 are involved in PDO collisions.

Overall, the number of drivers involved in traffic collisions in 2014 decreased from 2013 (down nearly 4%), but increased relative to the previous five year (2009 to 2013) annual average (up 19%). In 2014, there are:

- 2,207 fewer drivers involved in total collisions than in 2013, but 9,881 more than in the previous five years;
- 16 fewer drivers involved in fatal collisions than in 2013 (a 15% decrease), and 26 fewer than in the previous five years (a 22% decrease);
- 581 more drivers involved in injury collisions compared to 2013 (a 4% increase), and 4,363 more than in the previous five years (a 37% increase); and,
- 2,772 fewer drivers involved in PDO collisions compared to 2013 (a 6% decrease), but 5,544 more than in the previous five years (a 14% increase).

Table 8-2 Historical Summary of Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions

Table 8-2

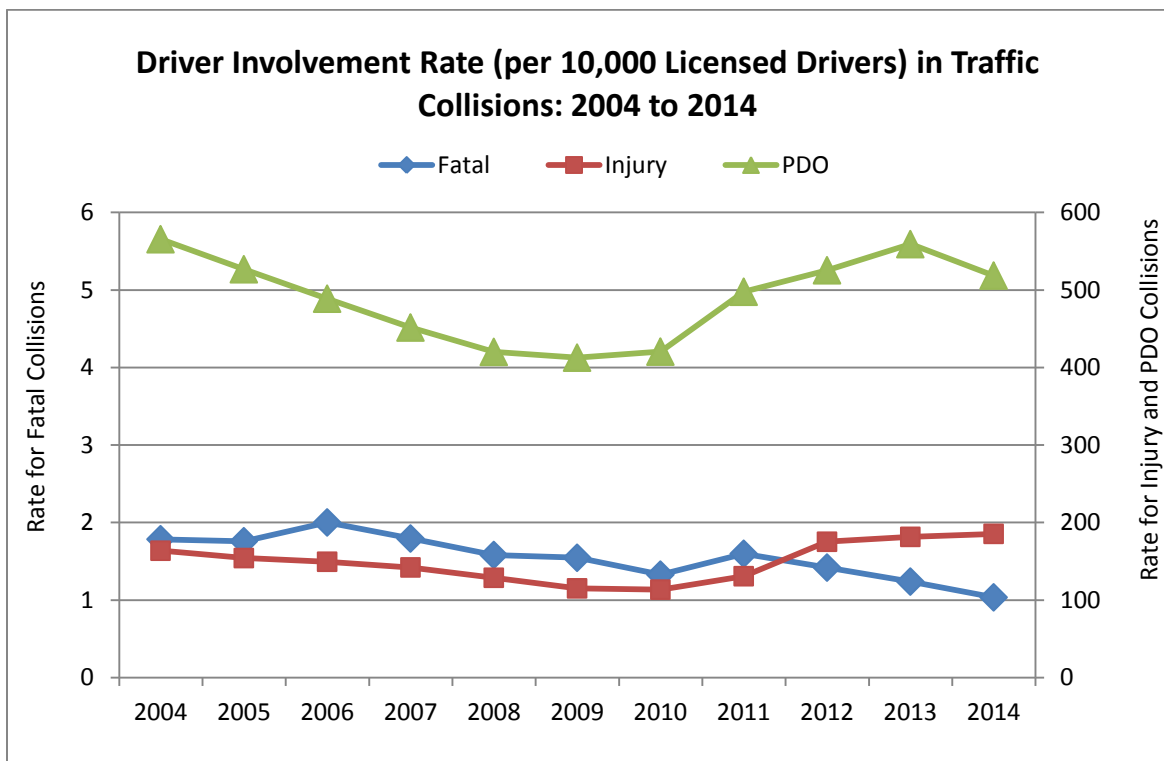
Historical Summary of Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions: 2004 to 2014

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2004	1.8	-	163.7	-	565.6	-	731.0	-
2005	1.8	-1.4%	154.2	-5.8%	526.8	-6.9%	682.8	-6.6%
2006	2.0	13.8%	149.5	-3.1%	488.8	-7.2%	640.3	-6.2%
2007	1.8	-10.4%	142.2	-4.9%	451.7	-7.6%	595.6	-7.0%
2008	1.6	-11.8%	128.8	-9.4%	420.2	-7.0%	550.6	-7.6%
2009	1.5	-2.3%	115.1	-10.6%	412.8	-1.8%	529.5	-3.8%
2010	1.3	-14.1%	113.5	-1.4%	420.5	1.9%	535.3	1.1%
2011	1.6	20.3%	130.8	15.3%	497.8	18.4%	630.2	17.7%
2012	1.4	-11.2%	175.3	34.0%	525.5	5.6%	702.2	11.4%
2013	1.2	-12.7%	181.6	3.6%	559.2	6.4%	742.0	5.7%
2014	1.0	-16.4%	185.4	2.1%	518.7	-7.2%	705.1	-5.0%
2009-2013 Average*	1.4	-4.0%	143.3	8.2%	483.2	6.1%	627.8	6.4%

* The '% change to previous year' for '2009-2013 Average' is an average rate of change for the five year period.

The rate of involvement for drivers in traffic collisions in 2014 is 705.1 per 10,000 licensed drivers, a decrease of 5% compared to the rate in 2013 (742.0), but an increase of 12% from the previous five year (2009 to 2013) annual average (627.8). In 2014, the driver involvement in:

- Fatal collisions (1.0) decreased by 16% from 2013 and by 27% compared to the previous five years;
- Injury collisions (185.4) increased by 2% from 2013 and by nearly 30% compared to the previous five years; and,
- PDO collisions (518.7) decreased by 7% from 2013, but increased by 7% compared to the previous five years.

Figure 8-1 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Severity

The downward trend in the rate of involvement for drivers in PDO collisions had been fairly consistent between 2004 and 2008. Between 2009 and 2010, the rates were relatively stable and appear to have hit a low. The rate increased in 2011, 2012 and 2013. Although the rate on 2014 has decreased compared to 2013, it is higher than any rate from 2005 through 2012. The increases in driver involvement in PDO collisions in 2011 through 2014 are at least partially attributable to changes in the reporting structure that took effect in 2011.

The driver involvement rate for fatal and injury collisions had been steadily decreasing between 2004 and 2010 (the exception being a jump in the fatal collision rate in 2006). The driver involvement rate for injury collisions increased in 2011 through 2014, while the rate for fatal collisions has steadily decreased. The increases in driver involvement in injury collisions in 2011 through 2014 are at least partially attributable to changes in the reporting structure that took effect in 2011. However, changes in driver involvement in fatal collisions cannot be attributed to this reporting structure change. Driver involvement in fatal crashes has reached a historical low in 2014.

Table 8-3 Drivers Involved in Traffic Collisions by Age Group and Collision SeverityTable 8-3
Drivers Involved in Traffic Collisions by Age Group and Collision Severity: 2014, 2009-2013 Average

Age Group	2014 Collision Severity						2014 Total Collisions	% of 2014 Total Collisions*	2009-2013 Average Count of Drivers				
	Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
<16	0	-	10	<0.1%	25	<0.1%	35	<0.1%	1	7	33	40	<0.1%
16-19	5	5.6%	1,200	7.5%	3,554	7.9%	4,759	7.8%	13	960	3,436	4,408	9.4%
20-24	9	10.1%	1,959	12.2%	5,848	13.0%	7,816	12.8%	16	1,382	4,594	5,993	12.7%
25-34	24	27.0%	3,519	21.9%	9,458	21.0%	13,001	21.2%	22	2,233	7,014	9,269	19.7%
35-44	12	13.5%	3,046	18.9%	8,162	18.1%	11,220	18.3%	17	2,089	6,283	8,389	17.8%
45-54	11	12.4%	2,923	18.2%	7,708	17.1%	10,642	17.4%	19	2,054	6,507	8,580	18.2%
55-64	13	14.6%	1,995	12.4%	5,724	12.7%	7,732	12.6%	11	1,315	4,576	5,902	12.5%
65+	15	16.9%	1,434	8.9%	4,554	10.1%	6,003	9.8%	16	946	3,516	4,478	9.5%
Not Stated	1	-	34	-	51	-	86	-	1	770	3,581	4,352	-
Total*	90	100%	16,120	100%	45,084	100%	61,294	100%	116	11,757	39,540	51,413	100%

*Percentage of the total does not include the 'not stated' category.

Note: Counts of drivers in the 2009-2013 average may not add to the total due to rounding.

Drivers aged 16 to 24 years old and those aged 25 to 34 account for the largest proportions of drivers (by age group) involved in traffic collisions in 2014.

- Total collisions: aged 16 to 24 – nearly 21%; aged 25 to 34 – 21%; aged 35 to 44 – 18%; aged 45 to 54 – 17%; aged 55 to 64 – 13%; aged 65 and older – 10%.
- Fatal collisions: aged 16 to 24 – 16%; aged 25 to 34 – 27%; aged 35 to 44 – nearly 14%; aged 45 to 54 – 12%; aged 55 to 64 – 15%; aged 65 and older – 17%.
- Injury collisions: aged 16 to 24 – 20%; aged 25 to 34 – 22%; aged 35 to 44 – 19%; aged 45 to 54 – 18%; aged 55 to 64 – 12%; aged 65 and older – 9%.
- PDO collisions: aged 16 to 24 – 21%; aged 25 to 34 – 21%; aged 35 to 44 – 18%; aged 45 to 54 – 17%; aged 55 to 64 – 13%; aged 65 and older – 10%.

Figure 8-2 Proportion of Traffic Collisions by Driver Age and Collision Severity

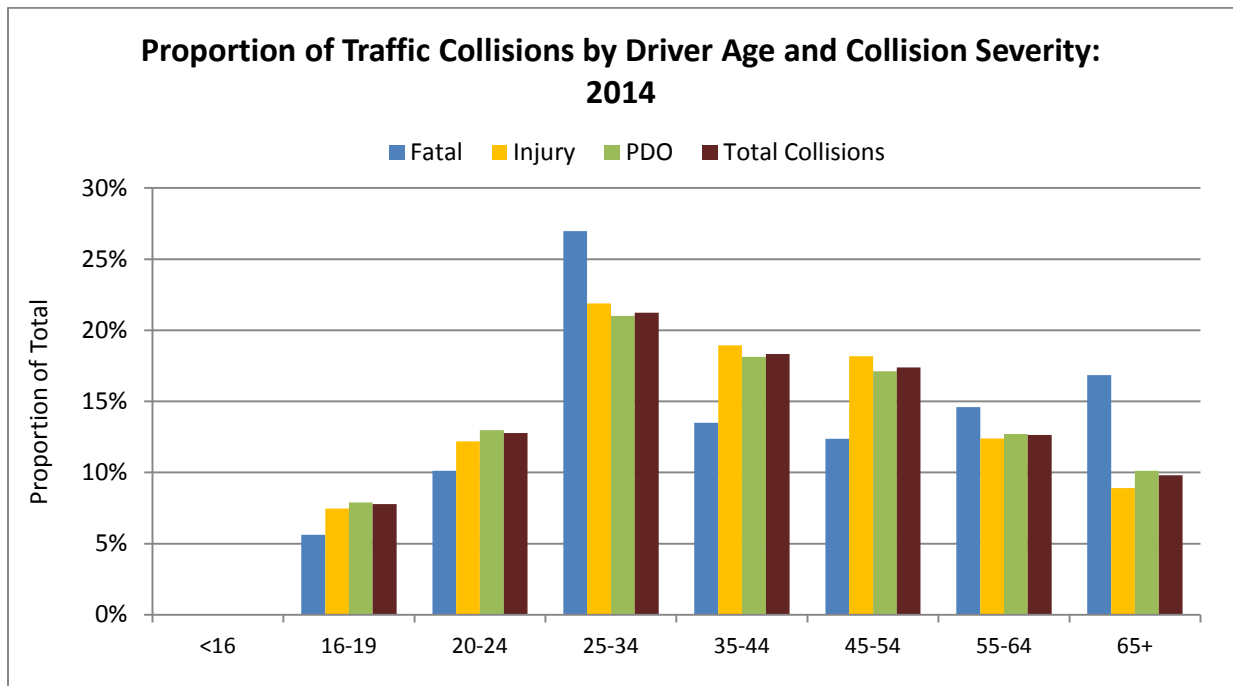


Table 8-4 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Age Group and Collision Severity

Table 8-4
 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Age Group and Collision Severity: 2014, 2009-2013 Average

Age Group	2014 Collision Severity			2014 Total Collisions	2009-2013 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
<16	-	-	-	-	-	-	-	-
16-19	1.0	247.7	733.7	982.5	2.6	198.7	711.3	912.6
20-24	1.2	265.6	792.9	1,059.8	2.4	204.1	678.2	884.6
25-34	1.6	235.9	634.0	871.5	1.6	165.4	519.6	686.7
35-44	0.8	211.0	565.4	777.2	1.2	150.9	453.9	606.0
45-54	0.7	183.7	484.3	668.6	1.2	127.3	403.2	531.6
55-64	0.9	139.4	400.1	540.4	0.8	99.7	347.0	447.6
65+	1.0	94.8	301.0	396.8	1.2	71.6	266.0	338.9

Recognizing that counts of drivers involved in collisions could be impacted either positively or negatively by changing population statistics, involvement rates per 10,000 licensed drivers are examined to provide a standardized collision rate comparison. This eliminates the effect of changing population size and focuses on how many drivers are involved in collisions instead of simply a raw count of drivers. Further, in the absence of the number of kilometres driven, the driver involvement rate acts as a proxy for exposure to collision risk.

Young drivers have a much higher rate of involvement in traffic collisions than older drivers. Drivers aged 20 to 24 have the highest rates of involvement in collisions, only slightly higher than drivers aged 16 to 19. In 2014, drivers aged 16 to 24 years old (combined) have an involvement rate (per 10,000 licensed drivers) in traffic collisions of 1,029.1. This is:

- 1.2 times that of drivers aged 25 to 34 (rate of 871.5);
- 1.3 times that of drivers aged 35 to 44 (rate of 777.2);
- 1.5 times that of drivers aged 45 to 54 (rate of 668.6);
- Nearly twice that of drivers aged 55 to 64 (rate of 540.4); and,
- More than two-and-a-half times that of drivers aged 65 and older (rate of 396.8).

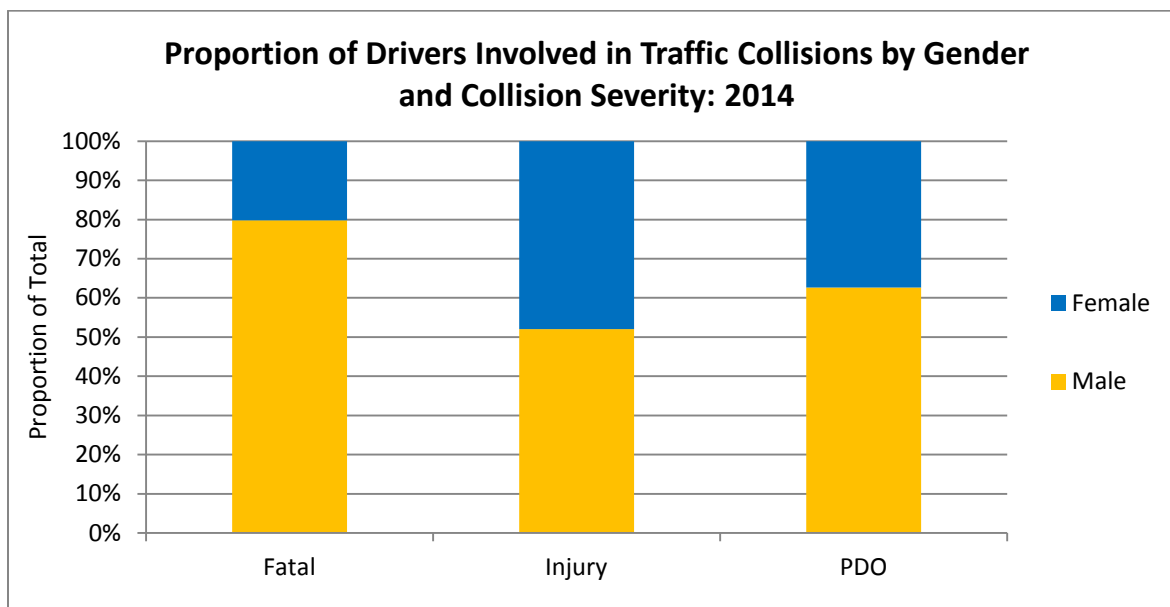
Table 8-5 Drivers Involved in Traffic Collisions by Gender and Age Group and Collision SeverityTable 8-5
Total Drivers Involved in Traffic Collisions by Gender and Age Group and Collision Severity: 2014, 2009-2013 Average

Gender - Age Group		2014 Collision Severity						2014 Total Collisions	% of 2014 Total Collisions*	2009-2013 Average Count of Drivers				
		Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
Female	<16	0	-	6	<0.1%	13	<0.1%	19	<0.1%	<1	3	16	20	0.1%
	16-19	3	16.7%	553	7.2%	1,342	8.0%	1,898	7.7%	4	440	1,338	1,781	9.6%
	20-24	2	11.1%	940	12.2%	2,183	13.0%	3,125	12.7%	5	659	1,757	2,421	13.1%
	25-34	4	22.2%	1,738	22.5%	3,500	20.8%	5,242	21.4%	5	1,075	2,646	3,727	20.1%
	35-44	0	-	1,552	20.1%	3,231	19.2%	4,783	19.5%	4	981	2,436	3,421	18.5%
	45-54	2	11.1%	1,431	18.6%	2,872	17.1%	4,305	17.5%	5	941	2,387	3,333	18.0%
	55-64	4	22.2%	916	11.9%	2,069	12.3%	2,989	12.2%	<1	592	1,630	2,223	12.0%
	65+	3	16.7%	572	7.4%	1,612	9.6%	2,187	8.9%	4	383	1,187	1,574	8.5%
	Not Stated	0	-	0	-	2	-	2	-	<1	84	388	471	-
	Total Female*	18	100%	7,708	100%	16,824	100%	24,550	100%	28	5,158	13,785	18,971	100%
Male	<16	0	-	4	<0.1%	12	<0.1%	16	<0.1%	<1	4	16	20	<0.1%
	16-19	2	2.8%	645	7.7%	2,212	7.8%	2,859	7.8%	9	517	2,081	2,607	9.2%
	20-24	7	9.9%	1,017	12.2%	3,664	13.0%	4,688	12.8%	11	716	2,809	3,536	12.5%
	25-34	20	28.2%	1,779	21.3%	5,955	21.1%	7,754	21.2%	17	1,147	4,323	5,486	19.4%
	35-44	12	16.9%	1,491	17.8%	4,930	17.5%	6,433	17.6%	13	1,103	3,813	4,928	17.4%
	45-54	9	12.7%	1,490	17.8%	4,835	17.1%	6,334	17.3%	14	1,106	4,085	5,205	18.4%
	55-64	9	12.7%	1,078	12.9%	3,655	13.0%	4,742	12.9%	10	719	2,928	3,657	12.9%
	65+	12	16.9%	862	10.3%	2,942	10.4%	3,816	10.4%	12	561	2,317	2,890	10.2%
	Not Stated	0	-	3	-	6	-	9	-	<1	140	645	785	-
	Total Male*	71	100%	8,369	100%	28,211	100%	36,651	100%	87	6,011	23,016	29,114	100%

*Percentage of the total does not include the 'not stated' category.

Note: Counts of drivers in the 2009-2013 average may not add to the total due to rounding.

Note: Some drivers do not have age and gender recorded and are therefore missing from the table above.

Figure 8-3 Proportion of Drivers Involved in Traffic Collisions by Gender and Collision Severity

The majority of drivers involved in traffic collisions are male. Among all drivers involved in traffic collisions in 2014 where the driver gender is known, 60% are male and 40% are female.

- Fatal collisions: 80% are male drivers, 20% are female drivers.
- Injury collisions: 52% are male drivers, 48% are female drivers.
- PDO collisions: 63% are male drivers, 37% are female drivers.

The reader should note that the count of drivers involved in collisions does not take into account exposure to risk in terms of driving situations, hours driven or kilometres driven.

As shown in Table 8-6 (on the following page), young drivers account for the highest proportions of collisions. In particular, young male drivers account for a larger proportion of collisions than any other group of drivers. In 2014:

- Male drivers aged 16 to 24 account for 12% of all collisions, 10% of fatal collisions, 10% of injury collisions, and 13% of PDO collisions;
- Male drivers aged 25 to 34 account for nearly 13% of all collisions, nearly 23% of fatal collisions, 11% of injury collisions, and 13% of PDO collisions;
- Female drivers aged 16 to 24 account for 8% of all collisions, 6% of fatal collisions, 9% of injury collisions and 8% of PDO collisions; and,
- Female drivers aged 25 to 34 account for 9% of all collisions, nearly 5% of fatal collisions, 11% of injury collisions and 8% of PDO collisions.

Table 8-6 Drivers Involved in Traffic Collisions by Age Group and Gender and Collision Severity

Table 8-6
Total Drivers Involved in Traffic Collisions by Age Group and Gender and Collision Severity: 2014, 2009-2013 Average

Age Group - Gender		2014 Collision Severity						2014 Total Collisions	% of 2014 Total Collisions*	2009-2013 Average Count of Drivers				
		Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
<16	Female	0	-	6	<0.1%	13	<0.1%	19	<0.1%	<1	3	16	20	<0.1%
	Male	0	-	4	<0.1%	12	<0.1%	16	<0.1%	<1	4	16	20	<0.1%
16 to 24	Female	5	5.6%	1,493	9.3%	3,525	7.8%	5,023	8.2%	9	1,099	3,095	4,203	9.0%
	Male	9	10.1%	1,662	10.3%	5,876	13.0%	7,547	12.3%	20	1,232	4,890	6,143	13.1%
25 to 34	Female	4	4.5%	1,738	10.8%	3,500	7.8%	5,242	8.6%	5	1,075	2,646	3,727	8.0%
	Male	20	22.5%	1,779	11.1%	5,955	13.2%	7,754	12.7%	17	1,147	4,323	5,486	11.7%
35 to 44	Female	0	-	1,552	9.7%	3,231	7.2%	4,783	7.8%	4	981	2,436	3,421	7.3%
	Male	12	13.5%	1,491	9.3%	4,930	10.9%	6,433	10.5%	13	1,103	3,813	4,928	10.5%
45 to 54	Female	2	2.2%	1,431	8.9%	2,872	6.4%	4,305	7.0%	5	941	2,387	3,333	7.1%
	Male	9	10.1%	1,490	9.3%	4,835	10.7%	6,334	10.4%	14	1,106	4,085	5,205	11.1%
55 to 64	Female	4	4.5%	916	5.7%	2,069	4.6%	2,989	4.9%	<1	592	1,630	2,223	4.7%
	Male	9	10.1%	1,078	6.7%	3,655	8.1%	4,742	7.7%	10	719	2,928	3,657	7.8%
65 and older	Female	3	3.4%	572	3.6%	1,612	3.6%	2,187	3.6%	4	383	1,187	1,574	3.4%
	Male	12	13.5%	862	5.4%	2,942	6.5%	3,816	6.2%	12	561	2,317	2,890	6.2%
Not Stated	Female	0	-	0	-	2	-	2	-	<1	84	388	471	-
	Male	0	-	3	-	6	-	9	-	<1	140	645	785	-
Total	Female	18	20.2%	7,708	47.9%	16,824	37.3%	24,550	40.1%	27	5,158	13,785	18,971	39.5%
	Male	71	79.8%	8,369	52.0%	28,211	62.6%	36,651	59.9%	86	6,011	23,016	29,114	60.5%

*Percentage of the total does not include the 'not stated' category.

Note: Counts of drivers in the 2009-2013 average may not add to the total due to rounding.

Note: Some drivers do not have age and gender recorded and are therefore missing from the table above.

Table 8-7 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Gender and Age Group and Collision Severity

Table 8-7

Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Gender and Age Group and Collision Severity: 2014, 2009-2013 Average

Gender - Age Group		2014 Collision Severity			2014 Total Collisions	2009-2013 Average			
		Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Female	<16	-	-	-	-	-	-	-	-
	16-19	1.3	236.4	573.8	811.5	1.5	187.2	569.8	758.5
	20-24	0.6	264.2	613.7	878.5	1.5	200.9	535.3	737.7
	25-34	0.6	240.5	484.4	725.5	0.8	164.1	403.9	568.8
	35-44	0.0	220.8	459.7	680.5	0.6	146.2	363.2	510.1
	45-54	0.3	186.9	375.2	562.4	0.6	121.5	308.0	430.1
	55-64	0.6	132.5	299.4	432.5	0.1	93.1	256.1	349.3
	65+	0.4	79.7	224.7	304.8	0.7	61.6	191.2	253.6
	Total	0.4	184.0	401.6	586.0	0.7	131.6	351.6	483.8
Male	<16	-	-	-	-	-	-	-	-
	16-19	0.8	257.5	883.0	1,141.2	3.6	208.2	838.4	1,050.3
	20-24	1.8	266.4	959.7	1,227.9	3.3	204.9	804.4	1,012.6
	25-34	2.6	231.3	774.2	1,008.0	2.4	165.1	622.3	789.8
	35-44	1.6	201.3	665.5	868.4	1.8	154.5	534.2	690.5
	45-54	1.1	180.4	585.3	766.8	1.7	131.8	486.9	620.4
	55-64	1.2	145.8	494.2	641.2	1.5	105.3	429.2	536.0
	65+	1.5	108.4	369.9	479.8	1.7	80.0	330.5	412.3
	Total	1.6	185.8	626.5	813.9	2.0	142.2	544.4	688.6

The rate of involvement for men in traffic collisions in 2014 is 813.9, nearly one-and-a-half times that of females (586.0). Driver involvement rates in 2014:

- Fatal collisions: male rate – 1.6, female rate – 0.4
- Injury collisions: male rate – 185.8, female rate – 184.0
- PDO collisions: male rate – 626.5, female rate – 401.6

The reader should note that the calculated driver involvement rates do not take into account exposure to risk in terms of driving situations, hours driven or kilometres driven.

In 2014, young males, especially those under age 25, have the highest driver involvement rates of all driver gender-age groups. Young females under age 25 have higher driver involvement rates in total collisions than male drivers aged 35 and older.

Compared to the previous five year (2009 to 2013) annual average, driver involvement rates for all gender-age groups increased for overall traffic collisions, injury collisions, and PDO collisions in 2014.

Driver involvement rates in fatal collisions show some changes. Comparing 2014 to the previous five year (2009 to 2013) annual average:

- Female involvement rates in fatal collisions decreased by 41% overall, but increased more than four-and-a-half times among drivers aged 55 to 64.
- Male involvement rates in fatal collisions decreased 23% overall, including decreasing by 78% for drivers aged 16 to 19 and by 44% for drivers aged 20 to 24. Male drivers age 25 to 34 were the only group of male drivers to see an increase in their fatal collision involvement rate; it went up by nearly 8% compared with the previous five years.

SECTION 9 – Contributing Factors



Introduction

This section examines the contributing factors to traffic collisions as reported on the Traffic Accident Report (TAR). Detail is provided at the collision level, at the victim level and at the driver level. Driver involvement rates (per 10,000 licensed drivers) in collisions with specific contributing factors are also provided and discussed. The reader is cautioned to note that more than one contributing factor can be recorded for each vehicle and/or driver involved in a collision. The total count of contributing factors noted will add to more than the number of collisions, vehicles, drivers or victims in those crashes.

Key Highlights

In 2014, 79% of all collisions have some at-fault contributing factor recorded (81% of fatal collisions; 78% of injury collisions). In 2014:

- A driver action is a contributing factor in 66% of all **collisions** (69% of fatal collisions; 73% of injury collisions; 64% of PDO collisions);
- A human condition is a contributing factor in 1% of all **collisions** (36% of fatal collisions; 1% of injury collisions; less than 1% of PDO collisions); and,
- Environmental conditions are contributing factors in 17% of all **collisions** (8% of fatal collisions; 8% of injury collisions; 19% of PDO collisions).

The most prevalent **contributing factors recorded for collisions** in 2014 include:

- Distracted driving – 21% of all collisions (27% fatal; 20% injury; 21% PDO);
- “Following too closely” – 16% of all collisions (none fatal; nearly 27% injury; 13% PDO);
- The actions of a wild animal – 10% of all collisions (none fatal; 2% injury; 12% PDO);
- Speed – 8% of all collisions (17% fatal; 8% injury; nearly 8% PDO);
- “Backing unsafely” – 7% of all collisions (none fatal; 2% injury; 9% PDO);
- “Turning improperly” – nearly 6% of all collisions (5% fatal; 7% injury; 5% PDO);
- “Fail to yield right-of-way” – 5% of all collisions (8% fatal; 8% injury; nearly 5% PDO);
- “Slippery road surface” – 5% of all collisions (none fatal; 4% injury; 5% PDO);
- “Changing lanes improperly” – 4% of all collisions (none fatal; 3% injury; 5% PDO); and,
- “Lost control/Drive off the road” – nearly 4% of all collisions (17% fatal; 4% injury; 3% PDO).

Considering the **victims from collisions** in 2014:

- 74% of all victims resulted from a collision where at least one driver is noted as having a driver action contributing to the collision (69% of people killed; nearly 72% of people seriously injured);
- 2% of all victims resulted from a collision where at least one driver is noted as having a human condition contributing to the collision (37% of people killed; 13% of people seriously injured); and,
- 8% of all victims resulted from a collision where environmental conditions are noted as contributing to the collision (7% of people killed; 14% of people seriously injured).

The most prevalent contributing factors recorded for collisions where **people are killed or seriously injured** in 2014 include:

- Distracted driving – nearly 27% of people killed and 29% of people seriously injured;
- “Lost control/Drive off the road” – 16% of people killed and 15% of people seriously injured;
- Speed – 18% of people killed and 12% of people seriously injured;
- Impaired – 28% of people killed and 8% of people seriously injured;
- “Fail to yield right-of-way” – 10% of people killed and nearly 10% of people seriously injured;
- “Following too closely” – none of the people killed and 7% of people seriously injured;
- “Leave stop sign before safe to do so” – 3% of people killed and 6% of people seriously injured;
- “Turning improperly” – 4% of people killed and 5% of people seriously injured; and,
- “Slippery road surface” – none of the people killed and 5% of people seriously injured.

In 2014, 44% of the **drivers involved in traffic collisions** were recorded as not being at-fault in the collision while 3% did not have any contributing factors identified.

- 46% of the drivers involved in a fatal collision were noted as not being at-fault.
- 52% of the drivers in an injury collision were noted as not being at-fault.
- 41% of the drivers in a PDO collision were noted as not being at-fault.

Driver actions were recorded for 44% of the **drivers involved in traffic collisions** in 2014.

- 46% of the drivers involved in fatal collisions had a driver action recorded.
- 41% of the drivers involved in injury collisions had a driver action recorded.
- 45% of the drivers involved in PDO collisions had a driver action recorded.

Human conditions were recorded as contributing factors for less than 1% of the **drivers involved in traffic collisions** in 2014.

- 22% of the drivers involved in fatal collisions had a human condition recorded.
- 0.6% of the drivers involved in injury collisions had a human condition recorded.
- 0.2% of the drivers involved in PDO collisions had a human condition recorded.

Environmental conditions were recorded as contributing factors for 11% of **drivers involved in traffic collisions** in 2014.

- 7% of the drivers involved in fatal collisions had some environmental condition recorded.
- 5% of the drivers involved in injury collisions had some environmental condition recorded.
- 13% of the drivers involved in PDO collisions had some environmental condition recorded.

In 2014, the **driver involvement rate** (per 10,000 licensed drivers) in traffic collisions where:

- Any driver action is a contributing factor is 310.4, increased by 71% from the previous five years (181.7);
- Any human condition is a contributing factor is 2.6, decreased by 82% from the previous five years (14.4);
- Environmental conditions are a contributing factor is 78.6, decreased by 5% from the previous five years (82.4);
- Distracted driving is a contributing factor is 97.5, nearly two-and-a-half times the rate from the previous five years (41.6);
- Speed is a contributing factor is 35.4, increased by 71% from the previous five years (20.8); and,
- Impaired is a contributing factor is 1.3, decreased by 56% from the previous five years (2.9).

Major Elements Examined

Counts of drivers involved in collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

When reviewing the “Contributing Factors” for a traffic collision, the reader is cautioned to note that more than one contributing factor can be recorded for each collision. The total count of contributing factors noted will add to more than the number of collisions, vehicles, drivers or victims in those crashes.

For the purposes of this report, speed as a contributing factor is discussed as being a combination of the individual factors “exceeding speed limit”, “driving too fast for conditions” and “unsafe operating speed (too fast or too slow)”.

For the purposes of this report, impaired as a contributing factor is discussed as being a combination of the individual factors “ability impaired by alcohol”, “ability impaired by drugs” and “had been drinking/suspected alcohol use”.

For the purposes of this report, distracted driving as a contributing factor is discussed as being a combination of the individual factors “careless driving” and “distraction/inattention”.

It is important to note that the number of collisions is not equal to the number of drivers involved in collisions because some collisions involve more than one driver while others involve a single driver. (A full definition of what constitutes a “driver” for this report is provided under the “Terms and Definitions” heading.) Because there are more drivers involved in collisions than collisions overall, relative involvement rates calculated based on the number of drivers will be higher than the relative involvement rates calculated based on the number of collisions.

When exploring the number of drivers in different age groups involved in traffic collisions, the reader is cautioned that the driver’s age is missing in some collisions. In 2014, 0.1% of drivers are not identified by age. In the five year (2009 to 2013) annual average, nearly 9% of drivers were not identified by age.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Average annual calculations are presented for historical data from the years 2009 to 2013. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and relative involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

“Contributing Factor”

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

“At-fault Contributing Factor”

- A contributing factor where some action or condition other than “driving properly” and “apparently normal” has been noted.

“Driver Action”

- A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision.

“Human Condition”

- A category of contributing factors attributed to the physical or mental condition of a driver immediately prior to a collision, most often that limit the driver’s ability to drive safely or properly.

“Vehicle Condition”

- A category of contributing factors attributed to the physical condition of a vehicle immediately prior to a collision.

“Environmental Condition”

- A category of contributing factors attributed to environmental conditions (i.e., weather, road surface and animal actions) immediately prior to a collision.

“Drivers”

- The number of drivers involved in collisions. It excludes pedestrians, bicyclists, snowmobiles, off-road vehicles, farm and construction equipment, trains and parked vehicles.

“Collision severity”

- A classification of a collision based on the most severe result of the collision; i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required).

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“Driver Involvement Rate”

- A calculation of the number of drivers involved in traffic collisions for every 10,000 drivers licensed in Manitoba. The total number of drivers licensed to drive includes both active and suspended drivers. This involvement rate does not take into account the number of vehicle kilometers driven by each driver group.

Table 9-1 Contributing Factors to a Collision by Collision SeverityTable 9-1
Contributing Factors to a Collision by Collision Severity: 2014

Contributing Factor	2014 Collision Severity						2014 Total Collisions	% of 2014 Total Collisions
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	33	51.6%	7,119	78.9%	17,014	53.9%	24,166	59.4%
Driver Action - Driving properly	2	3.1%	247	2.7%	540	1.7%	789	1.9%
Any Driver Action	44	68.8%	6,593	73.1%	20,097	63.6%	26,734	65.7%
Follow too closely	0	-	2,395	26.5%	4,186	13.3%	6,581	16.2%
Turning improperly	3	4.7%	666	7.4%	1,578	5.0%	2,247	5.5%
Passing improperly	0	-	27	0.3%	122	0.4%	149	0.4%
Changing lanes improperly	0	-	292	3.2%	1,478	4.7%	1,770	4.4%
Fail to yield right-of-way	5	7.8%	748	8.3%	1,421	4.5%	2,174	5.3%
Disobey traffic control device/officer	3	4.7%	197	2.2%	233	0.7%	433	1.1%
Drive wrong way on roadway	3	4.7%	9	<0.1%	26	<0.1%	38	<0.1%
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-
Back unsafely	0	-	212	2.3%	2,718	8.6%	2,930	7.2%
Parking improperly	0	-	11	0.1%	144	0.5%	155	0.4%
Lost control/Drive off road	11	17.2%	330	3.7%	1,074	3.4%	1,415	3.5%
Driverless vehicle ran out of control	0	-	1	<0.1%	32	0.1%	33	<0.1%
Leave stop sign before safe to do so	2	3.1%	349	3.9%	655	2.1%	1,006	2.5%
Failed to signal	0	-	5	<0.1%	12	<0.1%	17	<0.1%
Take avoiding action	1	1.6%	74	0.8%	383	1.2%	458	1.1%
Driver inexperience	1	1.6%	38	0.4%	83	0.3%	122	0.3%
Pedestrian error/confusion	3	4.7%	20	0.2%	26	<0.1%	49	0.1%
NET Speed	11	17.2%	683	7.6%	2,382	7.5%	3,076	7.6%
Exceeding speed limit	6	9.4%	8	<0.1%	12	<0.1%	26	<0.1%
Driving too fast for conditions	4	6.3%	663	7.3%	2,351	7.4%	3,018	7.4%
Unsafe operating speed (Too fast or too slow)	1	1.6%	14	0.2%	21	<0.1%	36	<0.1%
NET Distracted driving	17	26.6%	1,810	20.1%	6,641	21.0%	8,468	20.8%
Careless Driving	12	18.8%	1,688	18.7%	6,436	20.4%	8,136	20.0%
Distraction/Inattention	5	7.8%	165	1.8%	294	0.9%	464	1.1%

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Section 9

Contributing Factors

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Contributing Factor	2014 Collision Severity						2014 Total Collisions	% of 2014 Total Collisions
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	12	18.8%	1,034	11.5%	2,746	8.7%	3,792	9.3%
Any Human Condition	23	35.9%	106	1.2%	108	0.3%	237	0.6%
Loss of consciousness/Blackout prior to collision	1	1.6%	26	0.3%	10	<0.1%	37	<0.1%
Extreme fatigue/Fell asleep	0	-	23	0.3%	36	0.1%	59	0.1%
Defective eyesight	2	3.1%	2	<0.1%	1	<0.1%	5	<0.1%
Defective hearing	0	-	0	-	0	-	0	-
Medical disability	0	-	7	<0.1%	3	<0.1%	10	<0.1%
Physical disability	0	-	0	-	1	<0.1%	1	<0.1%
Mental disability	1	1.6%	2	<0.1%	1	<0.1%	4	<0.1%
Mental confusion/Inability to remember	0	-	8	<0.1%	7	<0.1%	15	<0.1%
Sudden illness	0	-	2	<0.1%	3	<0.1%	5	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-
NET Impaired	19	29.7%	45	0.5%	51	0.2%	115	0.3%
Ability impaired alcohol	11	17.2%	29	0.3%	35	0.1%	75	0.2%
Ability impaired drugs	0	-	4	<0.1%	3	<0.1%	7	<0.1%
Had been drinking/Suspected alcohol use	9	14.1%	14	0.2%	15	<0.1%	38	<0.1%
No Apparent (Vehicle) Defect	41	64.1%	7,351	81.5%	18,022	57.1%	25,414	62.5%
Any Vehicle Defect	2	3.1%	33	0.4%	248	0.8%	283	0.7%
Defective brakes	1	1.6%	7	<0.1%	15	<0.1%	23	<0.1%
Defective steering	0	-	3	<0.1%	7	<0.1%	10	<0.1%
Defective headlights	0	-	0	-	0	-	0	-
Defective brake lights	0	-	2	<0.1%	4	<0.1%	6	<0.1%
Defective lighting (unspecified)	0	-	1	<0.1%	2	<0.1%	3	<0.1%
Defective engine controls/drive train	0	-	1	<0.1%	6	<0.1%	7	<0.1%
Defective suspension/wheels	0	-	3	<0.1%	37	0.1%	40	<0.1%
Defective tires	0	-	6	<0.1%	74	0.2%	80	0.2%
Tow hitch/yoke defective	0	-	0	-	12	<0.1%	12	<0.1%
Defective exhaust system	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	0	-	0	-	4	<0.1%	4	<0.1%
Defective glazing (obscured windows)	0	-	2	<0.1%	1	<0.1%	3	<0.1%
Vehicle modifications	0	-	1	<0.1%	0	-	1	<0.1%
Fire	0	-	2	<0.1%	4	<0.1%	6	<0.1%
Overloaded/oversized	0	-	0	-	1	<0.1%	1	<0.1%
Load shifted/spilled	0	-	3	<0.1%	18	<0.1%	21	<0.1%

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Section 9

Contributing Factors

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Contributing Factor	2014 Collision Severity						2014 Total Collisions	% of 2014 Total Collisions
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Jack-knife/trailer swing	1	1.6%	2	<0.1%	64	0.2%	67	0.2%
Hydroplaning tires	0	-	0	-	3	<0.1%	3	<0.1%
Any Environmental Condition	5	7.8%	762	8.4%	6,056	19.2%	6,823	16.8%
Animal action - Wild	0	-	182	2.0%	3,835	12.1%	4,017	9.9%
Animal action - Domestic	0	-	7	<0.1%	45	0.1%	52	0.1%
Slippery road surface	0	-	393	4.4%	1,466	4.6%	1,859	4.6%
Snow drift	0	-	22	0.2%	141	0.4%	163	0.4%
Obstruction/debris on roadway	0	-	13	0.1%	189	0.6%	202	0.5%
View obstructed/limited	1	1.6%	62	0.7%	127	0.4%	190	0.5%
Glare/reflection	0	-	10	0.1%	17	<0.1%	27	<0.1%
Construction zone	0	-	6	<0.1%	13	<0.1%	19	<0.1%
Defective driving surface	0	-	11	0.1%	107	0.3%	118	0.3%
Shoulders defective	1	1.6%	4	<0.1%	5	<0.1%	10	<0.1%
Lane markings inadequate	0	-	2	<0.1%	4	<0.1%	6	<0.1%
Defective/inoperative traffic control device	0	-	4	<0.1%	6	<0.1%	10	<0.1%
Weather	2	3.1%	54	0.6%	133	0.4%	189	0.5%
Pedestrian corridor in use	1	1.6%	8	<0.1%	7	<0.1%	16	<0.1%
Uninvolved vehicle	0	-	3	<0.1%	15	<0.1%	18	<0.1%
Uninvolved pedestrian	0	-	0	-	3	<0.1%	3	<0.1%
Presence of prior accident	0	-	1	<0.1%	0	-	1	<0.1%
No Contributing Factor(s) Identified	6	9.4%	726	8.0%	1,412	4.5%	2,144	5.3%
Not Stated	0	-	4	<0.1%	10	<0.1%	14	<0.1%
Total	64	100%	9,023	100%	31,585	100%	40,672	100.0%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-1a Contributing Factors to a Collision by Collision Severity for Previous Five YearsTable 9-1a
Contributing Factors to a Collision by Collision Severity: 2009-2013 Average

Contributing Factor	2009-2013 Average Count				
	Fatal	Injury	PDO	Total Collisions	% of Total Collisions
Driver Action - Driving Properly and Human Condition - Apparently Normal	31	4,525	13,690	18,246	54.0%
Driver Action - Driving properly	5	364	1,310	1,678	5.0%
Any Driver Action	62	3,366	11,277	14,705	43.5%
Following too closely	1	1,030	2,343	3,374	10.0%
Turning improperly	1	269	871	1,141	3.4%
Passing improperly	2	25	111	139	0.4%
Changing lanes improperly	<1	125	792	918	2.7%
Fail to yield right-of-way	7	387	1,019	1,413	4.2%
Disobey traffic control device/officer	5	160	294	459	1.4%
Drive wrong way on roadway	2	9	15	25	<0.1%
Passing a vehicle at pedestrian X-walk	<1	1	<1	2	<0.1%
Back unsafely	-	93	1,477	1,571	4.7%
Parking improperly	<1	6	74	80	0.2%
Lost control/Drive off road	18	276	723	1,017	3.0%
Driverless vehicle ran out of control	-	2	10	12	<0.1%
Leave stop sign before safe to do so	3	141	306	450	1.3%
Failed to signal	-	4	11	14	<0.1%
Take avoiding action	3	71	318	392	1.2%
Driver inexperience	2	60	176	238	0.7%
Pedestrian error/confusion	4	49	9	62	0.2%
NET Speed	20	390	1,280	1,690	5.0%
Exceeding speed limit	6	21	35	61	0.2%
Driving too fast for conditions	9	313	1,185	1,507	4.5%
Unsafe operating speed (Too fast or too slow)	5	62	72	139	0.4%
NET Distracted driving	25	751	2,637	3,414	10.1%
Careless Driving	17	552	2,115	2,684	7.9%
Distraction/Inattention	10	221	568	798	2.4%
Human Condition - Apparently Normal	17	1,257	4,196	5,470	16.2%
Any Human Condition	35	381	786	1,202	3.6%
Loss of consciousness/Blackout prior to collision	2	22	16	40	0.1%
Extreme fatigue/Fell asleep	1	33	47	81	0.2%
Defective eyesight	<1	2	6	9	<0.1%
Defective hearing	-	<1	1	2	<0.1%
Medical disability	<1	6	8	14	<0.1%
Physical disability	<1	4	5	10	<0.1%
Mental disability	1	3	2	6	<0.1%
Mental confusion/Inability to remember	<1	8	13	20	<0.1%
Sudden illness	1	4	5	11	<0.1%
Exceed hours of service (commercial drivers only)	-	<1	<1	<1	<0.1%
NET Impaired	22	94	135	250	0.7%
Ability impaired alcohol	14	62	90	166	0.5%
Ability impaired drugs	<1	2	6	8	<0.1%
Had been drinking/Suspected alcohol use	8	35	46	89	0.3%
No Apparent (Vehicle) Defect	47	4,806	14,398	19,251	57.0%
Any Vehicle Defect	2	43	158	203	0.6%
Defective brakes	<1	12	26	38	0.1%
Defective steering	-	3	8	11	<0.1%
Defective headlights	<1	1	2	3	<0.1%
Defective brake lights	-	<1	2	2	<0.1%
Defective lighting (unspecified)	<1	1	3	4	<0.1%

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Contributing Factor	2009-2013 Average Count				
	Fatal	Injury	PDO	Total Collisions	% of Total Collisions
Defective engine controls/drive train	-	4	10	13	<0.1%
Defective suspension/wheels	-	3	19	23	<0.1%
Defective tires	<1	7	29	37	0.1%
Tow hitch/yoke defective	-	2	11	12	<0.1%
Defective exhaust system	<1	<1	<1	1	<0.1%
Hood/tailgate/door/covering opened	-	2	5	7	<0.1%
Defective glazing (obscured windows)	-	2	3	5	<0.1%
Vehicle modifications	-	<1	1	2	<0.1%
Fire	-	<1	1	1	<0.1%
Overloaded/oversized	<1	<1	2	3	<0.1%
Load shifted/spilled	-	1	13	14	<0.1%
Jack-knife/trailer swing	-	1	22	23	<0.1%
Hydroplaning tires	-	3	3	7	<0.1%
Any Environmental Condition	11	712	5,894	6,618	19.6%
Animal action - Wild	<1	211	3,908	4,119	12.2%
Animal action - Domestic	<1	14	112	127	0.4%
Slippery road surface	6	309	1,301	1,616	4.8%
Snow drift	-	14	97	111	0.3%
Obstruction/debris on roadway	<1	13	108	121	0.4%
View obstructed/limited	1	43	137	181	0.5%
Glare/reflection	-	17	35	53	0.2%
Construction zone	-	6	24	30	<0.1%
Defective driving surface	<1	31	86	118	0.3%
Shoulders defective	-	5	11	16	<0.1%
Lane markings inadequate	-	1	7	8	<0.1%
Defective/inoperative traffic control device	<1	4	7	10	<0.1%
Weather	3	60	168	231	0.7%
Pedestrian corridor in use	-	9	4	13	<0.1%
Uninvolved vehicle	<1	9	31	40	0.1%
Uninvolved pedestrian	-	4	8	12	<0.1%
Presence of prior accident	-	5	9	15	<0.1%
No Contributing Factor(s) Identified	13	1,802	6,053	7,868	23.3%
Not Stated	-	28	88	117	0.3%
Total	83	6,820	26,866	33,769	100%

Note: Counts of collisions in the 2009-2013 average may not add to the total due to rounding.

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

While contributing factors are recorded for each vehicle and/or driver involved in a collision, examining contributing factors at the driver level does not reveal the full detail of what may have caused the collision overall. To understand the **contributing factors to a collision**, contributing factors recorded for each vehicle and/or driver involved in the collision are examined at the collision level, that is, rather than at the individual driver level. In this analysis (presented in Table 9-1 and Table 9-1a), all factors noted as contributing to the collision overall are examined.

In 2014, 79% of **all collisions** have at least one driver noted as having an at-fault contributing factor². Most fatal collisions (81%) have at least one driver with an at-fault contributing factor while 78% of injury collisions do. In the previous five year (2009 to 2013) annual average, 62% of all collisions have at least one driver noted as having an at-fault contributing factor, including 88% of fatal collisions and 59% of injury collisions.

In 2014:

- 66% of all collisions have at least one driver noted as having a driver action (69% of fatal collisions; 73% of injury collisions; 64% of PDO collisions);
- 1% of all collisions have at least one driver noted as having a human condition (36% of fatal collisions; 1% of injury collisions; less than 1% of PDO collisions);
- 17% of all collisions have some environmental condition noted as contributing to the collision (8% of fatal collisions; 8% of injury collisions; 19% of PDO collisions); and,
- 1% of all collisions have some vehicle defect noted as contributing to the collision, including two fatal collisions.

In the five year (2009 to 2013) annual average:

- Nearly 44% of all collisions have at least one driver noted as having a driver action (nearly 76% of fatal collisions; 49% of injury collisions; 42% of PDO collisions);
- 4% of all collisions have at least one driver noted as having a human condition (42% of fatal collisions; 6% of injury collisions; 3% of PDO collisions);
- 20% of all collisions have an environmental condition noted as contributing to the collision (13% of fatal collisions; 10% of injury collisions; 22% of PDO collisions); and,
- 1% of collisions have a vehicle defect noted as contributing to the collision.

The most prevalent **contributing factors recorded for collisions** in 2014 include:

- Distracted driving – 21% of all collisions (27% fatal; 20% injury; 21% PDO);
- “Following too closely” – 16% of all collisions (none fatal; nearly 27% injury; 13% PDO);
- The actions of a wild animal – 10% of all collisions (none fatal; 2% injury; 12% PDO);
- Speed – 8% of all collisions (17% fatal; 8% injury; nearly 8% PDO);
- “Backing unsafely” – 7% of all collisions (none fatal; 2% injury; 9% PDO);
- “Turning improperly” – nearly 6% of all collisions (5% fatal; 7% injury; 5% PDO);
- “Fail to yield right-of-way” – 5% of all collisions (8% fatal; 8% injury; nearly 5% PDO);
- “Slippery road surface” – 5% of all collisions (none fatal; 4% injury; 5% PDO);
- “Changing lanes improperly” – 4% of all collisions (none fatal; 3% injury; 5% PDO); and,
- “Lost control/Drive off the road” – nearly 4% of all collisions (17% fatal; 4% injury; 3% PDO).

NOTE: For a detailed count of contributing factors recorded for collisions occurring in each year from 2009 to 2014, please refer to “*Table 9-6 Historical Summary of Contributing Factors to a Collision*” at the end of this section.

² An “at-fault contributing factor” is an indication that some action or condition of the driver, vehicle or environment has been recorded as contributing to the collision. It excludes indications of the driver “driving properly” and being “apparently normal”.

Table 9-2 Contributing Factors for Victims of a Collision by Casualty TypeTable 9-2
Contributing Factors for Each Victim of a Collision by Casualty Type: 2014

Contributing Factor	2014 Casualty Type								2014 Total Casualties	% of 2014 Total Casualties
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
Driver Action - Driving Properly and Human Condition - Apparently Normal	37	54.4%	160	56.3%	9,117	81.6%	9,277	80.9%	9,314	80.8%
Driver Action - Driving properly	2	2.9%	7	2.5%	313	2.8%	320	2.8%	322	2.8%
Any Driver Action	47	69.1%	203	71.5%	8,309	74.3%	8,512	74.3%	8,559	74.2%
Following too closely	0	-	19	6.7%	3,032	27.1%	3,051	26.6%	3,051	26.5%
Turning improperly	3	4.4%	14	4.9%	851	7.6%	865	7.5%	868	7.5%
Passing improperly	0	-	2	0.7%	30	0.3%	32	0.3%	32	0.3%
Changing lanes improperly	0	-	0	-	363	3.2%	363	3.2%	363	3.1%
Fail to yield right-of-way	7	10.3%	27	9.5%	1,044	9.3%	1,071	9.3%	1,078	9.4%
Disobey traffic control device/officer	3	4.4%	5	1.8%	292	2.6%	297	2.6%	300	2.6%
Drive wrong way on roadway	3	4.4%	2	0.7%	16	0.1%	18	0.2%	21	0.2%
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-	0	-
Back unsafely	0	-	2	0.7%	250	2.2%	252	2.2%	252	2.2%
Parking improperly	0	-	0	-	12	0.1%	12	0.1%	12	0.1%
Lost control/Drive off road	11	16.2%	43	15.1%	363	3.2%	406	3.5%	417	3.6%
Driverless vehicle ran out of control	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Leave stop sign before safe to do so	2	2.9%	16	5.6%	467	4.2%	483	4.2%	485	4.2%
Failed to signal	0	-	0	-	5	<0.1%	5	<0.1%	5	<0.1%
Take avoiding action	1	1.5%	7	2.5%	84	0.8%	91	0.8%	92	0.8%
Driver inexperience	1	1.5%	1	0.4%	44	0.4%	45	0.4%	46	0.4%
Pedestrian error/confusion	3	4.4%	4	1.4%	18	0.2%	22	0.2%	25	0.2%
NET Speed	12	17.6%	35	12.3%	831	7.4%	866	7.6%	878	7.6%
Exceeding speed limit	6	8.8%	5	1.8%	8	<0.1%	13	0.1%	19	0.2%
Driving too fast for conditions	4	5.9%	26	9.2%	801	7.2%	827	7.2%	831	7.2%
Unsafe operating speed (Too fast or too slow)	2	2.9%	5	1.8%	23	0.2%	28	0.2%	30	0.3%
NET Distracted driving	18	26.5%	83	29.2%	2,243	20.1%	2,326	20.3%	2,344	20.3%
Careless Driving	12	17.6%	68	23.9%	2,069	18.5%	2,137	18.6%	2,149	18.6%
Distraction/Inattention	6	8.8%	21	7.4%	237	2.1%	258	2.3%	264	2.3%

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Section 9

Contributing Factors

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Contributing Factor	2014 Casualty Type								2014 Total Casualties	% of 2014 Total Casualties
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
Human Condition - Apparently Normal	12	17.6%	52	18.3%	1,313	11.7%	1,365	11.9%	1,377	11.9%
Any Human Condition	25	36.8%	38	13.4%	137	1.2%	175	1.5%	200	1.7%
Loss of consciousness/Blackout prior to collision	1	1.5%	6	2.1%	28	0.3%	34	0.3%	35	0.3%
Extreme fatigue/Fell asleep	0	-	4	1.4%	20	0.2%	24	0.2%	24	0.2%
Defective eyesight	3	4.4%	2	0.7%	4	<0.1%	6	<0.1%	9	<0.1%
Defective hearing	0	-	0	-	0	-	0	-	0	-
Medical disability	0	-	2	0.7%	5	<0.1%	7	<0.1%	7	<0.1%
Physical disability	0	-	0	-	0	-	0	-	0	-
Mental disability	2	2.9%	2	0.7%	6	<0.1%	8	<0.1%	10	<0.1%
Mental confusion/Inability to remember	0	-	3	1.1%	9	<0.1%	12	0.1%	12	0.1%
Sudden illness	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-	0	-
NET Impaired	19	27.9%	22	7.7%	70	0.6%	92	0.8%	111	1.0%
Ability impaired alcohol	11	16.2%	13	4.6%	44	0.4%	57	0.5%	68	0.6%
Ability impaired drugs	0	-	1	0.4%	9	<0.1%	10	<0.1%	10	<0.1%
Had been drinking/Suspected alcohol use	9	13.2%	9	3.2%	21	0.2%	30	0.3%	39	0.3%
No Apparent (Vehicle) Defect	45	66.2%	185	65.1%	9,363	83.8%	9,548	83.3%	9,593	83.2%
Any Vehicle Defect	2	2.9%	2	0.7%	40	0.4%	42	0.4%	44	0.4%
Defective brakes	1	1.5%	1	0.4%	8	<0.1%	9	<0.1%	10	<0.1%
Defective steering	0	-	0	-	7	<0.1%	7	<0.1%	7	<0.1%
Defective headlights	0	-	0	-	0	-	0	-	0	-
Defective brake lights	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Defective lighting (unspecified)	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Defective engine controls/drive train	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Defective suspension/wheels	0	-	0	-	4	<0.1%	4	<0.1%	4	<0.1%
Defective tires	0	-	1	0.4%	6	<0.1%	7	<0.1%	7	<0.1%
Tow hitch/yoke defective	0	-	0	-	0	-	0	-	0	-
Defective exhaust system	0	-	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	0	-	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Vehicle modifications	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%

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Section 9

Contributing Factors

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Contributing Factor	2014 Casualty Type								2014 Total Casualties	% of 2014 Total Casualties
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
Fire	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Overloaded/oversized	0	-	0	-	0	-	0	-	0	-
Load shifted/spilled	0	-	0	-	3	<0.1%	3	<0.1%	3	<0.1%
Jack-knife/trailer swing	1	1.5%	0	-	2	<0.1%	2	<0.1%	3	<0.1%
Hydroplaning tires	0	-	0	-	0	-	0	-	0	-
Any Environmental Condition	5	7.4%	40	14.1%	906	8.1%	946	8.3%	951	8.2%
Animal action - Wild	0	-	7	2.5%	211	1.9%	218	1.9%	218	1.9%
Animal action - Domestic	0	-	0	-	9	<0.1%	9	<0.1%	9	<0.1%
Slippery road surface	0	-	13	4.6%	478	4.3%	491	4.3%	491	4.3%
Snow drift	0	-	0	-	27	0.2%	27	0.2%	27	0.2%
Obstruction/debris on roadway	0	-	1	0.4%	13	0.1%	14	0.1%	14	0.1%
View obstructed/limited	1	1.5%	8	2.8%	68	0.6%	76	0.7%	77	0.7%
Glare/reflection	0	-	1	0.4%	14	0.1%	15	0.1%	15	0.1%
Construction zone	0	-	2	0.7%	4	<0.1%	6	<0.1%	6	<0.1%
Defective driving surface	0	-	3	1.1%	11	<0.1%	14	0.1%	14	0.1%
Shoulders defective	1	1.5%	0	-	6	<0.1%	6	<0.1%	7	<0.1%
Lane markings inadequate	0	-	1	0.4%	2	<0.1%	3	<0.1%	3	<0.1%
Defective/inoperative traffic control device	0	-	0	-	6	<0.1%	6	<0.1%	6	<0.1%
Weather	2	2.9%	6	2.1%	66	0.6%	72	0.6%	74	0.6%
Pedestrian corridor in use	1	1.5%	0	-	8	<0.1%	8	<0.1%	9	<0.1%
Uninvolved vehicle	0	-	0	-	5	<0.1%	5	<0.1%	5	<0.1%
Uninvolved pedestrian	0	-	0	-	0	-	0	-	0	-
Presence of prior accident	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
No Contributing Factor(s) Identified	6	8.8%	39	13.7%	888	7.9%	927	8.1%	933	8.1%
Not Stated	0	-	0	-	4	<0.1%	4	<0.1%	4	<0.1%
Total	68	100%	284	100.0%	11,177	100.0%	11,461	100.0%	11,529	100.0%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each casualty type will add to more than the total victims of that casualty type.

"Other Injuries" includes injuries defined as "Minor", "Minimal" and "Other", or undefined in severity.

Table 9-2a Contributing Factors for Victims of a Collision by Casualty Type for Previous Five YearsTable 9-2a
Contributing Factors for Each Victim of a Collision by Casualty Type: 2009-2013 Average

Contributing Factor	2009-2013 Average Count of Casualties					
	Killed	Serious Injury	Other Injuries	Total Injuries	Total Casualties	% of Total Casualties
Driver Action - Driving Properly and Human Condition - Apparently Normal	36	149	5,780	5,929	5,965	66.8%
Driver Action - Driving properly	5	19	478	497	503	5.6%
Any Driver Action	70	183	4,279	4,462	4,532	50.8%
Following too closely	2	8	1,289	1,298	1,300	14.6%
Turning improperly	1	11	353	364	365	4.1%
Passing improperly	3	3	34	37	40	0.4%
Changing lanes improperly	<1	3	152	156	157	1.8%
Fail to yield right-of-way	8	25	512	537	545	6.1%
Disobey traffic control device/officer	6	14	227	241	246	2.8%
Drive wrong way on roadway	2	2	11	13	15	0.2%
Passing a vehicle at pedestrian X-walk	<1	<1	1	1	1	<0.1%
Back unsafely	-	2	103	104	104	1.2%
Parking improperly	<1	<1	7	7	7	<0.1%
Lost control/Drive off road	19	43	349	391	410	4.6%
Driverless vehicle ran out of control	-	<1	3	3	3	<0.1%
Leave stop sign before safe to do so	3	11	196	207	210	2.4%
Failed to signal	-	-	4	4	4	<0.1%
Take avoiding action	3	6	88	94	97	1.1%
Driver inexperience	2	9	83	92	95	1.1%
Pedestrian error/confusion	4	6	47	54	57	0.6%
NET Speed	23	45	515	560	584	6.5%
Exceeding speed limit	7	8	31	39	46	0.5%
Driving too fast for conditions	11	24	411	435	446	5.0%
Unsafe operating speed (Too fast or too slow)	6	14	82	96	102	1.1%
NET Distracted driving	29	55	959	1,014	1,043	11.7%
Careless Driving	20	38	696	734	754	8.4%
Distraction/Inattention	10	18	292	310	321	3.6%
Human Condition - Apparently Normal	19	67	1,620	1,687	1,706	19.1%
Any Human Condition	39	68	493	561	599	6.7%
Loss of consciousness/Blackout prior to collision	3	4	21	26	28	0.3%
Extreme fatigue/Fell asleep	1	8	37	44	46	0.5%
Defective eyesight	<1	<1	3	3	3	<0.1%
Defective hearing	-	-	<1	<1	<1	<0.1%
Medical disability	<1	1	7	8	8	<0.1%
Physical disability	<1	<1	6	6	6	<0.1%
Mental disability	1	<1	4	4	5	<0.1%
Mental confusion/Inability to remember	<1	2	8	10	10	0.1%
Sudden illness	1	1	5	6	7	<0.1%
Exceed hours of service (commercial drivers only)	-	-	<1	<1	<1	<0.1%
NET Impaired	25	36	130	166	191	2.1%
Ability impaired alcohol	15	25	87	112	127	1.4%
Ability impaired drugs	<1	1	3	4	4	<0.1%
Had been drinking/Suspected alcohol use	10	12	48	60	70	0.8%
No Apparent (Vehicle) Defect	54	188	6,111	6,299	6,353	71.2%
Any Vehicle Defect	2	5	57	62	65	0.7%
Defective brakes	<1	<1	16	16	17	0.2%
Defective steering	-	<1	3	3	3	<0.1%
Defective headlights	<1	<1	3	3	3	<0.1%

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Contributing Factor	2009-2013 Average Count of Casualties					
	Killed	Serious Injury	Other Injuries	Total Injuries	Total Casualties	% of Total Casualties
Defective brake lights	-	<1	1	1	1	<0.1%
Defective lighting (unspecified)	<1	<1	1	2	2	<0.1%
Defective engine controls/drive train	-	<1	5	5	5	<0.1%
Defective suspension/wheels	-	<1	4	5	5	<0.1%
Defective tires	<1	2	11	12	13	0.1%
Tow hitch/yoke defective	-	-	2	2	2	<0.1%
Defective exhaust system	<1	<1	<1	<1	1	<0.1%
Hood/tailgate/door/covering opened	-	-	3	3	3	<0.1%
Defective glazing (obscured windows)	-	-	2	2	2	<0.1%
Vehicle modifications	-	-	<1	<1	<1	<0.1%
Fire	-	-	<1	<1	<1	<0.1%
Overloaded/oversized	<1	-	<1	<1	<1	<0.1%
Load shifted/spilled	-	<1	<1	1	1	<0.1%
Jack-knife/trailer swing	-	<1	2	2	2	<0.1%
Hydroplaning tires	-	<1	4	5	5	<0.1%
Any Environmental Condition	13	49	902	951	963	10.8%
Animal action - Wild	<1	10	245	254	255	2.9%
Animal action - Domestic	<1	1	16	17	18	0.2%
Slippery road surface	7	19	413	432	439	4.9%
Snow drift	-	<1	20	20	20	0.2%
Obstruction/debris on roadway	<1	2	19	20	21	0.2%
View obstructed/limited	1	5	57	62	64	0.7%
Glare/reflection	-	<1	22	23	23	0.3%
Construction zone	-	<1	9	10	10	0.1%
Defective driving surface	<1	4	39	42	43	0.5%
Shoulders defective	-	<1	5	6	6	<0.1%
Lane markings inadequate	-	<1	2	2	2	<0.1%
Defective/inoperative traffic control device	<1	<1	5	6	6	<0.1%
Weather	3	7	83	89	93	1.0%
Pedestrian corridor in use	-	1	9	10	10	0.1%
Uninvolved vehicle	<1	<1	13	14	14	0.2%
Uninvolved pedestrian	-	<1	5	5	5	<0.1%
Presence of prior accident	-	<1	10	10	10	0.1%
No Contributing Factor(s) Identified	13	80	2,207	2,287	2,300	25.8%
Not Stated	-	2	35	36	36	0.4%
Total	93	336	8,497	8,832	8,925	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each casualty type will add to more than the total victims of that casualty type.

"Other Injuries" includes injuries defined as "Minor", "Minimal" and "Other", or undefined in severity.

Contributing factors recorded for each vehicle and/or driver involved in the collision are examined at the **victim level** in Table 9-2 and Table 9-2a. In this analysis, the contributing factors recorded for any driver involved in a fatal or injury collision is considered as contributing to the person being killed or injured.

In 2014, at-fault contributing factors are recorded for 79% of all **casualties**. At-fault contributing factors are recorded for:

- 81% of people killed;
- 80% of people seriously injured; and,
- 79% of victims with other injuries (including minor, minimal and undefined injuries).

In 2014, driver actions are recorded for 74% of **all victims** (69% of people killed and nearly 72% of people seriously injured) while human conditions are recorded for 2% of all victims (37% of people killed and 13% of people seriously injured). Environmental conditions are recorded as a contributing factor for 8% of all victims (7% of people killed and 14% of people seriously injured).

In the previous five year (2009 to 2013) annual average, driver actions are recorded for 51% of all victims (76% of people killed and 55% of people seriously injured) – human conditions are recorded for 7% of all victims (42% of people killed and 20% of people seriously injured). Environmental conditions are recorded as a contributing factor for 11% of all victims, including for 14% of people killed and nearly 15% of people seriously injured.

The most prevalent contributing factors recorded for collisions where **people are killed or seriously injured** in 2014 include:

- Distracted driving – nearly 27% of people killed and 29% of people seriously injured;
- “Lost control/Drive off the road” – 16% of people killed and 15% of people seriously injured;
- Speed –18% of people killed and 12% of people seriously injured;
- Impaired – 28% of people killed and 8% of people seriously injured;
- “Fail to yield right-of-way” – 10% of people killed and nearly 10% of people seriously injured;
- “Following too closely” – none of the people killed and 7% of people seriously injured;
- “Leave stop sign before safe to do so” – 3% of people killed and 6% of people seriously injured;
- “Turning improperly” – 4% of people killed and 5% of people seriously injured; and,
- “Slippery road surface” – none of the people killed and 5% of people seriously injured.

NOTE: For a detailed count of contributing factors recorded for collisions occurring in each year from 2009 to 2014, please refer to “*Table 9-7 Historical Summary of Contributing Factors Recorded for Victims of Collisions*” at the end of this section.

Table 9-3 Drivers Involved in Traffic Collisions by Contributing Factor and Collision Severity

Table 9-3
Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2014

Contributing Factor	2014 Collision Severity						2014 Total Drivers	% of 2014 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	37	41.1%	7,780	48.3%	17,223	38.2%	25,040	40.9%
Driver Action - Driving properly	2	2.2%	247	1.5%	541	1.2%	790	1.3%
Any Driver Action	41	45.6%	6,667	41.4%	20,270	45.0%	26,978	44.0%
Following too closely	0	-	2,408	14.9%	4,199	9.3%	6,607	10.8%
Turning improperly	3	3.3%	668	4.1%	1,587	3.5%	2,258	3.7%
Passing improperly	0	-	27	0.2%	123	0.3%	150	0.2%
Changing lanes improperly	0	-	293	1.8%	1,501	3.3%	1,794	2.9%
Fail to yield right-of-way	5	5.6%	748	4.6%	1,435	3.2%	2,188	3.6%
Disobey traffic control device/officer	2	2.2%	199	1.2%	236	0.5%	437	0.7%
Drive wrong way on roadway	3	3.3%	9	<0.1%	26	<0.1%	38	<0.1%
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-
Back unsafely	0	-	228	1.4%	2,732	6.1%	2,960	4.8%
Parking improperly	0	-	10	<0.1%	137	0.3%	147	0.2%
Lost control/Drive off road	12	13.3%	328	2.0%	1,074	2.4%	1,414	2.3%
Driverless vehicle ran out of control	0	-	1	<0.1%	27	<0.1%	28	<0.1%
Leave stop sign before safe to do so	2	2.2%	351	2.2%	660	1.5%	1,013	1.7%
Failed to signal	0	-	5	<0.1%	12	<0.1%	17	<0.1%
Take avoiding action	1	1.1%	74	0.5%	383	0.8%	458	0.7%
Driver inexperience	1	1.1%	38	0.2%	83	0.2%	122	0.2%
Pedestrian error/confusion	0	-	11	<0.1%	17	<0.1%	28	<0.1%
NET Speed	12	13.3%	683	4.2%	2,386	5.3%	3,081	5.0%
Exceeding speed limit	6	6.7%	8	<0.1%	12	<0.1%	26	<0.1%
Driving too fast for conditions	5	5.6%	664	4.1%	2,355	5.2%	3,024	4.9%
Unsafe operating speed (Too fast or too slow)	1	1.1%	12	<0.1%	21	<0.1%	34	<0.1%
NET Distracted driving	17	18.9%	1,814	11.3%	6,640	14.7%	8,471	13.8%
Careless Driving	12	13.3%	1,693	10.5%	6,435	14.3%	8,140	13.3%
Distraction/Inattention	5	5.6%	164	1.0%	291	0.6%	460	0.8%

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Contributing Factor	2014 Collision Severity						2014 Total Drivers	% of 2014 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	8	8.9%	998	6.2%	2,820	6.3%	3,826	6.2%
Any Human Condition	20	22.2%	103	0.6%	107	0.2%	230	0.4%
Loss of consciousness/Blackout prior to collision	1	1.1%	25	0.2%	10	<0.1%	36	<0.1%
Extreme fatigue/Fell asleep	0	-	23	0.1%	36	<0.1%	59	<0.1%
Defective eyesight	2	2.2%	1	<0.1%	1	<0.1%	4	<0.1%
Defective hearing	0	-	0	-	0	-	0	-
Medical disability	0	-	7	<0.1%	3	<0.1%	10	<0.1%
Physical disability	0	-	0	-	1	<0.1%	1	<0.1%
Mental disability	1	1.1%	2	<0.1%	1	<0.1%	4	<0.1%
Mental confusion/Inability to remember	0	-	8	<0.1%	7	<0.1%	15	<0.1%
Sudden illness	0	-	2	<0.1%	3	<0.1%	5	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-
NET Impaired	16	17.8%	44	0.3%	50	0.1%	110	0.2%
Ability impaired alcohol	10	11.1%	28	0.2%	34	<0.1%	72	0.1%
Ability impaired drugs	0	-	4	<0.1%	3	<0.1%	7	<0.1%
Had been drinking/Suspected alcohol use	7	7.8%	14	<0.1%	15	<0.1%	36	<0.1%
No Apparent (Vehicle) Defect	54	60.0%	8,592	53.3%	19,510	43.3%	28,156	45.9%
Any Vehicle Defect	2	2.2%	33	0.2%	247	0.5%	282	0.5%
Defective brakes	1	1.1%	7	<0.1%	14	<0.1%	22	<0.1%
Defective steering	0	-	3	<0.1%	7	<0.1%	10	<0.1%
Defective headlights	0	-	0	-	0	-	0	-
Defective brake lights	0	-	2	<0.1%	4	<0.1%	6	<0.1%
Defective lighting (unspecified)	0	-	1	<0.1%	2	<0.1%	3	<0.1%
Defective engine controls/drive train	0	-	1	<0.1%	6	<0.1%	7	<0.1%
Defective suspension/wheels	0	-	3	<0.1%	37	<0.1%	40	<0.1%
Defective tires	0	-	6	<0.1%	74	0.2%	80	0.1%
Tow hitch/yoke defective	0	-	0	-	12	<0.1%	12	<0.1%
Defective exhaust system	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	0	-	0	-	4	<0.1%	4	<0.1%
Defective glazing (obscured windows)	0	-	2	<0.1%	1	<0.1%	3	<0.1%
Vehicle modifications	0	-	1	<0.1%	0	-	1	<0.1%
Fire	0	-	2	<0.1%	4	<0.1%	6	<0.1%
Overloaded/oversized	0	-	0	-	1	<0.1%	1	<0.1%
Load shifted/spilled	0	-	3	<0.1%	18	<0.1%	6	<0.1%

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Section 9

Contributing Factors

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Contributing Factor	2014 Collision Severity						2014 Total Drivers	% of 2014 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Jack-knife/trailer swing	1	1.1%	2	<0.1%	64	0.1%	67	0.1%
Hydroplaning tires	0	-	0	-	3	<0.1%	3	<0.1%
Any Environmental Condition	6	6.7%	764	4.7%	6,059	13.4%	6,829	11.1%
Animal action - Wild	0	-	182	1.1%	3,835	8.5%	4,017	6.6%
Animal action - Domestic	0	-	7	<0.1%	45	<0.1%	52	<0.1%
Slippery road surface	0	-	394	2.4%	1,468	3.3%	1,862	3.0%
Snow drift	0	-	23	0.1%	141	0.3%	164	0.3%
Obstruction/debris on roadway	0	-	13	<0.1%	189	0.4%	202	0.3%
View obstructed/limited	1	1.1%	61	0.4%	129	0.3%	191	0.3%
Glare/reflection	0	-	10	<0.1%	17	<0.1%	27	<0.1%
Construction zone	0	-	7	<0.1%	13	<0.1%	20	<0.1%
Defective driving surface	0	-	11	<0.1%	107	0.2%	118	0.2%
Shoulders defective	2	2.2%	4	<0.1%	5	<0.1%	11	<0.1%
Lane markings inadequate	0	-	2	<0.1%	4	<0.1%	6	<0.1%
Defective/inoperative traffic control device	0	-	4	<0.1%	6	<0.1%	10	<0.1%
Weather	2	2.2%	56	0.3%	133	0.3%	191	0.3%
Pedestrian corridor in use	1	1.1%	6	<0.1%	6	<0.1%	13	<0.1%
Uninvolved vehicle	0	-	3	<0.1%	15	<0.1%	18	<0.1%
Uninvolved pedestrian	0	-	0	-	2	<0.1%	2	<0.1%
Presence of prior accident	0	-	1	<0.1%	0	-	1	<0.1%
No Contributing Factor(s) Identified	2	2.2%	648	4.0%	1,303	2.9%	1,953	3.2%
Not Stated	0	-	4	<0.1%	9	<0.1%	13	<0.1%
Total	90	100%	16,120	100.0%	45,084	100.0%	61,294	100.0%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-3a Drivers Involved in Traffic Collisions by Contributing Factor and Collision Severity for Previous Five Years

Table 9-3a

Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2009-2013 Average

Contributing Factor	2009-2013 Average Count of Drivers				
	Fatal	Injury	PDO	Total Drivers	% of Total Drivers
Driver Action - Driving Properly and Human Condition - Apparently Normal	32	5,154	14,517	19,703	38.3%
Driver Action - Driving properly	4	370	1,283	1,656	3.2%
Any Driver Action	61	3,356	11,387	14,805	28.8%
Following too closely	1	1,038	2,359	3,398	6.6%
Turning improperly	1	269	872	1,142	2.2%
Passing improperly	2	25	112	139	0.3%
Changing lanes improperly	<1	125	800	925	1.8%
Fail to yield right-of-way	6	380	1,022	1,408	2.7%
Disobey traffic control device/officer	4	158	297	458	0.9%
Drive wrong way on roadway	2	6	15	22	<0.1%
Passing a vehicle at pedestrian X-walk	<1	1	<1	2	<0.1%
Back unsafely	-	98	1,477	1,575	3.1%
Parking improperly	<1	5	65	70	0.1%
Lost control/Drive off road	18	274	723	1,014	2.0%
Driverless vehicle ran out of control	-	2	8	10	<0.1%
Leave stop sign before safe to do so	3	140	309	452	0.9%
Failed to signal	-	4	10	14	<0.1%
Take avoiding action	2	72	322	395	0.8%
Driver inexperience	2	58	176	236	0.5%
Pedestrian error/confusion	2	12	8	22	<0.1%
NET Speed	20	390	1,283	1,693	3.3%
Exceeding speed limit	6	20	35	61	0.1%
Driving too fast for conditions	10	313	1,188	1,511	2.9%
Unsafe operating speed (Too fast or too slow)	5	61	72	137	0.3%
NET Distracted driving	24	732	2,636	3,391	37.4%
Careless Driving	16	547	2,112	2,675	29.5%
Distraction/Inattention	9	207	570	785	8.7%
Human Condition - Apparently Normal	15	1,275	4,417	5,708	11.1%
Any Human Condition	31	354	786	1,172	2.3%
Loss of consciousness/Blackout prior to collision	2	22	15	39	<0.1%
Extreme fatigue/Fell asleep	1	33	47	81	0.2%
Defective eyesight	<1	2	6	9	<0.1%
Defective hearing	-	<1	1	2	<0.1%
Medical disability	<1	6	8	14	<0.1%
Physical disability	-	4	5	9	<0.1%
Mental disability	<1	2	2	4	<0.1%
Mental confusion/Inability to remember	<1	7	12	20	<0.1%
Sudden illness	1	4	5	10	<0.1%
Exceed hours of service (commercial drivers only)	-	<1	<1	<1	<0.1%
NET Impaired	20	82	132	234	0.5%
Ability impaired alcohol	13	55	88	156	0.3%
Ability impaired drugs	<1	2	6	8	<0.1%
Had been drinking/Suspected alcohol use	7	31	45	83	0.2%
No Apparent (Vehicle) Defect	56	6,159	17,012	23,227	45.2%
Any Vehicle Defect	2	41	155	198	0.4%
Defective brakes	<1	11	25	37	<0.1%
Defective steering	-	3	8	11	<0.1%
Defective headlights	<1	1	2	3	<0.1%

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Contributing Factor	2009-2013 Average Count of Drivers				
	Fatal	Injury	PDO	Total Drivers	% of Total Drivers
Defective brake lights	-	<1	2	2	<0.1%
Defective lighting (unspecified)	<1	<1	2	3	<0.1%
Defective engine controls/drive train	-	3	9	12	<0.1%
Defective suspension/wheels	-	3	19	23	<0.1%
Defective tires	<1	7	29	36	<0.1%
Tow hitch/yoke defective	-	2	11	12	<0.1%
Defective exhaust system	<1	<1	<1	1	<0.1%
Hood/tailgate/door/covering opened	-	2	5	7	<0.1%
Defective glazing (obscured windows)	-	2	3	5	<0.1%
Vehicle modifications	-	<1	1	2	<0.1%
Fire	-	<1	1	1	<0.1%
Overloaded/oversized	<1	<1	2	3	<0.1%
Load shifted/spilled	-	1	13	14	<0.1%
Jack-knife/trailer swing	-	1	22	23	<0.1%
Hydroplaning tires	-	3	3	7	<0.1%
Any Environmental Condition	12	735	5,969	6,716	13.1%
Animal action - Wild	<1	211	3,910	4,121	8.0%
Animal action - Domestic	<1	14	112	127	13.1%
Slippery road surface	6	327	1,349	1,682	3.3%
Snow drift	-	15	101	115	0.2%
Obstruction/debris on roadway	<1	13	109	123	0.2%
View obstructed/limited	1	44	144	189	0.4%
Glare/reflection	-	17	36	53	0.1%
Construction zone	-	6	25	32	<0.1%
Defective driving surface	<1	30	86	117	0.2%
Shoulders defective	-	5	11	16	<0.1%
Lane markings inadequate	-	2	7	9	<0.1%
Defective/inoperative traffic control device	<1	4	7	11	<0.1%
Weather	3	63	173	240	0.5%
Pedestrian corridor in use	-	7	4	11	<0.1%
Uninvolved vehicle	<1	9	32	41	<0.1%
Uninvolved pedestrian	-	4	9	12	<0.1%
Presence of prior accident	-	6	11	17	<0.1%
No Contributing Factor(s) Identified	8	2,024	7,036	9,068	17.6%
Not Stated	-	<1	<1	<1	<0.1%
Total	116	11,757	39,540	51,413	100%

Note: Counts of drivers in the 2009-2013 average may not add to the total due to rounding.

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-3 and Table 9-3a examine the contributing factors recorded for each driver involved in a collision.

In 2014, about half of the **drivers involved in traffic collisions** (44%) are recorded as not being at-fault in the collision. Virtually all of these drivers (41% overall) are noted in the traffic accident report (TAR) as both “driving properly” and being “apparently normal” at the time of a collision. Another 1% of drivers are noted as “driving properly” while 6% are noted as being in “apparently normal” human condition. Three percent of drivers have no contributing factors recorded for the collision.

- 46% of the drivers involved in a fatal collision are noted as not being at-fault.
- 52% of the drivers in an injury collision are noted as not being at-fault.
- 41% of the drivers in a PDO collision are noted as not being at-fault.

Driver actions are recorded for 44% of the **drivers involved in traffic collisions** in 2014. This is an increase from the previous five year (2009 to 2013) annual average, where 29% of drivers are recorded as being at-fault in the collision. In 2014:

- 46% of the drivers involved in **fatal collisions** have a driver action recorded, including:
 - 19% who are driving while distracted (including “careless driving” and “distraction/inattention”);
 - 13% who “lost control/ drive off road”;
 - 13% who are speeding (including “exceeding speed limit”, “driving too fast for conditions” and “unsafe operating speed”);
 - 6% who “fail to yield right-of-way”; and,
 - 3% (each) who “drive wrong way on roadway” or were “turning improperly”;
- 41% of the drivers involved in **injury collisions** have a driver action recorded, including:
 - 15% who are “following too closely”;
 - 11% who are driving while distracted;
 - 5% who “fail to yield right-of-way”;
 - 4% who are speeding; and,
 - 4% who “turning improperly”;
- 45% of the drivers involved in **PDO collisions** have a driver action recorded, including:
 - 15% who are driving while distracted;
 - 9% who are “following too closely”;
 - 6% who are “back unsafely”;
 - 5% who are speeding;
 - Nearly 4% who were “turning improperly”; and,
 - 3% (each) who were “changing lanes improperly” or who “fail to yield right-of-way”.

Human conditions are recorded for less than 1% of the **drivers involved in traffic collisions** in 2014, a decrease from the previous five year (2009 to 2013) annual average (2%). In 2014:

- 22% of the **drivers involved in fatal collisions** have a human condition recorded, including 18% who are impaired (including “ability impaired by alcohol”, “ability impaired by drugs” and “had been drinking/suspected alcohol use”); and,
- 1% of the **drivers involved in injury collisions** have a human condition recorded, including 0.3% who are impaired.

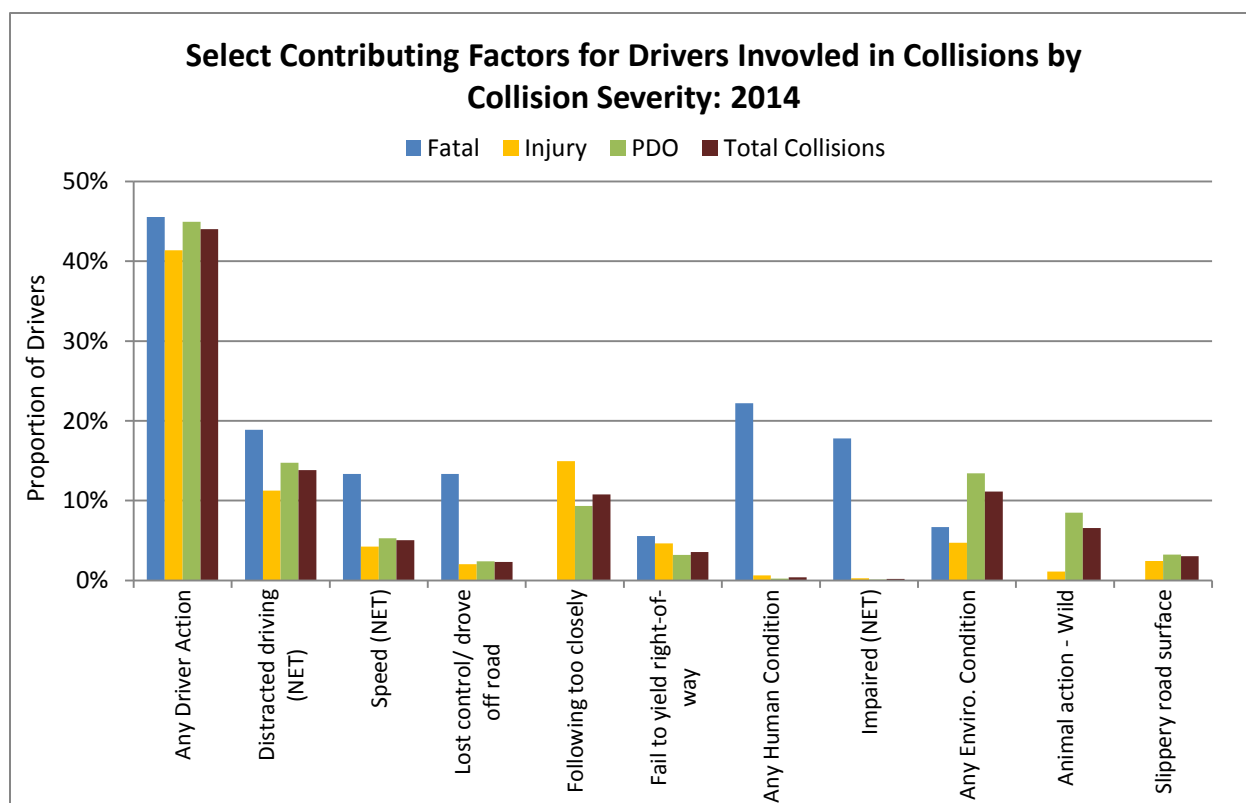
A vehicle defect is recorded for 0.5% of drivers involved in traffic collisions in 2014 (0.4% in the previous five years, 2009 to 2013, annual average).

Environmental conditions are recorded as contributing factors for 11% of **drivers involved in traffic collisions** (7% of fatal collisions, 5% of injury collisions and 13% of PDO collisions) in 2014; compared to 13% in the previous five year (2009 to 2013) annual average. In 2014:

- 7% of collisions have “animal action – wild” recorded as a contributing factor (none fatal; 1% injury); and,
- 3% of collisions have “slippery road surface” recorded as a contributing factor (none fatal; 2% injury).

NOTE: For a detailed count of contributing factors recorded for drivers involved in collisions occurring in each year from 2009 to 2014, please refer to “*Table 9-8 Historical Summary of Contributing Factors for Drivers Involved in Collisions*” at the end of this section.

Figure 9-1 Select Contributing Factors for Drivers Involved in Collisions by Collision Severity



While many contributing factors are recorded for the **drivers involved in traffic collisions**, generally there are only a few that account for a large proportion of traffic collisions in Manitoba. In 2014, driver actions and human conditions are most often recorded for fatal traffic collisions, with the most frequent of these being distracted driving, losing control of the vehicle, impaired driving and speeding. Driver actions and environmental conditions (including distracted driving, following too closely and the actions of wild animals) are the most often recorded contributing factors for PDO collisions.

Table 9-4 Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Collisions Severity

Table 9-4

Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Collision Severity: 2014, 2009-2013 Average

Contributing Factor	2014 Collision Severity			2014 Total	2009-2013 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Any Driver Action	0.5	76.7	233.2	310.4	0.8	41.2	139.7	181.7
Following too closely	-	27.7	48.3	76.0	<0.1	12.7	28.9	41.7
Turning improperly	<0.1	7.7	18.3	26.0	<0.1	3.3	10.7	14.0
Passing improperly	-	0.3	1.4	1.7	<0.1	0.3	1.4	1.7
Changing lanes improperly	-	3.4	17.3	20.6	<0.1	1.5	9.8	11.4
Fail to yield right-of-way	<0.1	8.6	16.5	25.2	<0.1	4.7	12.5	17.3
Disobey traffic control device/officer	<0.1	2.3	2.7	5.0	<0.1	1.9	3.6	5.6
Drive wrong way on roadway	<0.1	0.1	0.3	0.4	<0.1	<0.1	0.2	0.3
Passing a vehicle at pedestrian X-walk	-	-	-	-	<0.1	<0.1	<0.1	<0.1
Back unsafely	-	2.6	31.4	34.1	-	1.2	18.1	19.3
Parking improperly	-	0.1	1.6	1.7	<0.1	<0.1	0.8	0.9
Lost control/Drive off road	0.1	3.8	12.4	16.3	0.2	3.4	8.9	12.4
Driverless vehicle ran out of control	-	<0.1	0.3	0.3	-	<0.1	<0.1	0.1
Leave stop sign before safe to do so	<0.1	4.0	7.6	11.7	<0.1	1.7	3.8	5.5
Failed to signal	-	<0.1	0.1	0.2	-	<0.1	0.1	0.2
Take avoiding action	<0.1	0.9	4.4	5.3	<0.1	0.9	3.9	4.9
Driver inexperience	<0.1	0.4	1.0	1.4	<0.1	0.7	2.2	2.9
Pedestrian error/confusion	-	0.1	0.2	0.3	<0.1	0.1	<0.1	0.3
NET Speed	0.1	7.9	27.4	35.4	0.2	4.8	15.7	20.8
Exceeding speed limit	<0.1	<0.1	0.1	0.3	<0.1	0.3	0.4	0.8
Driving too fast for conditions	<0.1	7.6	27.1	34.8	0.1	3.8	14.6	18.5
Unsafe operating speed (Too fast or too slow)	<0.1	0.1	0.2	0.4	<0.1	0.7	0.9	1.7
NET Distracted driving	0.2	20.9	76.4	97.5	0.3	9.0	32.3	41.6
Careless Driving	0.1	19.5	74.0	93.6	0.2	6.7	25.9	32.8
Distraction/Inattention	<0.1	1.9	3.3	5.3	0.1	2.5	7.0	9.6

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Contributing Factor	2014 Collision Severity			2014 Total	2009-2013 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Any Human Condition	0.2	1.2	1.2	2.6	0.4	4.3	9.6	14.4
Loss of consciousness/Blackout prior to collision	<0.1	0.3	0.1	0.4	<0.1	0.3	0.2	0.5
Extreme fatigue/Fell asleep	-	0.3	0.4	0.7	<0.1	0.4	0.6	1.0
Defective eyesight	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	0.1
Defective hearing	-	-	-	-	-	<0.1	<0.1	<0.1
Medical disability	-	<0.1	<0.1	0.1	<0.1	<0.1	<0.1	0.2
Physical disability	-	-	<0.1	<0.1	-	<0.1	<0.1	0.1
Mental disability	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mental confusion/Inability to remember	-	<0.1	<0.1	0.2	<0.1	<0.1	0.2	0.2
Sudden illness	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	0.1
Exceed hours of service (commercial drivers only)	-	-	-	-	-	<0.1	<0.1	<0.1
NET Impaired	0.2	0.5	0.6	1.3	0.2	1.0	1.6	2.9
Ability impaired alcohol	0.1	0.3	0.4	0.8	0.2	0.7	1.1	1.9
Ability impaired drugs	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	0.1
Had been drinking/Suspected alcohol use	<0.1	0.2	0.2	0.4	<0.1	0.4	0.6	1.0
Any Vehicle Defect	<0.1	0.4	2.8	3.2	<0.1	0.5	1.9	2.4
Defective brakes	<0.1	<0.1	0.2	0.3	<0.1	0.1	0.3	0.4
Defective steering	-	<0.1	<0.1	0.1	-	<0.1	<0.1	0.1
Defective headlights	-	-	-	-	<0.1	<0.1	<0.1	<0.1
Defective brake lights	-	<0.1	<0.1	<0.1	-	<0.1	<0.1	<0.1
Defective lighting (unspecified)	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Defective engine controls/drive train	-	<0.1	<0.1	<0.1	-	<0.1	0.1	0.1
Defective suspension/wheels	-	<0.1	0.4	0.5	-	<0.1	0.2	0.3
Defective tires	-	<0.1	0.9	0.9	<0.1	<0.1	0.4	0.4
Tow hitch/yoke defective	-	-	0.1	0.1	-	<0.1	0.1	0.1
Defective exhaust system	-	-	-	-	<0.1	<0.1	<0.1	<0.1
Hood/tailgate/door/covering opened	-	-	<0.1	<0.1	-	<0.1	<0.1	<0.1
Defective glazing (obscured windows)	-	<0.1	<0.1	<0.1	-	<0.1	<0.1	<0.1
Vehicle modifications	-	<0.1	-	<0.1	-	<0.1	<0.1	<0.1
Fire	-	<0.1	<0.1	<0.1	-	<0.1	<0.1	<0.1
Overloaded/oversized	-	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1

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Contributing Factor	2014 Collision Severity			2014 Total	2009-2013 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Load shifted/spilled	-	<0.1	0.2	<0.1	-	<0.1	0.2	0.2
Jack-knife/trailer swing	<0.1	<0.1	0.7	0.8	-	<0.1	0.3	0.3
Hydroplaning tires	-	-	<0.1	<0.1	-	<0.1	<0.1	<0.1
Any Environmental Condition	<0.1	8.8	69.7	78.6	0.1	9.0	73.2	82.4
Animal action - Wild	-	2.1	44.1	46.2	<0.1	2.6	48.0	50.6
Animal action - Domestic	-	<0.1	0.5	0.6	<0.1	0.2	1.4	1.6
Slippery road surface	-	4.5	16.9	21.4	<0.1	4.0	16.6	20.6
Snow drift	-	0.3	1.6	1.9	-	0.2	1.2	1.4
Obstruction/debris on roadway	-	0.1	2.2	2.3	<0.1	0.2	1.3	1.5
View obstructed/limited	<0.1	0.7	1.5	2.2	<0.1	0.5	1.8	2.3
Glare/reflection	-	0.1	0.2	0.3	-	0.2	0.4	0.6
Construction zone	-	<0.1	0.1	0.2	-	<0.1	0.3	0.4
Defective driving surface	-	0.1	1.2	1.4	<0.1	0.4	1.1	1.4
Shoulders defective	<0.1	<0.1	<0.1	0.1	-	<0.1	0.1	0.2
Lane markings inadequate	-	<0.1	<0.1	<0.1	-	<0.1	<0.1	0.1
Defective/inoperative traffic control device	-	<0.1	<0.1	0.1	<0.1	<0.1	<0.1	0.1
Weather	<0.1	0.6	1.5	2.2	<0.1	0.8	2.1	2.9
Pedestrian corridor in use	<0.1	<0.1	<0.1	0.1	-	<0.1	<0.1	0.1
Uninvolved vehicle	-	<0.1	0.2	0.2	<0.1	0.1	0.4	0.5
Uninvolved pedestrian	-	-	<0.1	<0.1	-	<0.1	0.1	0.1
Presence of prior accident	-	<0.1	-	<0.1	-	<0.1	0.1	0.2

Recognizing that counts of drivers involved in collisions could be impacted either positively or negatively by changing population statistics, relative involvement rates per 10,000 licensed drivers is examined to provide a standardized collision rate comparison. This eliminates the effect of changing population size and focuses on the rate at which drivers are involved in collisions instead of simply a raw count of the number of drivers involved overall.

Driver involvement rates (per 10,000 licensed drivers) in collisions where an at-fault contributing factor has been recorded generally increased in 2014 compared to the previous five years (2009 to 2013) annual average. The observed change in involvement rates compared to the previous five-year average is at least partially attributable to the change in reporting structure that took effect in October 2011. This change, discussed in detail in the 2012 Traffic Collision Statistics Report, resulted in a significant increase in the number of drivers involved in PDO collisions and less severe injury collisions being reported in the Traffic Accident Report Database than in previous years.

In 2014, the **driver involvement rate** (per 10,000 licensed drivers) in traffic collisions where:

- Any driver action is a contributing factor is 310.4, increased by 71% from the previous five years (181.7);
- Any human condition is a contributing factor is 2.6, decreased by 82% from the previous five years (14.4);
- Environmental conditions are a contributing factor is 78.6, decreased by 5% from the previous five years (82.4);
- Distracted driving is a contributing factor is 97.5, nearly two-and-a-half times the rate from the previous five years (41.6);
- "Following too closely" is a contributing factor is 76.0, increased by 82% from the previous five years (41.7);
- "Animal action - wild" is a contributing factor is 46.2, decreased by 9% from the previous five years (50.6);
- Speed is a contributing factor is 35.4, increased by 71% from the previous five years (20.8);
- "Backing unsafely" is a contributing factor is 34.1, increased by 76% from the previous five years (19.3);
- "Turning improperly" is a contributing factor is 26.0, increased by 85% from the previous five years (14.0);
- "Fail to yield right-of-way" is a contributing factor is 25.2, increased by 46% from the previous five years (17.3);
- "Slippery road surface" is a contributing factor is 21.4, increased by 4% from the previous five years (20.6);
- "Changing lanes improperly" is a contributing factor is 20.6, increased 82% from the previous five years (11.4);
- "Lost control/Drove off road" is a contributing factor is 16.3, increased by 31% from the previous five years (12.4);
- "Leave stop sign before safe to do so" is a contributing factor is 11.7, more than double the rate from the previous five years (5.5); and,
- Impaired is a contributing factor is 1.3, decreased by 56% from the previous five years (2.9).

In 2014, the **driver involvement rate** (per 10,000 licensed drivers) in **fatal traffic collisions** where:

- A driver action is a contributing factor is 0.5, decreased by 37% from the previous five years (0.8);
- Distracted driving is a contributing factor is 0.2, decreased slightly compared to the previous five years (0.3);
- Speed is a contributing factor is 0.1, down from 0.2 in the previous five years;
- "Lost control/Drove off road" is a contributing factor is 0.1, down from 0.2 in the previous five years;
- A human condition is a contributing factor is 0.2, down from 0.4 in the previous five years; and,
- Impaired is a contributing factor is 0.2, relatively equal to the previous five years (0.2).

Table 9-5 Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Age

Table 9-5

Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and Age Group: 2014

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Driver Action	561.3	519.0	382.0	316.8	263.3	216.0	189.1
Following too closely	154.4	143.2	102.3	78.7	61.4	47.2	32.1
Turning improperly	45.8	45.7	30.3	24.7	20.1	18.1	20.4
Passing improperly	3.7	3.3	2.2	1.6	1.4	1.3	0.7
Changing lanes improperly	34.5	31.5	24.1	19.8	16.5	16.2	16.8
Fail to yield right-of-way	43.6	35.0	30.2	25.6	21.9	18.1	19.2
Disobey traffic control device/officer	7.8	9.1	5.5	5.1	4.6	3.1	3.7
Drive wrong way on roadway	1.0	0.5	0.6	0.2	0.3	0.3	0.5
Passing a vehicle at pedestrian X-walk	-	-	-	-	-	-	-
Back unsafely	39.4	28.7	32.8	40.2	36.9	31.5	29.7
Parking improperly	1.9	2.7	2.2	1.6	0.9	1.5	1.7
Lost control/Drive off road	40.9	38.6	20.6	15.9	12.5	8.0	5.2
Driverless vehicle ran out of control	0.4	0.7	0.1	0.6	0.2	0.3	0.1
Leave stop sign before safe to do so	23.1	17.4	11.5	10.7	10.0	9.6	9.8
Failed to signal	0.2	0.5	0.2	0.1	<0.1	0.1	0.3
Take avoiding action	8.5	11.3	7.7	5.1	4.3	3.2	2.0
Driver inexperience	8.1	4.1	1.4	0.8	0.6	0.2	0.4
Pedestrian error/confusion	-	0.5	0.5	0.2	0.3	0.3	0.2
NET Speed	78.9	68.1	50.1	38.0	26.0	19.5	13.6
Exceeding speed limit	1.0	0.5	0.4	0.5	0.2	<0.1	-
Driving too fast for conditions	76.0	66.7	49.3	37.4	25.5	19.3	13.6
Unsafe operating speed (Too fast or too slow)	1.9	0.9	0.4	0.1	0.4	0.2	<0.1
NET Distracted driving	172.0	164.7	124.1	95.4	82.1	67.7	60.3
Careless Driving	162.7	158.8	119.3	92.3	79.1	65.0	57.7
Distraction/Inattention	11.6	8.7	6.5	4.4	4.1	4.0	3.8
Any Human Condition	5.6	6.1	3.2	2.6	2.0	1.6	1.2
Loss of consciousness/Blackout prior to collision	0.4	0.8	0.5	0.5	0.3	0.3	0.3
Extreme fatigue/Fell asleep	2.3	2.3	0.9	0.7	0.2	0.3	-
Defective eyesight	-	-	-	-	-	-	0.3
Defective hearing	-	-	-	-	-	-	-
Medical disability	-	-	0.2	-	<0.1	0.3	<0.1
Physical disability	-	-	-	-	-	-	<0.1
Mental disability	0.2	-	<0.1	<0.1	-	<0.1	-
Mental confusion/Inability to remember	0.4	0.1	0.2	<0.1	<0.1	<0.1	0.4
Sudden illness	-	-	<0.1	<0.1	<0.1	<0.1	<0.1
Exceed hours of service (commercial drivers only)	-	-	-	-	-	-	-
NET Impaired	2.5	3.0	1.6	1.2	1.5	0.6	0.1
Ability impaired alcohol	1.2	2.2	0.8	1.0	1.1	0.5	-
Ability impaired drugs	0.2	-	0.1	0.1	0.1	-	-
Had been drinking/Suspected alcohol use	1.2	0.9	0.7	0.3	0.3	<0.1	0.1
Any Vehicle Defect	5.6	5.8	3.2	3.5	3.0	2.6	2.0
Defective brakes	0.4	0.5	0.5	0.2	<0.1	0.2	0.1
Defective steering	0.4	0.3	-	<0.1	0.2	0.1	-
Defective headlights	-	-	-	-	-	-	-
Defective brake lights	-	0.3	-	-	0.1	-	0.1
Defective lighting (unspecified)	-	0.1	-	<0.1	-	-	<0.1
Defective engine controls/drive train	0.2	0.1	-	-	<0.1	0.1	0.1
Defective suspension/wheels	1.0	0.9	0.5	0.3	0.4	0.3	0.3
Defective tires	2.3	1.6	1.0	1.0	0.9	0.6	0.3
Tow hitch/yoke defective	-	0.1	0.2	0.3	<0.1	<0.1	<0.1
Defective exhaust system	-	-	-	-	-	-	-

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Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Hood/tailgate/door/covering opened	-	0.1	-	<0.1	-	0.1	-
Defective glazing (obscured windows)	0.2	0.1	-	-	<0.1	-	-
Vehicle modifications	-	-	-	-	-	<0.1	-
Fire	-	0.1	0.1	-	<0.1	<0.1	<0.1
Overloaded/oversized	-	-	-	-	-	-	<0.1
Load shifted/spilled	-	0.5	0.1	0.4	0.3	0.2	0.1
Jack-knife/trailer swing	1.0	0.9	0.7	1.0	0.7	0.7	0.6
Hydroplaning tires	-	0.1	<0.1	<0.1	-	-	-
Any Environmental Condition	107.6	126.6	94.5	86.9	79.0	61.6	37.5
Animal action - Wild	48.7	65.9	53.4	53.3	51.5	40.0	22.3
Animal action - Domestic	0.8	1.5	0.8	0.6	0.6	0.4	0.1
Slippery road surface	43.1	41.6	27.8	21.7	18.2	13.5	9.0
Snow drift	3.5	4.1	1.7	2.1	1.5	1.9	0.7
Obstruction/debris on roadway	2.1	2.8	3.0	2.7	2.1	2.3	1.4
View obstructed/limited	3.5	3.1	3.2	2.8	1.7	0.8	1.6
Glare/reflection	0.6	0.5	0.5	-	0.3	0.3	0.3
Construction zone	0.2	0.3	0.1	0.2	0.3	0.3	0.3
Defective driving surface	2.3	2.3	1.1	1.5	1.3	1.5	0.6
Shoulders defective	0.2	0.3	0.2	0.1	<0.1	-	0.1
Lane markings inadequate	0.4	0.1	-	<0.1	<0.1	-	<0.1
Defective/inoperative traffic control device	0.2	0.1	0.3	-	<0.1	-	0.2
Weather	2.3	4.9	3.1	2.3	2.2	1.2	0.9
Pedestrian corridor in use	0.2	0.1	0.1	0.1	0.1	0.2	<0.1
Uninvolved vehicle	0.2	0.5	0.3	0.3	<0.1	0.1	0.1
Uninvolved pedestrian	-	-	-	-	0.1	-	-
Presence of prior accident	-	0.1	-	-	-	-	-

Table 9-5a Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Age for Previous Five Years

Table 9-5a

Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and Age Group: 2009-2013 Average

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Driver Action	360.5	314.8	210.8	167.5	135.5	115.8	109.4
Following too closely	80.4	81.8	54.1	39.5	30.3	23.0	17.1
Turning improperly	23.4	20.8	15.9	11.3	10.5	10.1	10.9
Passing improperly	2.8	2.3	1.8	1.4	1.3	1.1	1.3
Changing lanes improperly	17.5	17.5	11.9	9.4	8.2	8.5	9.1
Fail to yield right-of-way	31.9	24.6	17.7	14.7	12.6	11.8	14.5
Disobey traffic control device/officer	9.8	8.4	5.5	4.4	3.3	3.7	4.2
Drive wrong way on roadway	0.5	0.4	0.2	0.3	0.1	0.2	0.1
Passing a vehicle at pedestrian X-walk	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Back unsafely	24.6	20.5	18.4	19.7	19.1	17.8	15.3
Parking improperly	0.9	0.8	0.9	0.8	0.8	0.7	0.8
Lost control/Drive off road	38.1	27.7	15.7	11.0	8.4	5.9	4.7
Driverless vehicle ran out of control	0.2	0.2	0.2	<0.1	0.1	<0.1	<0.1
Leave stop sign before safe to do so	10.6	7.4	5.2	5.1	4.0	3.8	5.8
Failed to signal	0.3	0.2	0.2	0.2	0.1	<0.1	<0.1
Take avoiding action	10.5	10.2	6.1	4.9	3.6	2.5	1.6
Driver inexperience	25.3	5.4	2.1	3.6	0.7	0.4	0.2
Pedestrian error/confusion	0.2	0.3	0.3	0.2	0.2	0.3	0.2
NET Speed	55.9	43.9	27.1	20.3	13.4	9.2	7.1
Exceeding speed limit	3.6	2.0	0.9	0.8	0.3	<0.1	0.1
Driving too fast for conditions	47.3	39.2	24.4	18.1	12.2	8.6	6.3
Unsafe operating speed (Too fast or too slow)	6.0	3.2	2.0	1.6	1.1	0.6	0.7
NET Distracted driving	82.9	76.7	48.7	38.0	30.9	26.9	26.8
Careless Driving	61.2	61.5	39.3	30.4	25.1	21.7	21.1
Distraction/Inattention	23.9	17.0	10.3	8.4	6.2	5.7	6.2
Any Human Condition	35.1	27.2	16.1	12.4	9.0	7.9	9.1
Loss of consciousness/Blackout prior to collision	0.5	0.7	0.4	0.4	0.3	0.4	0.7
Extreme fatigue/Fell asleep	3.8	2.1	1.4	0.7	0.5	0.5	0.4
Defective eyesight	0.2	<0.1	<0.1	<0.1	<0.1	0.1	0.2
Defective hearing	-	-	-	-	<0.1	-	<0.1
Medical disability	<0.1	<0.1	0.1	<0.1	0.2	0.1	0.4
Physical disability	0.1	<0.1	<0.1	0.1	<0.1	<0.1	0.2
Mental disability	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mental confusion/Inability to remember	0.1	0.1	0.2	<0.1	<0.1	0.1	0.9
Sudden illness	<0.1	<0.1	<0.1	0.1	0.1	<0.1	0.3
Exceed hours of service (commercial drivers only)	-	-	-	-	<0.1	<0.1	-
NET Impaired	6.9	7.7	3.9	2.7	1.6	0.9	0.3
Ability impaired alcohol	4.5	4.8	2.7	2.0	1.2	0.7	0.2
Ability impaired drugs	0.3	0.3	<0.1	<0.1	<0.1	<0.1	<0.1
Had been drinking/Suspected alcohol use	2.6	3.1	1.3	0.8	0.5	0.2	0.2
Any Vehicle Defect	5.1	3.9	2.5	2.3	2.3	1.9	0.9
Defective brakes	1.3	0.6	0.4	0.5	0.4	0.3	0.1
Defective steering	0.5	0.3	0.2	0.2	<0.1	<0.1	<0.1
Defective headlights	0.2	<0.1	<0.1	<0.1	<0.1	-	<0.1
Defective brake lights	0.2	<0.1	<0.1	<0.1	-	<0.1	-
Defective lighting (unspecified)	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	-
Defective engine controls/drive train	0.3	0.3	0.1	<0.1	0.1	0.2	<0.1
Defective suspension/wheels	0.7	0.4	0.3	0.2	0.4	0.2	<0.1
Defective tires	1.1	1.1	0.5	0.3	0.4	0.3	0.2
Tow hitch/yoke defective	<0.1	0.2	0.3	0.1	0.1	0.1	<0.1
Defective exhaust system	-	<0.1	<0.1	<0.1	-	<0.1	-

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Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Hood/tailgate/door/covering opened	<0.1	<0.1	<0.1	<0.1	0.1	<0.1	<0.1
Defective glazing (obscured windows)	0.3	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Vehicle modifications	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	-
Fire	-	-	<0.1	-	<0.1	-	-
Overloaded/oversized	-	-	<0.1	<0.1	<0.1	<0.1	<0.1
Load shifted/spilled	-	0.1	0.1	0.1	0.3	0.2	<0.1
Jack-knife/trailer swing	0.2	0.3	0.3	0.4	0.3	0.2	0.2
Hydroplaning tires	0.2	0.2	0.1	0.1	<0.1	<0.1	<0.1
Any Environmental Condition	127.4	122.6	94.4	82.0	82.7	65.0	40.8
Animal action - Wild	58.5	66.6	55.2	51.8	57.0	45.7	25.7
Animal action - Domestic	2.9	2.3	1.7	1.4	1.5	1.0	0.9
Slippery road surface	45.3	38.1	25.9	20.1	16.5	11.6	8.5
Snow drift	2.7	2.5	1.9	1.4	1.0	1.1	0.5
Obstruction/debris on roadway	2.2	2.2	1.8	1.4	1.4	1.2	1.0
View obstructed/limited	4.6	3.6	2.6	2.1	1.8	1.8	1.5
Glare/reflection	1.4	0.9	0.7	0.5	0.5	0.4	0.7
Construction zone	0.5	0.6	0.5	0.3	0.3	0.3	0.3
Defective driving surface	5.8	2.8	1.7	1.5	1.1	0.7	0.5
Shoulders defective	0.5	0.4	0.2	0.1	0.2	<0.1	0.1
Lane markings inadequate	0.3	0.3	0.1	0.1	<0.1	0.1	<0.1
Defective/inoperative traffic control device	0.4	0.1	<0.1	0.1	0.2	<0.1	0.1
Weather	5.6	5.1	3.8	2.9	2.5	2.0	1.3
Pedestrian corridor in use	<0.1	0.2	0.2	0.1	0.2	<0.1	<0.1
Uninvolved vehicle	0.9	0.9	0.5	0.3	0.4	0.4	0.4
Uninvolved pedestrian	0.2	0.3	0.2	<0.1	<0.1	<0.1	0.1
Presence of prior accident	0.2	0.5	0.2	0.1	0.2	0.2	<0.1

Younger drivers, especially those under the age of 25, tend to have higher **driver involvement rates** in traffic collisions overall and in collisions where specific contributing factors are noted.

In 2014, the involvement rate in collisions for drivers aged 16 to 19 with:

- An at-fault contributing factor is:
 - 1.0 times that of drivers aged 20 to 24;
 - 1.4 times that of drivers aged 25 to 34;
 - 1.6 times that of drivers aged 35 to 44; and,
 - 2.3 times that of drivers aged 45 and older.
- A driver action as a contributing factor is:
 - 1.1 times that of drivers aged 20 to 24;
 - 1.5 times that of drivers aged 25 to 34;
 - 1.8 times that of drivers aged 35 to 44; and,
 - 2.5 times that of drivers aged 45 and older.
- A human condition as a contributing factor is:
 - 0.9 times that of drivers aged 20 to 24;
 - 1.8 times that of drivers aged 25 to 34;
 - 2.1 times that of drivers aged 35 to 44; and,
 - 3.5 times that of drivers aged 45 and older.
- “Driver inexperience” as a contributing factor is:
 - 2.0 times that of drivers aged 20 to 24;
 - 5.7 times that of drivers aged 25 to 34;
 - 9.7 times that of drivers aged 35 to 44; and,
 - 19.6 times that of drivers aged 45 and older.

In 2014, the involvement rate in collisions for drivers aged 20 to 24 with:

- An at-fault contributing factor is:
 - 1.4 times that of drivers aged 25 to 34;
 - 1.6 times that of drivers aged 35 to 44; and,
 - 2.3 times that of drivers aged 45 and older.
- A driver action as a contributing factor is:
 - 1.4 times that of drivers aged 25 to 34;
 - 1.6 times that of drivers aged 35 to 44; and,
 - 2.3 times that of drivers aged 45 and older.
- A human condition as a contributing factor is:
 - 1.9 times that of drivers aged 25 to 34;
 - 2.3 times that of drivers aged 35 to 44; and,
 - 3.8 times that of drivers aged 45 and older.
- “Driver inexperience” as a contributing factor is:
 - 2.9 times that of drivers aged 25 to 34;
 - 4.9 times that of drivers aged 35 to 44; and,
 - 9.9 times that of drivers aged 45 and older.

As with **driver involvement rates** in traffic collisions overall, many drivers in specific age groups experienced increases in their involvement in specific contributing factors when comparing 2014 to the previous five years (2009 to 2013) annual average while some experienced decreases. It is possible that this is partially due to a change in the reporting requirements that affects many PDO and minimal injury collisions that were not captured or reported in the Traffic Accident Report Database in the past.

Table 9-6 Historical Summary of Contributing Factors to a Collision OverallTable 9-6
Summary of Contributing Factors to a Collision: 2009 to 2014

Contributing Factor	2009 Total Collisions	% of 2009 Total Collisions	2010 Total Collisions	% of 2010 Total Collisions	2011 Total Collisions	% of 2011 Total Collisions	2012 Total Collisions	% of 2012 Total Collisions	2013 Total Collisions	% of 2013 Total Collisions	2014 Total Collisions	% of 2014 Total Collisions
Driver Action - Driving Properly and Human Condition - Apparently Normal	11,196	42.1%	12,438	45.8%	17,016	49.6%	25,573	65.6%	25,005	59.8%	24,166	59.4%
Driver Action - Driving properly	2,421	9.1%	2,363	8.7%	1,907	5.6%	843	2.2%	858	2.1%	789	1.9%
Any Driver Action	7,236	27.2%	7,387	27.2%	12,785	37.3%	20,260	52.0%	25,859	61.8%	26,734	65.7%
Following too closely	1,088	4.1%	1,400	5.2%	2,945	8.6%	5,247	13.5%	6,190	14.8%	6,581	16.2%
Turning improperly	572	2.2%	701	2.6%	861	2.5%	1,527	3.9%	2,046	4.9%	2,247	5.5%
Passing improperly	124	0.5%	137	0.5%	134	0.4%	129	0.3%	169	0.4%	149	0.4%
Changing lanes improperly	363	1.4%	436	1.6%	823	2.4%	1,351	3.5%	1,615	3.9%	1,770	4.4%
Fail to yield right-of-way	1,134	4.3%	1,091	4.0%	1,400	4.1%	1,378	3.5%	2,062	4.9%	2,174	5.3%
Disobey traffic control device/officer	479	1.8%	493	1.8%	525	1.5%	357	0.9%	443	1.1%	433	1.1%
Drive wrong way on roadway	26	<0.1%	38	0.1%	42	0.1%	9	<0.1%	12	<0.1%	38	<0.1%
Passing a vehicle at pedestrian X-walk	3	<0.1%	2	<0.1%	1	<0.1%	2	<0.1%	0	-	0	-
Back unsafely	493	1.9%	509	1.9%	1,417	4.1%	2,634	6.8%	2,800	6.7%	2,930	7.2%
Parking improperly	46	0.2%	46	0.2%	98	0.3%	104	0.3%	104	0.2%	155	0.4%
Lost control/Drive off road	849	3.2%	582	2.1%	992	2.9%	1,064	2.7%	1,598	3.8%	1,415	3.5%
Driverless vehicle ran out of control	10	<0.1%	10	<0.1%	11	<0.1%	18	<0.1%	12	<0.1%	33	<0.1%
Leave stop sign before safe to do so	259	1.0%	316	1.2%	438	1.3%	493	1.3%	745	1.8%	1,006	2.5%
Failed to signal	17	<0.1%	12	<0.1%	18	<0.1%	16	<0.1%	8	<0.1%	17	<0.1%
Take avoiding action	412	1.6%	357	1.3%	425	1.2%	356	0.9%	408	1.0%	458	1.1%
Driver inexperience	348	1.3%	253	0.9%	282	0.8%	161	0.4%	144	0.3%	122	0.3%
Pedestrian error/confusion	88	0.3%	86	0.3%	76	0.2%	29	<0.1%	31	<0.1%	49	0.1%
NET Speed	1,436	5.4%	1,078	4.0%	1,627	4.7%	1,891	4.9%	2,418	5.8%	3,076	7.6%
Exceeding speed limit	117	0.4%	103	0.4%	57	0.2%	16	<0.1%	14	<0.1%	26	<0.1%
Driving too fast for conditions	1,078	4.1%	838	3.1%	1,443	4.2%	1,813	4.7%	2,362	5.6%	3,018	7.4%
Unsafe operating speed (Too fast or too slow)	280	1.1%	159	0.6%	143	0.4%	67	0.2%	45	0.1%	36	<0.1%
NET Distracted driving	1,630	6.1%	1,534	5.6%	2,415	7.0%	4,780	12.3%	6,709	16.0%	8,468	20.8%
Careless Driving	628	2.4%	460	1.7%	1,451	4.2%	4,474	11.5%	6,409	15.3%	8,136	20.0%
Distraction/Inattention	1,087	4.1%	1,135	4.2%	1,038	3.0%	372	1.0%	359	0.9%	464	1.1%

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Section 9

Contributing Factors

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Contributing Factor	2009 Total Collisions	% of 2009 Total Collisions	2010 Total Collisions	% of 2010 Total Collisions	2011 Total Collisions	% of 2011 Total Collisions	2012 Total Collisions	% of 2012 Total Collisions	2013 Total Collisions	% of 2013 Total Collisions	2014 Total Collisions	% of 2014 Total Collisions
Human Condition - Apparently Normal	5,826	21.9%	5,657	20.8%	5,894	17.2%	6,983	17.9%	2,990	7.1%	3,792	9.3%
Any Human Condition	1,685	6.3%	1,691	6.2%	1,429	4.2%	607	1.6%	599	1.4%	237	0.6%
Loss of consciousness/Blackout prior to collision	37	0.1%	50	0.2%	44	0.1%	33	<0.1%	34	<0.1%	37	<0.1%
Extreme fatigue/Fell asleep	95	0.4%	97	0.4%	88	0.3%	63	0.2%	63	0.2%	59	0.1%
Defective eyesight	16	<0.1%	8	<0.1%	6	<0.1%	12	<0.1%	2	<0.1%	5	<0.1%
Defective hearing	2	<0.1%	5	<0.1%	2	<0.1%	1	<0.1%	0	-	0	-
Medical disability	23	<0.1%	19	<0.1%	11	<0.1%	6	<0.1%	10	<0.1%	10	<0.1%
Physical disability	18	<0.1%	11	<0.1%	16	<0.1%	1	<0.1%	3	<0.1%	1	<0.1%
Mental disability	6	<0.1%	11	<0.1%	6	<0.1%	2	<0.1%	4	<0.1%	4	<0.1%
Mental confusion/Inability to remember	25	<0.1%	21	<0.1%	21	<0.1%	13	<0.1%	22	<0.1%	15	<0.1%
Sudden illness	17	<0.1%	8	<0.1%	10	<0.1%	10	<0.1%	8	<0.1%	5	<0.1%
Exceed hours of service (commercial drivers only)	1	<0.1%	0	-	1	<0.1%	0	-	0	-	0	-
NET Impaired	405	1.5%	373	1.4%	230	0.7%	123	0.3%	119	0.3%	115	0.3%
Ability impaired alcohol	263	1.0%	229	0.8%	147	0.4%	97	0.2%	94	0.2%	75	0.2%
Ability impaired drugs	16	<0.1%	12	<0.1%	10	<0.1%	1	<0.1%	3	<0.1%	7	<0.1%
Had been drinking/Suspected alcohol use	151	0.6%	152	0.6%	80	0.2%	30	<0.1%	31	<0.1%	38	<0.1%
No Apparent (Vehicle) Defect	13,072	49.2%	14,097	51.9%	17,843	52.0%	26,336	67.6%	24,908	59.6%	25,414	62.5%
Any Vehicle Defect	214	0.8%	227	0.8%	223	0.7%	163	0.4%	189	0.5%	283	0.7%
Defective brakes	50	0.2%	68	0.3%	40	0.1%	17	<0.1%	14	<0.1%	23	<0.1%
Defective steering	17	<0.1%	17	<0.1%	13	<0.1%	3	<0.1%	4	<0.1%	10	<0.1%
Defective headlights	7	<0.1%	6	<0.1%	4	<0.1%	0	-	0	-	0	-
Defective brake lights	1	<0.1%	3	<0.1%	3	<0.1%	1	<0.1%	3	<0.1%	6	<0.1%
Defective lighting (unspecified)	7	<0.1%	7	<0.1%	5	<0.1%	0	-	3	<0.1%	3	<0.1%
Defective engine controls/drive train	17	<0.1%	23	<0.1%	13	<0.1%	6	<0.1%	8	<0.1%	7	<0.1%
Defective suspension/wheels	11	<0.1%	19	<0.1%	27	<0.1%	25	<0.1%	31	<0.1%	40	<0.1%
Defective tires	35	0.1%	41	0.2%	46	0.1%	27	<0.1%	35	<0.1%	80	0.2%
Tow hitch/yoke defective	5	<0.1%	10	<0.1%	18	<0.1%	14	<0.1%	15	<0.1%	12	<0.1%
Defective exhaust system	1	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%	0	-	0	-
Hood/tailgate/door/covering opened	23	<0.1%	3	<0.1%	4	<0.1%	4	<0.1%	3	<0.1%	4	<0.1%
Defective glazing (obscured windows)	12	<0.1%	5	<0.1%	2	<0.1%	3	<0.1%	2	<0.1%	3	<0.1%
Vehicle modifications	3	<0.1%	1	<0.1%	2	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%
Fire	0	-	1	<0.1%	0	-	2	<0.1%	3	<0.1%	6	<0.1%

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Section 9

Contributing Factors

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Contributing Factor	2009 Total Collisions	% of 2009 Total Collisions	2010 Total Collisions	% of 2010 Total Collisions	2011 Total Collisions	% of 2011 Total Collisions	2012 Total Collisions	% of 2012 Total Collisions	2013 Total Collisions	% of 2013 Total Collisions	2014 Total Collisions	% of 2014 Total Collisions
Overloaded/oversized	4	<0.1%	4	<0.1%	5	<0.1%	2	<0.1%	0	-	1	<0.1%
Load shifted/spilled	10	<0.1%	9	<0.1%	19	<0.1%	15	<0.1%	16	<0.1%	21	<0.1%
Jack-knife/trailer swing	9	<0.1%	6	<0.1%	16	<0.1%	39	0.1%	44	0.1%	67	0.2%
Hydroplaning tires	7	<0.1%	7	<0.1%	6	<0.1%	4	<0.1%	10	<0.1%	3	<0.1%
Any Environmental Condition	5,764	21.7%	5,320	19.6%	8,143	23.7%	6,631	17.0%	7,231	17.3%	6,823	16.8%
Animal action - Wild	3,035	11.4%	3,133	11.5%	4,706	13.7%	4,967	12.7%	4,756	11.4%	4,017	9.9%
Animal action - Domestic	149	0.6%	175	0.6%	223	0.7%	41	0.1%	45	0.1%	52	0.1%
Slippery road surface	1,868	7.0%	1,214	4.5%	2,111	6.2%	1,151	3.0%	1,737	4.2%	1,859	4.6%
Snow drift	89	0.3%	126	0.5%	207	0.6%	15	<0.1%	118	0.3%	163	0.4%
Obstruction/debris on roadway	71	0.3%	117	0.4%	149	0.4%	116	0.3%	152	0.4%	202	0.5%
View obstructed/limited	224	0.8%	212	0.8%	296	0.9%	66	0.2%	106	0.3%	190	0.5%
Glare/reflection	54	0.2%	63	0.2%	84	0.2%	26	<0.1%	36	<0.1%	27	<0.1%
Construction zone	35	0.1%	26	<0.1%	49	0.1%	27	<0.1%	11	<0.1%	19	<0.1%
Defective driving surface	146	0.5%	138	0.5%	199	0.6%	45	0.1%	60	0.1%	118	0.3%
Shoulders defective	19	<0.1%	26	<0.1%	22	<0.1%	4	<0.1%	10	<0.1%	10	<0.1%
Lane markings inadequate	9	<0.1%	10	<0.1%	7	<0.1%	6	<0.1%	10	<0.1%	6	<0.1%
Defective/inoperative traffic control device	14	<0.1%	9	<0.1%	11	<0.1%	6	<0.1%	12	<0.1%	10	<0.1%
Weather	206	0.8%	223	0.8%	353	1.0%	158	0.4%	214	0.5%	189	0.5%
Pedestrian corridor in use	17	<0.1%	10	<0.1%	15	<0.1%	16	<0.1%	7	<0.1%	16	<0.1%
Uninvolved vehicle	57	0.2%	49	0.2%	58	0.2%	14	<0.1%	20	<0.1%	18	<0.1%
Uninvolved pedestrian	20	<0.1%	9	<0.1%	15	<0.1%	8	<0.1%	8	<0.1%	3	<0.1%
Presence of prior accident	23	<0.1%	18	<0.1%	20	<0.1%	4	<0.1%	9	<0.1%	1	<0.1%
No Contributing Factor(s) Identified	11,523	43.4%	11,909	43.8%	9,276	27.0%	3,507	9.0%	3,126	7.5%	2,144	5.3%
Not Stated	8	<0.1%	5	<0.1%	570	1.7%	0	-	0	-	14	<0.1%
Total	26,578	100%	27,172	100%	34,302	100%	38,972	100%	41,819	100%	40,672	100%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-7 Historical Summary of Contributing Factors Recorded for Victims of Collisions

Table 9-7
Summary of Contributing Factors for Victims (Killed and Injured, Combined) of Collisions: 2009 to 2014

Contributing Factor	2009 Total Victims	% of 2009 Total Victims	2010 Total Victims	% of 2010 Total Victims	2011 Total Victims	% of 2011 Total Victims	2012 Total Victims	% of 2012 Total Victims	2013 Total Victims	% of 2013 Total Victims	2014 Total Victims	% of 2014 Total Victims
Driver Action - Driving Properly and Human Condition - Apparently Normal	3,507	48.0%	3,762	52.8%	4,990	59.9%	8,678	81.7%	8,886	79.1%	9,314	80.8%
Driver Action - Driving properly	685	9.4%	630	8.8%	486	5.8%	348	3.3%	364	3.2%	322	2.8%
Any Driver Action	2,802	38.4%	2,641	37.0%	3,717	44.6%	5,866	55.2%	7,636	68.0%	8,559	74.2%
Following too closely	359	4.9%	420	5.9%	950	11.4%	2,191	20.6%	2,578	22.9%	3,051	26.5%
Turning improperly	190	2.6%	202	2.8%	284	3.4%	434	4.1%	717	6.4%	868	7.5%
Passing improperly	26	0.4%	36	0.5%	41	0.5%	53	0.5%	44	0.4%	32	0.3%
Changing lanes improperly	55	0.8%	66	0.9%	123	1.5%	270	2.5%	269	2.4%	363	3.1%
Fail to yield right-of-way	408	5.6%	408	5.7%	518	6.2%	550	5.2%	842	7.5%	1,078	9.4%
Disobey traffic control device/officer	287	3.9%	247	3.5%	258	3.1%	194	1.8%	245	2.2%	300	2.6%
Drive wrong way on roadway	7	<0.1%	19	0.3%	25	0.3%	17	0.2%	8	<0.1%	21	0.2%
Passing a vehicle at pedestrian X-walk	3	<0.1%	1	<0.1%	1	<0.1%	2	<0.1%	0	-	0	-
Back unsafely	25	0.3%	31	0.4%	68	0.8%	184	1.7%	214	1.9%	252	2.2%
Parking improperly	5	<0.1%	2	<0.1%	11	0.1%	8	<0.1%	10	<0.1%	12	0.1%
Lost control/Drive off road	544	7.5%	357	5.0%	366	4.4%	324	3.0%	459	4.1%	417	3.6%
Driverless vehicle ran out of control	3	<0.1%	2	<0.1%	1	<0.1%	2	<0.1%	6	<0.1%	1	<0.1%
Leave stop sign before safe to do so	150	2.1%	186	2.6%	211	2.5%	202	1.9%	301	2.7%	485	4.2%
Failed to signal	6	<0.1%	0	-	4	<0.1%	7	<0.1%	4	<0.1%	5	<0.1%
Take avoiding action	137	1.9%	109	1.5%	91	1.1%	67	0.6%	80	0.7%	92	0.8%
Driver inexperience	151	2.1%	114	1.6%	92	1.1%	56	0.5%	60	0.5%	46	0.4%
Pedestrian error/confusion	87	1.2%	83	1.2%	64	0.8%	25	0.2%	27	0.2%	25	0.2%
NET Speed	670	9.2%	457	6.4%	553	6.6%	543	5.1%	696	6.2%	878	7.6%
Exceeding speed limit	83	1.1%	80	1.1%	27	0.3%	15	0.1%	26	0.2%	19	0.2%
Driving too fast for conditions	357	4.9%	286	4.0%	448	5.4%	492	4.6%	646	5.8%	831	7.2%
Unsafe operating speed (Too fast or too slow)	249	3.4%	112	1.6%	85	1.0%	37	0.3%	29	0.3%	30	0.3%
NET Distracted driving	782	10.7%	709	9.9%	715	8.6%	1,249	11.8%	1,759	15.7%	2,344	20.3%
Careless Driving	358	4.9%	276	3.9%	403	4.8%	1,111	10.5%	1,621	14.4%	2,149	18.6%
Distraction/Inattention	458	6.3%	473	6.6%	348	4.2%	164	1.5%	161	1.4%	264	2.3%

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Section 9

Contributing Factors

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Contributing Factor	2009 Total Victims	% of 2009 Total Victims	2010 Total Victims	% of 2010 Total Victims	2011 Total Victims	% of 2011 Total Victims	2012 Total Victims	% of 2012 Total Victims	2013 Total Victims	% of 2013 Total Victims	2014 Total Victims	% of 2014 Total Victims
Human Condition - Apparently Normal	1,732	23.7%	1,747	24.5%	1,665	20.0%	2,264	21.3%	1,123	10.0%	1,377	11.9%
Any Human Condition	871	11.9%	816	11.4%	642	7.7%	315	3.0%	353	3.1%	200	1.7%
Loss of consciousness/Blackout prior to collision	27	0.4%	40	0.6%	28	0.3%	20	0.2%	26	0.2%	35	0.3%
Extreme fatigue/Fell asleep	65	0.9%	47	0.7%	51	0.6%	26	0.2%	39	0.3%	24	0.2%
Defective eyesight	6	<0.1%	3	<0.1%	3	<0.1%	5	<0.1%	0	-	9	<0.1%
Defective hearing	0	-	2	<0.1%	1	<0.1%	0	-	0	-	0	-
Medical disability	14	0.2%	10	0.1%	11	0.1%	5	<0.1%	2	<0.1%	7	<0.1%
Physical disability	10	0.1%	9	0.1%	9	0.1%	0	-	4	<0.1%	0	-
Mental disability	2	<0.1%	9	0.1%	9	0.1%	3	<0.1%	4	<0.1%	10	<0.1%
Mental confusion/Inability to remember	11	0.2%	12	0.2%	9	0.1%	7	<0.1%	12	0.1%	12	0.1%
Sudden illness	12	0.2%	4	<0.1%	9	0.1%	5	<0.1%	6	<0.1%	2	<0.1%
Exceed hours of service (commercial drivers only)	1	<0.1%	0	-	0	-	0	-	0	-	0	-
NET Impaired	293	4.0%	248	3.5%	190	2.3%	106	1.0%	118	1.1%	111	1.0%
Ability impaired alcohol	185	2.5%	165	2.3%	122	1.5%	76	0.7%	87	0.8%	68	0.6%
Ability impaired drugs	5	<0.1%	9	0.1%	5	<0.1%	1	<0.1%	1	<0.1%	10	<0.1%
Had been drinking/Suspected alcohol use	117	1.6%	87	1.2%	68	0.8%	34	0.3%	44	0.4%	39	0.3%
No Apparent (Vehicle) Defect	4,066	55.7%	4,340	60.9%	5,341	64.1%	9,009	84.8%	9,011	80.2%	9,593	83.2%
Any Vehicle Defect	93	1.3%	114	1.6%	49	0.6%	23	0.2%	45	0.4%	44	0.4%
Defective brakes	29	0.4%	27	0.4%	8	<0.1%	9	<0.1%	10	<0.1%	10	<0.1%
Defective steering	6	<0.1%	4	<0.1%	4	<0.1%	0	-	1	<0.1%	7	<0.1%
Defective headlights	4	<0.1%	11	0.2%	2	<0.1%	0	-	0	-	0	-
Defective brake lights	0	-	3	<0.1%	0	-	3	<0.1%	0	-	2	<0.1%
Defective lighting (unspecified)	1	<0.1%	4	<0.1%	3	<0.1%	0	-	4	<0.1%	1	<0.1%
Defective engine controls/drive train	7	<0.1%	13	0.2%	3	<0.1%	0	-	2	<0.1%	2	<0.1%
Defective suspension/wheels	3	<0.1%	6	<0.1%	3	<0.1%	0	-	11	<0.1%	4	<0.1%
Defective tires	10	0.1%	20	0.3%	23	0.3%	3	<0.1%	8	<0.1%	7	<0.1%
Tow hitch/yoke defective	2	<0.1%	8	0.1%	1	<0.1%	1	<0.1%	0	-	0	-
Defective exhaust system	1	<0.1%	1	<0.1%	0	-	3	<0.1%	0	-	0	-
Hood/tailgate/door/covering opened	12	0.2%	2	<0.1%	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	7	<0.1%	2	<0.1%	0	-	2	<0.1%	0	-	2	<0.1%
Vehicle modifications	0	-	1	<0.1%	1	<0.1%	0	-	1	<0.1%	1	<0.1%

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Section 9

Contributing Factors

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Contributing Factor	2009 Total Victims	% of 2009 Total Victims	2010 Total Victims	% of 2010 Total Victims	2011 Total Victims	% of 2011 Total Victims	2012 Total Victims	% of 2012 Total Victims	2013 Total Victims	% of 2013 Total Victims	2014 Total Victims	% of 2014 Total Victims
Fire	0	-	0	-	0	-	0	-	1	<0.1%	2	<0.1%
Overloaded/oversized	2	<0.1%	1	<0.1%	0	-	0	-	0	-	0	-
Load shifted/spilled	0	-	1	<0.1%	0	-	1	<0.1%	3	<0.1%	3	<0.1%
Jack-knife/trailer swing	4	<0.1%	3	<0.1%	0	-	0	-	4	<0.1%	3	<0.1%
Hydroplaning tires	8	0.1%	8	0.1%	2	<0.1%	1	<0.1%	5	<0.1%	0	-
Any Environmental Condition	1,042	14.3%	979	13.7%	1,172	14.1%	713	6.7%	911	8.1%	951	8.2%
Animal action - Wild	246	3.4%	239	3.4%	275	3.3%	274	2.6%	240	2.1%	218	1.9%
Animal action - Domestic	21	0.3%	20	0.3%	39	0.5%	1	<0.1%	7	<0.1%	9	<0.1%
Slippery road surface	498	6.8%	374	5.2%	558	6.7%	290	2.7%	475	4.2%	491	4.3%
Snow drift	18	0.2%	27	0.4%	39	0.5%	1	<0.1%	16	0.1%	27	0.2%
Obstruction/debris on roadway	22	0.3%	30	0.4%	29	0.3%	10	<0.1%	12	0.1%	14	0.1%
View obstructed/limited	96	1.3%	67	0.9%	89	1.1%	22	0.2%	44	0.4%	77	0.7%
Glare/reflection	21	0.3%	31	0.4%	32	0.4%	17	0.2%	13	0.1%	15	0.1%
Construction zone	10	0.1%	15	0.2%	5	<0.1%	9	<0.1%	9	<0.1%	6	<0.1%
Defective driving surface	44	0.6%	77	1.1%	58	0.7%	16	0.2%	18	0.2%	14	0.1%
Shoulders defective	4	<0.1%	10	0.1%	7	<0.1%	1	<0.1%	6	<0.1%	7	<0.1%
Lane markings inadequate	3	<0.1%	2	<0.1%	5	<0.1%	1	<0.1%	1	<0.1%	3	<0.1%
Defective/inoperative traffic control device	10	0.1%	3	<0.1%	5	<0.1%	1	<0.1%	10	<0.1%	6	<0.1%
Weather	102	1.4%	99	1.4%	120	1.4%	69	0.6%	74	0.7%	74	0.6%
Pedestrian corridor in use	21	0.3%	6	<0.1%	11	0.1%	11	0.1%	3	<0.1%	9	<0.1%
Uninvolved vehicle	22	0.3%	23	0.3%	14	0.2%	3	<0.1%	7	<0.1%	5	<0.1%
Uninvolved pedestrian	8	0.1%	4	<0.1%	7	<0.1%	5	<0.1%	2	<0.1%	0	-
Presence of prior accident	17	0.2%	16	0.2%	13	0.2%	0	-	4	<0.1%	2	<0.1%
No Contributing Factor(s) Identified	3,005	41.2%	2,900	40.7%	2,605	31.2%	1,605	15.1%	1,386	12.3%	933	8.1%
Not Stated	2	<0.1%	1	<0.1%	178	2.1%	0	-	0	-	4	<0.1%
Total	7,302	100%	7,130	100%	8,337	100%	10,623	100%	11,234	100%	11,529	100%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each year will add to more than the total victims for that year.

Table 9-8 Historical Summary of Contributing Factors Recorded for Drivers Involved in CollisionsTable 9-8
Summary of Contributing Factors for Drivers Involved in Collisions: 2009 to 2014

Contributing Factor	2009 Total Drivers	% of 2009 Total Drivers	2010 Total Drivers	% of 2010 Total Drivers	2011 Total Drivers	% of 2011 Total Drivers	2012 Total Drivers	% of 2012 Total Drivers	2013 Total Drivers	% of 2013 Total Drivers	2014 Total Drivers	% of 2014 Total Drivers
Driver Action - Driving Properly and Human Condition - Apparently Normal	11,958	29.1%	13,243	31.3%	18,204	35.5%	29,010	49.3%	26,101	41.1%	25,040	40.9%
Driver Action - Driving properly	2,397	5.8%	2,297	5.4%	1,882	3.7%	843	1.4%	863	1.4%	790	1.3%
Any Driver Action	7,313	17.8%	7,422	17.5%	12,805	25.0%	20,397	34.6%	26,087	41.1%	26,978	44.0%
Following too closely	1,110	2.7%	1,433	3.4%	2,973	5.8%	5,269	8.9%	6,207	9.8%	6,607	10.8%
Turning improperly	572	1.4%	700	1.7%	859	1.7%	1,528	2.6%	2,053	3.2%	2,258	3.7%
Passing improperly	124	0.3%	139	0.3%	131	0.3%	129	0.2%	173	0.3%	150	0.2%
Changing lanes improperly	362	0.9%	438	1.0%	821	1.6%	1,363	2.3%	1,642	2.6%	1,794	2.9%
Fail to yield right-of-way	1,123	2.7%	1,084	2.6%	1,393	2.7%	1,370	2.3%	2,070	3.3%	2,188	3.6%
Disobey traffic control device/officer	480	1.2%	493	1.2%	521	1.0%	356	0.6%	442	0.7%	437	0.7%
Drive wrong way on roadway	22	<0.1%	29	<0.1%	40	<0.1%	9	<0.1%	11	<0.1%	38	<0.1%
Passing a vehicle at pedestrian X-walk	3	<0.1%	2	<0.1%	1	<0.1%	2	<0.1%	0	-	0	-
Back unsafely	479	1.2%	498	1.2%	1,406	2.7%	2,665	4.5%	2,827	4.5%	2,960	4.8%
Parking improperly	37	<0.1%	37	<0.1%	80	0.2%	101	0.2%	96	0.2%	147	0.2%
Lost control/Drive off road	849	2.1%	578	1.4%	986	1.9%	1,062	1.8%	1,597	2.5%	1,414	2.3%
Driverless vehicle ran out of control	7	<0.1%	7	<0.1%	7	<0.1%	16	<0.1%	12	<0.1%	28	<0.1%
Leave stop sign before safe to do so	259	0.6%	317	0.7%	440	0.9%	495	0.8%	750	1.2%	1,013	1.7%
Failed to signal	17	<0.1%	11	<0.1%	18	<0.1%	16	<0.1%	8	<0.1%	17	<0.1%
Take avoiding action	428	1.0%	355	0.8%	433	0.8%	353	0.6%	408	0.6%	458	0.7%
Driver inexperience	344	0.8%	249	0.6%	281	0.5%	161	0.3%	145	0.2%	122	0.2%
Pedestrian error/confusion	23	<0.1%	22	<0.1%	20	<0.1%	26	<0.1%	17	<0.1%	28	<0.1%
NET Speed	1,453	3.5%	1,082	2.6%	1,621	3.2%	1,890	3.2%	2,420	3.8%	3,081	5.0%
Exceeding speed limit	117	0.3%	103	0.2%	56	0.1%	16	<0.1%	15	<0.1%	26	<0.1%
Driving too fast for conditions	1,095	2.7%	841	2.0%	1,441	2.8%	1,813	3.1%	2,363	3.7%	3,024	4.9%
Unsafe operating speed (Too fast or too slow)	278	0.7%	159	0.4%	139	0.3%	66	0.1%	45	<0.1%	34	<0.1%
NET Distracted driving	1,613	3.9%	1,492	3.5%	2,382	4.6%	4,767	8.1%	6,702	10.6%	8,471	13.8%
Careless Driving	623	1.5%	445	1.1%	1,437	2.8%	4,461	7.6%	6,407	10.1%	8,140	13.3%
Distraction/Inattention	1,075	2.6%	1,105	2.6%	1,018	2.0%	372	0.6%	354	0.6%	460	0.8%

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Section 9

Contributing Factors

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Contributing Factor	2009 Total Drivers	% of 2009 Total Drivers	2010 Total Drivers	% of 2010 Total Drivers	2011 Total Drivers	% of 2011 Total Drivers	2012 Total Drivers	% of 2012 Total Drivers	2013 Total Drivers	% of 2013 Total Drivers	2014 Total Drivers	% of 2014 Total Drivers
Human Condition - Apparently Normal	6,309	15.4%	6,033	14.3%	6,111	11.9%	7,037	12.0%	3,048	4.8%	3,826	6.2%
Any Human Condition	1,637	4.0%	1,630	3.9%	1,397	2.7%	602	1.0%	592	0.9%	230	0.4%
Loss of consciousness/Blackout prior to collision	35	<0.1%	50	0.1%	44	<0.1%	33	<0.1%	34	<0.1%	36	<0.1%
Extreme fatigue/Fell asleep	95	0.2%	97	0.2%	87	0.2%	63	0.1%	63	<0.1%	59	<0.1%
Defective eyesight	15	<0.1%	8	<0.1%	6	<0.1%	12	<0.1%	2	<0.1%	4	<0.1%
Defective hearing	2	<0.1%	4	<0.1%	2	<0.1%	1	<0.1%	0	-	0	-
Medical disability	23	<0.1%	19	<0.1%	12	<0.1%	6	<0.1%	10	<0.1%	10	<0.1%
Physical disability	15	<0.1%	10	<0.1%	16	<0.1%	1	<0.1%	2	<0.1%	1	<0.1%
Mental disability	6	<0.1%	8	<0.1%	2	<0.1%	2	<0.1%	4	<0.1%	4	<0.1%
Mental confusion/Inability to remember	24	<0.1%	20	<0.1%	20	<0.1%	13	<0.1%	22	<0.1%	15	<0.1%
Sudden illness	16	<0.1%	8	<0.1%	10	<0.1%	10	<0.1%	8	<0.1%	5	<0.1%
Exceed hours of service (commercial drivers only)	1	<0.1%	0	-	1	<0.1%	0	-	0	-	0	-
NET Impaired	374	0.9%	344	0.8%	217	0.4%	118	0.2%	117	0.2%	110	0.2%
Ability impaired alcohol	246	0.6%	209	0.5%	139	0.3%	93	0.2%	93	0.1%	72	0.1%
Ability impaired drugs	16	<0.1%	11	<0.1%	10	<0.1%	1	<0.1%	3	<0.1%	7	<0.1%
Had been drinking/Suspected alcohol use	137	0.3%	142	0.3%	75	0.1%	29	<0.1%	30	<0.1%	36	<0.1%
No Apparent (Vehicle) Defect	16,395	39.9%	17,631	41.7%	21,567	42.1%	33,658	57.2%	26,885	42.3%	28,156	45.9%
Any Vehicle Defect	206	0.5%	216	0.5%	216	0.4%	163	0.3%	188	0.3%	282	0.5%
Defective brakes	48	0.1%	65	0.2%	39	<0.1%	17	<0.1%	14	<0.1%	22	<0.1%
Defective steering	17	<0.1%	17	<0.1%	13	<0.1%	3	<0.1%	4	<0.1%	10	<0.1%
Defective headlights	7	<0.1%	6	<0.1%	3	<0.1%	0	-	0	-	0	-
Defective brake lights	1	<0.1%	3	<0.1%	3	<0.1%	1	<0.1%	3	<0.1%	6	<0.1%
Defective lighting (unspecified)	4	<0.1%	6	<0.1%	4	<0.1%	0	-	3	<0.1%	3	<0.1%
Defective engine controls/drive train	14	<0.1%	20	<0.1%	13	<0.1%	6	<0.1%	8	<0.1%	7	<0.1%
Defective suspension/wheels	11	<0.1%	19	<0.1%	27	<0.1%	25	<0.1%	31	<0.1%	40	<0.1%
Defective tires	33	<0.1%	40	<0.1%	46	<0.1%	27	<0.1%	35	<0.1%	80	0.1%
Tow hitch/yoke defective	5	<0.1%	10	<0.1%	17	<0.1%	14	<0.1%	15	<0.1%	12	<0.1%
Defective exhaust system	1	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%	0	-	0	-
Hood/tailgate/door/covering opened	22	<0.1%	2	<0.1%	2	<0.1%	4	<0.1%	3	<0.1%	4	<0.1%
Defective glazing (obscured windows)	12	<0.1%	5	<0.1%	2	<0.1%	3	<0.1%	2	<0.1%	3	<0.1%
Vehicle modifications	3	<0.1%	0	-	2	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%
Fire	0	-	1	<0.1%	0	-	2	<0.1%	3	<0.1%	6	<0.1%
Overloaded/oversized	4	<0.1%	3	<0.1%	4	<0.1%	2	<0.1%	0	-	1	<0.1%

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Section 9

Contributing Factors

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Contributing Factor	2009 Total Drivers	% of 2009 Total Drivers	2010 Total Drivers	% of 2010 Total Drivers	2011 Total Drivers	% of 2011 Total Drivers	2012 Total Drivers	% of 2012 Total Drivers	2013 Total Drivers	% of 2013 Total Drivers	2014 Total Drivers	% of 2014 Total Drivers
Load shifted/spilled	10	<0.1%	9	<0.1%	19	<0.1%	15	<0.1%	16	<0.1%	21	<0.1%
Jack-knife/trailer swing	9	<0.1%	6	<0.1%	16	<0.1%	39	<0.1%	43	<0.1%	67	0.1%
Hydroplaning tires	7	<0.1%	7	<0.1%	6	<0.1%	4	<0.1%	10	<0.1%	3	<0.1%
Any Environmental Condition	5,964	14.5%	5,490	13.0%	8,256	16.1%	6,630	11.3%	7,240	11.4%	6,829	11.1%
Animal action - Wild	3,036	7.4%	3,137	7.4%	4,708	9.2%	4,969	8.4%	4,757	7.5%	4,017	6.6%
Animal action - Domestic	149	0.4%	175	0.4%	226	0.4%	41	<0.1%	45	<0.1%	52	<0.1%
Slippery road surface	2,012	4.9%	1,316	3.1%	2,190	4.3%	1,152	2.0%	1,740	2.7%	1,862	3.0%
Snow drift	96	0.2%	132	0.3%	215	0.4%	15	<0.1%	118	0.2%	164	0.3%
Obstruction/debris on roadway	74	0.2%	125	0.3%	147	0.3%	116	0.2%	153	0.2%	202	0.3%
View obstructed/limited	240	0.6%	229	0.5%	305	0.6%	65	0.1%	104	0.2%	191	0.3%
Glare/reflection	53	0.1%	65	0.2%	84	0.2%	26	<0.1%	36	<0.1%	27	<0.1%
Construction zone	37	<0.1%	32	<0.1%	51	<0.1%	27	<0.1%	11	<0.1%	20	<0.1%
Defective driving surface	145	0.4%	135	0.3%	198	0.4%	45	<0.1%	60	<0.1%	118	0.2%
Shoulders defective	19	<0.1%	26	<0.1%	22	<0.1%	4	<0.1%	10	<0.1%	11	<0.1%
Lane markings inadequate	10	<0.1%	11	<0.1%	8	<0.1%	6	<0.1%	10	<0.1%	6	<0.1%
Defective/inoperative traffic control device	14	<0.1%	11	<0.1%	12	<0.1%	6	<0.1%	12	<0.1%	10	<0.1%
Weather	220	0.5%	240	0.6%	364	0.7%	159	0.3%	215	0.3%	191	0.3%
Pedestrian corridor in use	9	<0.1%	9	<0.1%	14	<0.1%	14	<0.1%	7	<0.1%	13	<0.1%
Uninvolved vehicle	59	0.1%	51	0.1%	61	0.1%	13	<0.1%	20	<0.1%	18	<0.1%
Uninvolved pedestrian	25	<0.1%	8	<0.1%	14	<0.1%	7	<0.1%	7	<0.1%	2	<0.1%
Presence of prior accident	28	<0.1%	22	<0.1%	23	<0.1%	4	<0.1%	9	<0.1%	1	<0.1%
No Contributing Factor(s) Identified	13,445	32.7%	14,082	33.3%	11,540	22.5%	3,304	5.6%	2,969	4.7%	1,953	3.2%
Not Stated	2	<0.1%	2	<0.1%	0	-	0	-	0	-	13	<0.1%
Total	41,097	100%	42,310	100%	51,279	100%	58,877	100%	63,501	100%	61,294	100%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-9 Summary of 'Speed', 'Distracted driving' and 'Impaired' as Contributing FactorsTable 9-9
Summary of 'Speed', 'Distracted driving' & 'Impaired' as Contributing Factors: 2009 to 2014

		2009	2010	2011	2012	2013	2009-2013 average	2014
NET Speed ('Exceeding speed limit', 'Driving too fast for conditions' and 'Unsafe operating speed (too fast or too slow)' combined)								
Collisions	All collisions	1,436 5.4%	1,078 4.0%	1,627 4.7%	1,891 4.9%	2,418 5.8%	1,690 5.0%	3,076 7.6%
	Fatal collisions	23 27.7%	20 25.6%	30 31.9%	17 19.1%	10 14.5%	20 24.2%	11 17.2%
	Injury collisions	424 7.9%	285 5.3%	348 5.5%	393 4.7%	499 5.7%	390 5.7%	683 7.6%
Victims	All victims (killed or injured)	670 9.2%	457 6.4%	553 6.6%	543 5.1%	696 6.2%	584 6.5%	878 7.6%
	People killed	24 27.9%	23 26.4%	37 33.6%	19 19.8%	14 16.5%	23 25.2%	12 17.6%
	People seriously injured	53 13.8%	43 13.8%	56 16.6%	35 10.3%	38 12.4%	45 13.4%	35 12.3%
Driver Involvement (/10,000 drivers)	All collisions	18.5	13.6	20.0	22.6	28.3	20.8	35.4
	Fatal collisions	0.3	0.3	0.4	0.2	0.1	0.2	0.1
	Injury collisions	5.5	3.6	4.3	4.7	5.8	4.8	7.9
NET Distracted driving ('Distraction/ inattention' and 'Careless driving' combined)								
Collisions	All collisions	1,630 6.1%	1,534 5.6%	2,415 7.0%	4,780 12.3%	6,709 16.0%	3,414 10.1%	8,468 20.8%
	Fatal collisions	19 22.9%	30 38.5%	24 25.5%	35 39.3%	18 26.1%	25 30.5%	17 26.6%
	Injury collisions	522 9.7%	452 8.4%	477 7.6%	948 11.4%	1,357 15.5%	751 11.0%	1,810 20.1%
Victims	All victims (killed or injured)	782 10.7%	709 9.9%	715 8.6%	1,249 11.8%	1,759 15.7%	1,043 11.7%	2,344 20.3%
	People killed	20 23.3%	31 35.6%	30 27.3%	37 38.5%	28 32.9%	29 31.5%	18 26.5%
	People seriously injured	62 16.1%	56 17.9%	46 13.6%	45 13.3%	64 20.8%	55 16.3%	83 29.2%
Driver Involvement (/10,000 drivers)	All collisions	21.0	19.4	29.7	57.0	78.4	41.6	97.5
	Fatal collisions	0.2	0.4	0.3	0.4	0.2	0.3	0.2
	Injury collisions	6.7	5.7	5.9	11.3	15.9	9.0	20.9
NET Impaired ('Impaired by alcohol', 'Impaired by drugs' and 'Had been drinking/Suspected alcohol use' combined)								
Collisions	All collisions	405 1.5%	373 1.4%	230 0.7%	123 0.3%	119 0.3%	250 0.7%	115 0.3%
	Fatal collisions	23 27.7%	21 26.9%	21 22.3%	28 31.5%	15 21.7%	22 26.2%	19 29.7%
	Injury collisions	160 3.0%	135 2.5%	88 1.4%	36 0.4%	50 0.6%	94 1.4%	45 0.5%
Victims	All victims (killed or injured)	293 4.0%	248 3.5%	190 2.3%	106 1.0%	118 1.1%	191 2.1%	111 1.0%
	People killed	25 29.1%	22 25.3%	27 24.5%	32 33.3%	19 22.4%	25 26.9%	19 27.9%
	People seriously injured	46 12.0%	40 12.8%	38 11.3%	23 6.8%	32 10.4%	36 10.7%	22 7.7%
Driver Involvement (/10,000 drivers)	All collisions	5.2	4.7	2.8	1.5	1.4	2.9	1.3
	Fatal collisions	0.3	0.3	0.3	0.3	0.2	0.2	0.2
	Injury collisions	2.1	1.7	1.1	0.4	0.6	1.0	0.5

NOTE: Proportions provided for each contributing factor in a specific category are for the count of contributing factor as a portion of all collisions in the specific category. E.g., the proportion of fatal collisions where speed is a factor is derived from the count of fatal collisions in the specific year where speed is a factor divided by the total fatal collisions in that year.

SECTION 10 - National Safety Code Monitoring Report



Introduction

This section counts the number of commercial vehicles involved in collisions, the severity of those collisions and the victims killed and injured in those collisions. This section includes only commercial vehicles with a National Safety Code (NSC).

Key Highlights

In 2014, there are 1,897 commercial vehicles involved in traffic collisions. Of these:

- 17 are involved in fatal collisions;
- 402 are involved in injury collisions; and,
- 1,478 are involved in PDO collisions.

Traffic collisions where at least one commercial vehicle is involved resulted in a total of 531 victims in 2014, including:

- 14 people killed;
- 30 people seriously injured; and,
- 487 people where the injury is minor, minimal or unspecified.

Major Elements Examined

Counts of NSC commercial vehicles involved in collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of collisions is not equal to the number of vehicles involved in those collisions, nor does it equal the number of victims in those collisions. All collisions reported involve at least one vehicle, but may involve more than one as well. Likewise, a single collision could involve no victims, or one or more victims.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2009 to 2013. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

The reader is cautioned that not all victims in a collision involving an NSC commercial vehicle will be a driver or passenger in the commercial vehicle. This section counts the number of total victims resulting from a collision where a commercial vehicle was involved, not just the victims in the commercial vehicle.

Terms and Definitions

“Collision severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required).

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“Light Duty Vehicles”

- A classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: passenger vehicles (automobile), mini/multi-purpose van, van under 4,500 kg and pick-up under 4,500 kg.

“NSC Commercial Vehicles”

- The National Safety Code (NSC) is a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: “Truck greater than 4,500 kilograms (unit chassis)”, “Power Unit for Semi-Trailer”, “Truck (Other)” (where the type and size of truck is unknown), “School Bus”, “Transit Bus (Urban)”, “Inter-City Bus”, and “Bus (Other)”. These vehicles bear a National Safety Code Number and are entered onto the National Safety Code Collision Monitoring Report.

“Truck greater than 4,500 kilograms (unit chassis)”

- A vehicle category that includes all straight trucks with a gross vehicle mass 4,500 kg and over on the vehicle registration. This does not include truck tractors with a fifth wheel assembly.

“Power Unit for Semi-Trailer”

- A vehicle category that includes truck tractors used for the moving of cargo in or on a trailer by means of a fifth wheel connection. This does not include pickups equipped with a fifth wheel.

“Truck (Other)”

- A vehicle category used if the type and size of truck is unknown.

“School Bus”

- A vehicle category that includes a bus authorized for the transportation of students to or from school and related school activities.

“Transit Bus (Urban)”

- A vehicle category that includes a bus used for commercial carrying of passengers within an urban area.

“Inter-City Bus”

- A vehicle category that includes a bus licensed for inter-city or provincial travel.

“Bus (Other)”

- A vehicle category that includes personal use of buses and bus type conversions, but does not include original equipment manufacturer type; for example, buses converted to motor homes.

“Contributing Factor”

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

“At-fault Contributing Factor”

- A contributing factor where some action or condition other than “driving properly” and “apparently normal” has been noted.

“Driver Action”

- A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision.

“Human Condition”

- A category of contributing factors attributed to the physical or mental condition of a driver immediately prior to a collision, most often that limit the driver’s ability to drive safely or properly.

“Vehicle Condition”

- A category of contributing factors attributed to the physical condition of a vehicle immediately prior to a collision.

“Environmental Condition”

- A category of contributing factors attributed to environmental conditions (i.e., weather, road surface and animal actions) immediately prior to a collision.

“Pre-collision activity”

- The action of a vehicle immediately prior to involvement in a collision. This is an indication of what the vehicle was doing prior to the accident or to the driver realizing that a collision may occur and does not include vehicle maneuver to avoid the collision.

Table 10-1 NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type and Collision Severity

Table 10-1

NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type and Collision Severity: 2014, 2009-2013 Average

Vehicle Category	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Vehicles				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Truck >4,500 kgs Unit Chassis	6	35.3%	203	50.5%	873	59.1%	1,082	57.0%	4	138	615	757	24.0%
Power Unit (Semi-Trailer)	9	52.9%	119	29.6%	372	25.2%	500	26.4%	7	103	370	480	15.2%
Truck - Other	1	5.9%	28	7.0%	51	3.5%	80	4.2%	7	356	1,331	1,694	53.7%
School Bus	0	-	1	0.2%	0	-	1	<0.1%	1	7	31	40	1.3%
Transit Bus - Urban	0	-	29	7.2%	69	4.7%	98	5.2%	<1	31	61	93	2.9%
Para-Transit Bus	0	-	1	0.2%	4	0.3%	5	0.3%	-	2	4	5	0.2%
Inter-City Bus	0	-	1	0.2%	9	0.6%	10	0.5%	-	5	13	18	0.6%
Bus - Other	1	5.9%	20	5.0%	100	6.8%	121	6.4%	-	13	56	69	2.2%
Total	17	100%	402	100%	1,478	100%	1,897	100%	19	655	2,481	3,155	100%

Note: Counts of vehicles in the 2009-2013 average may not add to the total due to rounding.

In 2014, there are 1,897 commercial vehicles involved in traffic collisions. Of these:

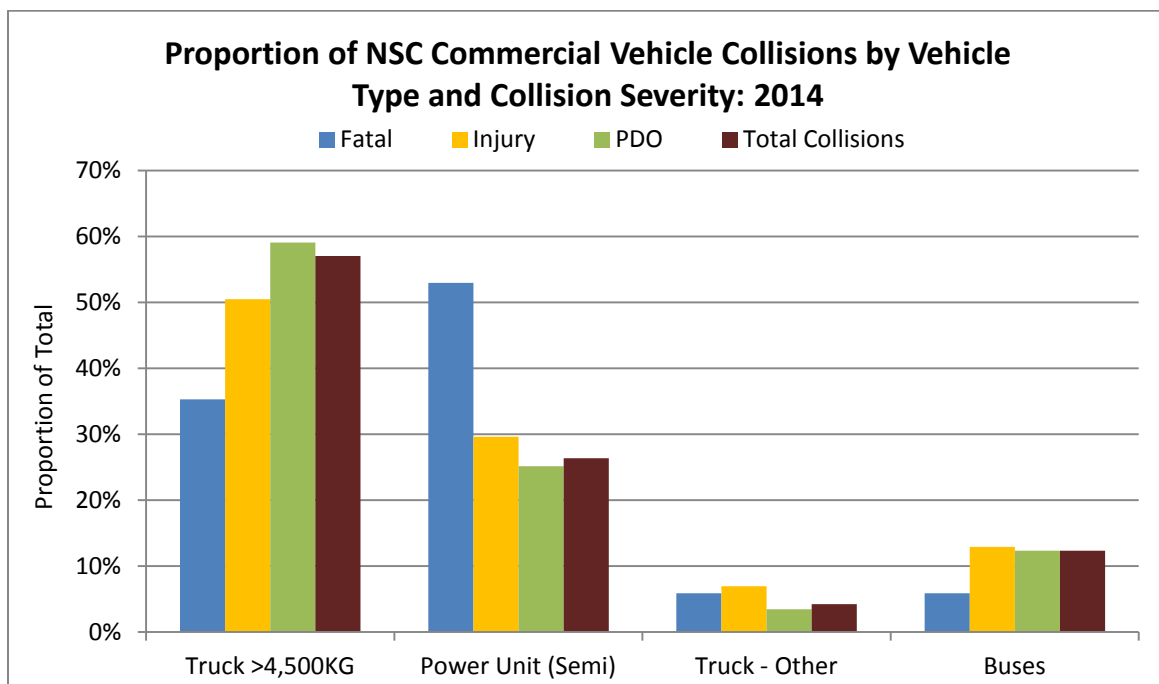
- 17 are involved in fatal collisions;
- 402 are involved in injury collisions; and,
- 1,478 are involved in PDO collisions.

The number of NSC commercial vehicles involved in collisions in 2014 has decreased substantially (by 40%, a count of 1,258) compared to the previous five year (2009 to 2013) annual average. Compared to the previous five years, the number of NSC commercial vehicles in 2014 involved in:

- Fatal collisions decreased by a count of 2;
- Injury collisions decreased by a count of 253 (a 39% decrease); and,
- PDO collisions decreased by a count of 1,003 (a 40% decrease).

NOTE: For a detailed historical count of NSC Commercial Vehicles involved in traffic collisions occurring in each year from 2009 to 2013, please refer to “*Table 10-5 Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type*” at the end of this section.

Figure 10-1 Proportion of NSC Commercial Vehicles by Vehicle Type and Collision Severity



In 2014, trucks with a unit chassis greater than 4,500 kilograms and power units for semi-trailers combined account for 83% of the commercial vehicles involved in traffic collisions.

- Power units for semi-trailers account for 9 of the 17 commercial vehicles involved in fatal collisions; and,
- Trucks with unit chassis greater than 4,500 kilograms account for 6 of the 17 commercial vehicles involved in fatal collisions.

Table 10-2 Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty TypeTable 10-2
Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type: 2014

Vehicle Type	2014 Casualty Type												2014 Total Victims	% of 2014 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Truck >4,500 kgs Unit Chassis	5	35.7%	12	40.0%	57	40.1%	184	54.1%	2	40.0%	255	49.3%	260	49.0%
Power Unit (Semi-Trailer)	8	57.1%	15	50.0%	50	35.2%	85	25.0%	1	20.0%	151	29.2%	159	29.9%
Truck - Other	0	-	2	6.7%	8	5.6%	23	6.8%	2	40.0%	35	6.8%	35	6.6%
School Bus	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Transit Bus - Urban	0	-	1	3.3%	11	7.7%	26	7.6%	0	-	38	7.4%	38	7.2%
Para-Transit Bus	0	-	0	-	0	-	1	0.3%	0	-	1	0.2%	1	0.2%
Inter-City Bus	0	-	0	-	1	0.7%	0	-	0	-	1	0.2%	1	0.2%
Bus - Other	1	7.1%	0	-	15	10.6%	21	6.2%	0	-	36	7.0%	37	7.0%
Total	14	100%	30	100%	142	100%	340	100%	5	100%	517	100%	531	100%

Table 10-2a Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type for Previous Five YearsTable 10-2a
Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type: 2009-2013 Average

Vehicle Type	2009-2013 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Truck >4,500 kgs Unit Chassis	4	10	54	97	9	170	174	20.6%
Power Unit (Semi-Trailer)	8	12	52	52	7	123	131	15.4%
Truck - Other	8	19	150	200	82	451	459	54.3%
School Bus	2	1	5	4	1	12	13	1.6%
Transit Bus - Urban	<1	2	12	22	4	40	41	4.8%
Para-Transit Bus	-	-	<1	2	<1	3	3	0.3%
Inter-City Bus	-	<1	6	2	1	10	10	1.1%
Bus - Other	-	1	5	10	<1	16	16	1.9%
Total	22	47	285	389	104	825	846	100%

Note: Counts of victims in the 2009-2013 average may not add to the total due to rounding.

Traffic collisions where at least one commercial vehicle is involved resulted in a total of 531 victims in 2014, including:

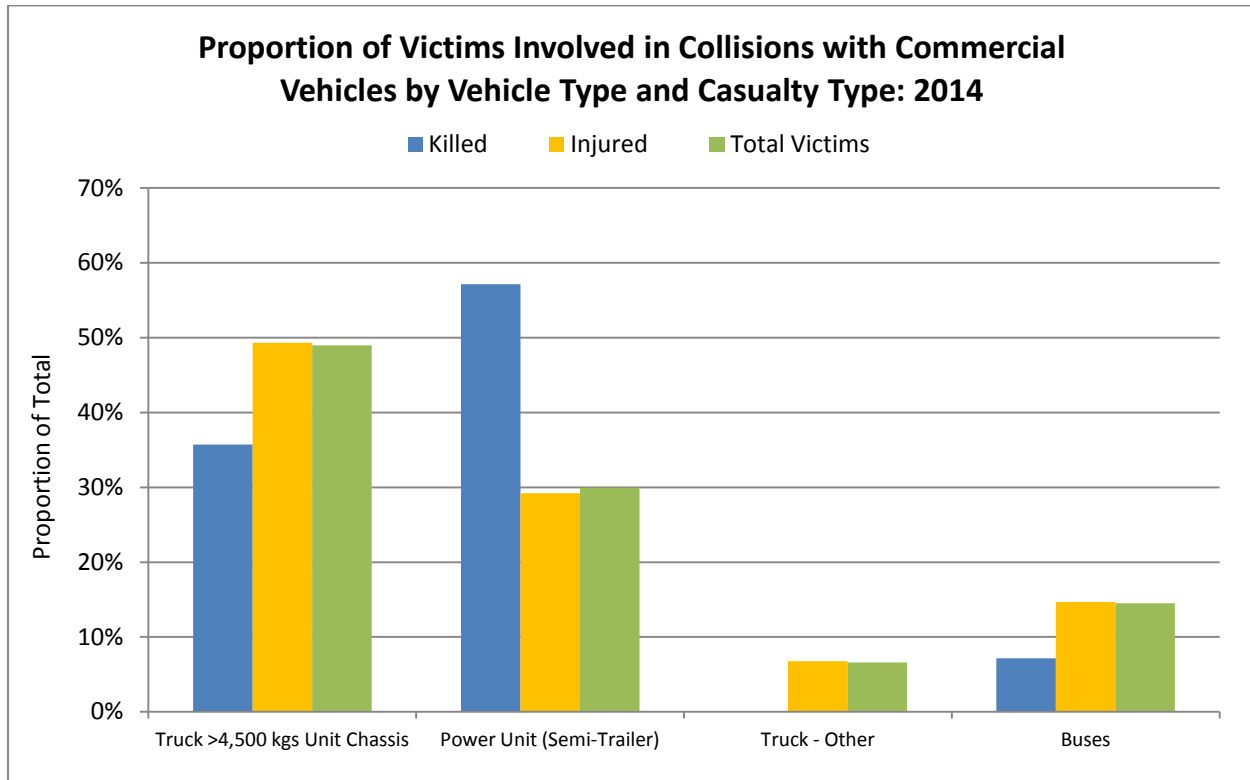
- 14 people killed;
- 30 people seriously injured; and,
- 487 people where the injury is minor, minimal or unspecified.

Collisions involving commercial vehicles in 2014 resulted in fewer people killed and injured when compared to the previous five year (2009 to 2013) annual average. In 2014:

- The number of people killed decreased by a count of 8 compared to the previous five years;
- The number of people seriously injured decreased by a count of 17 (a 36% decrease) compared to the previous five years; and,
- The number of people injured overall decreased by a count of 308 (a 37% decrease) compared to the previous five years.

NOTE: For a detailed historical count of traffic collision victims where an NSC Commercial Vehicle was involved in each year from 2009 to 2013, please refer to "Table 10-6 Historical Summary of Traffic Collision Victims where an NSC Commercial Vehicle is Involved by Vehicle Type" at the end of this section.

Figure 10-2 Proportion of Victims Involved in Collisions with NSC Commercial Vehicles by Vehicle Type and Casualty Type



In 2014, collisions involving trucks with unit chassis greater than 4,500 kilograms along with power units for semi-trailers make up the largest proportions of NSC vehicles involved where someone is killed (13 of 14 people killed) or injured (nearly 79% of people injured).

Table 10-3 Commercial Vehicle Involvement in Traffic Collisions by Pre-Collision Activity and Collision Severity

Table 10-3

NSC Commercial Vehicles Involved in Traffic Collisions by Pre-Collision Activity and Collision Severity: 2014, 2009-2013 Average

Pre-Collision Activity	2014 Collision Severity						2014 Total	% of 2014 Total	2009-2013 Average Count of Vehicles				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Going Straight Ahead	9	52.9%	118	29.4%	436	29.5%	563	29.7%	13	312	1,029	1,354	42.9%
Turning Left	0	-	18	4.5%	63	4.3%	81	4.3%	<1	49	159	208	6.6%
Turning Right	1	5.9%	5	1.2%	59	4.0%	65	3.4%	1	19	109	130	4.1%
Making U Turn	0	-	1	0.2%	1	<0.1%	2	0.1%	-	1	8	10	0.3%
Changing Lanes – Left	0	-	1	0.2%	11	0.7%	12	0.6%	-	5	34	39	1.2%
Changing Lanes – Right	0	-	7	1.7%	13	0.9%	20	1.1%	-	7	33	40	1.3%
Merging	0	-	0	-	3	0.2%	3	0.2%	<1	5	23	28	0.9%
Reversing	0	-	3	0.7%	118	8.0%	121	6.4%	-	5	121	126	4.0%
Overtaking	0	-	0	-	2	0.1%	2	0.1%	<1	2	9	12	0.4%
Slowing/Stopping on Roadway	1	5.9%	9	2.2%	38	2.6%	48	2.5%	-	26	79	106	3.4%
Stopped in Traffic	0	-	23	5.7%	73	4.9%	96	5.1%	<1	68	224	292	9.2%
Starting in Traffic	0	-	8	2.0%	15	1.0%	23	1.2%	-	7	19	26	0.8%
Leave Parking Position/Roadside	0	-	1	0.2%	5	0.3%	6	0.3%	-	2	8	9	0.3%
Enter Parking Position/Roadside	0	-	2	0.5%	12	0.8%	14	0.7%	-	<1	7	8	0.2%
Parked Legally	0	-	1	0.2%	19	1.3%	20	1.1%	<1	5	91	96	3.1%
Parked Illegally	0	-	1	0.2%	1	<0.1%	2	0.1%	-	<1	4	4	0.1%
Swerving	1	5.9%	1	0.2%	8	0.5%	10	0.5%	<1	3	11	15	0.5%
Other	0	-	5	1.2%	28	1.9%	33	1.7%	<1	2	11	13	0.4%
Not Applicable/Unknown	5	29.4%	198	49.3%	573	38.8%	776	40.9%	2	136	501	639	20.3%
Total	17	100%	402	100%	1,478	100%	1,897	100%	19	655	2,481	3,155	100%

Note: Counts of vehicles in the 2009-2013 average may not add to the total due to rounding.

In 2014, most NSC commercial vehicles involved in a collision were “going straight ahead” when the collision occurred (30% of NSC vehicles involved in collisions; 53% of NSC vehicles involved in fatal collisions; 29% of NSC vehicles involved in injury collisions; and nearly 30% of NSC vehicles involved in PDO collisions). In the previous five year (2009 to 2013) annual average, “going straight ahead” was noted as the pre-collision action for 43% of all commercial vehicles involved in a collision.

Other noteworthy pre-collision actions for commercial vehicles involved in collisions in 2014 include:

- Stopped or stopping (“stopped in traffic” and “slowing/stopping on roadway” combined) – 8%;
- Turning (“turning left” and “turning right” combined) – 8%; and,
- Reversing – 6% of all collisions.

Considering fatal collisions, there are very few pre-collision actions noted in 2014. “Going straight ahead” was noted for 9 of 17 vehicles involved in a fatal collision. “Turning right” was noted for one NSC vehicle involved in a fatal crash, as was “swerving” and “slowing/stopping on roadway”.

Commercial vehicles involved in injury collisions in 2014 were noted most often as “going straight ahead” (29%). Other pre-collision actions of commercial vehicles involved in injury collisions include:

- Stopped or stopping (“stopped in traffic” and “slowing/stopping on roadway” combined) – 8%;
- Turning (“turning left” and “turning right” combined) – 6%;
- Starting in traffic – 2%; and,
- Changing lanes (left or right) – 2%.

Table 10-4 NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity

Table 10-4
NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity: 2014

Contributing Factor	2014 Collision Severity						2014 Total	% of 2014 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	7	41.2%	162	40.3%	565	38.2%	734	38.7%
Driver Action - Driving properly	0	-	4	1.0%	30	2.0%	34	1.8%
Any Driver Action	6	35.3%	124	30.8%	501	33.9%	631	33.3%
Follow too closely	0	-	52	12.9%	82	5.5%	134	7.1%
Turning improperly	1	5.9%	14	3.5%	46	3.1%	61	3.2%
Passing improperly	0	-	2	0.5%	3	0.2%	5	0.3%
Changing lanes improperly	0	-	8	2.0%	37	2.5%	45	2.4%
Fail to yield right of way	0	-	17	4.2%	27	1.8%	44	2.3%
Disobey traffic control device/officer	0	-	2	0.5%	1	<0.1%	3	0.2%
Drive wrong way on roadway	1	5.9%	1	0.2%	1	<0.1%	3	0.2%
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-
Back unsafely	0	-	2	0.5%	124	8.4%	126	6.6%
Parking improperly	0	-	0	-	8	0.5%	8	0.4%
Lost control/Drive off road	3	17.6%	5	1.2%	15	1.0%	23	1.2%
Driverless vehicle ran out of control	0	-	0	-	1	<0.1%	1	<0.1%
Leave stop sign before safe to do so	0	-	4	1.0%	11	0.7%	15	0.8%
Failed to signal	0	-	0	-	0	-	0	-
Take avoiding action	1	5.9%	2	0.5%	6	0.4%	9	0.5%
Driver inexperience	0	-	0	-	2	0.1%	2	0.1%
Pedestrian error/confusion	0	-	0	-	0	-	0	-
NET Speed	1	5.9%	8	2.0%	41	2.8%	50	2.6%
Exceeding speed limit	0	-	0	-	0	-	0	-
Driving too fast for conditions	1	5.9%	6	1.5%	40	2.7%	47	2.5%
Unsafe operating speed (Too fast or too slow)	0	-	2	0.5%	1	<0.1%	3	0.2%
NET Distracted driving	4	23.5%	26	6.5%	147	9.9%	177	9.3%
Careless Driving	4	23.5%	22	5.5%	135	9.1%	161	8.5%
Distraction/Inattention	0	-	4	1.0%	13	0.9%	17	0.9%

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Contributing Factor	2014 Collision Severity						2014 Total	% of 2014 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	4	23.5%	47	11.7%	148	10.0%	199	10.5%
Any Human Condition	1	5.9%	1	0.2%	1	<0.1%	3	0.2%
Loss of consciousness/Blackout prior to collision	0	-	1	0.2%	0	-	1	<0.1%
Extreme fatigue/Fell asleep	0	-	0	-	1	<0.1%	1	<0.1%
Defective eyesight	0	-	0	-	0	-	0	-
Defective hearing	0	-	0	-	0	-	0	-
Medical disability	0	-	0	-	0	-	0	-
Physical disability	0	-	0	-	0	-	0	-
Mental disability	0	-	0	-	0	-	0	-
Mental confusion/Inability to remember	0	-	0	-	0	-	0	-
Sudden illness	0	-	0	-	0	-	0	-
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-
NET Impaired	1	5.9%	0	-	0	-	1	<0.1%
Ability impaired alcohol	1	5.9%	0	-	0	-	1	<0.1%
Ability impaired drugs	0	-	0	-	0	-	0	-
Had been drinking/Suspected alcohol use	0	-	0	-	0	-	0	-
No apparent (vehicle) defect	9	52.9%	183	45.5%	633	42.8%	825	43.5%
Any Vehicle Defect	1	5.9%	3	0.7%	34	2.3%	38	2.0%
Defective brakes	0	-	0	-	1	<0.1%	1	<0.1%
Defective steering	0	-	0	-	0	-	0	-
Defective headlights	0	-	0	-	0	-	0	-
Defective brakelights	0	-	0	-	0	-	0	-
Defective lighting (unspecified)	0	-	1	0.2%	0	-	1	<0.1%
Defective engine controls/drive train	0	-	0	-	1	<0.1%	1	<0.1%
Defective suspension/wheels	0	-	0	-	2	0.1%	2	0.1%
Defective tires	0	-	0	-	11	0.7%	11	0.6%
Tow hitch/yoke defective	0	-	0	-	0	-	0	-
Defective exhaust system	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	0	-	0	-	0	-	0	-
Vehicle modifications	0	-	0	-	0	-	0	-
Fire	0	-	0	-	0	-	0	-
Overloaded/oversized	0	-	0	-	0	-	0	-

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Contributing Factor	2014 Collision Severity						2014 Total	% of 2014 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Load shifted/spilled	0	-	2	0.5%	5	0.3%	7	0.4%
Jack-knife/trailer swing	1	5.9%	0	-	15	1.0%	16	0.8%
Hydroplaning tires	0	-	0	-	0	-	0	-
Any Environmental Condition	2	11.8%	10	2.5%	138	9.3%	150	7.9%
Animal action - Wild	0	-	0	-	101	6.8%	101	5.3%
Animal action - Domestic	0	-	0	-	0	-	0	-
Slippery road surface	0	-	7	1.7%	22	1.5%	29	1.5%
Snow drift	0	-	1	0.2%	3	0.2%	4	0.2%
Obstruction/debris on roadway	0	-	0	-	8	0.5%	8	0.4%
View obstructed/limited	1	5.9%	1	0.2%	0	-	2	0.1%
Glare/reflection	0	-	1	0.2%	1	<0.1%	2	0.1%
Construction zone	0	-	0	-	0	-	0	-
Defective driving surface	0	-	0	-	0	-	0	-
Shoulders defective	0	-	0	-	0	-	0	-
Lane markings inadequate	0	-	0	-	0	-	0	-
Defective/inoperative traffic control device	0	-	0	-	0	-	0	-
Weather	1	5.9%	0	-	1	<0.1%	2	0.1%
Pedestrian corridor in use	0	-	0	-	1	<0.1%	1	<0.1%
Uninvolved vehicle	0	-	0	-	1	<0.1%	1	<0.1%
Uninvolved pedestrian	0	-	0	-	0	-	0	-
Presence of prior accident	0	-	1	0.2%	0	-	1	<0.1%
No Contributing Factor(s) Identified	0	-	77	19.2%	155	10.5%	232	12.2%
Not Applicable/Not Stated	0	-	0	-	0	-	0	-
Total	17	100.0%	402	100.0%	1,478	100%	1,897	100.0%

*NOTE: Each vehicle and/or driver involved in a collision can have up to three contributing factors noted. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total. An exception to this is the factors "Driver Action – Driving Properly and Human Condition – Apparently Normal", "Driver Action – Driving Properly" and "Human Condition – Apparently Normal", which are mutually exclusive and can be added to determine a "Driver not at-fault" total.

Table 10-4a NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity for the Previous Five Years

Table 10-4a

NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity: 2009-2013 Average

Contributing Factor	2009-2013 Average Count of Vehicles				
	Fatal	Injury	PDO	Total Vehicles	% of Total Vehicles
Driver Action - Driving Properly and Human Condition - Apparently Normal	7	236	832	1,075	34.1%
Driver Action - Driving properly	1	25	100	127	4.0%
Any Driver Action	7	145	494	646	20.5%
Follow too closely	<1	33	74	107	3.4%
Turning improperly	<1	11	57	68	2.2%
Passing improperly	<1	2	12	14	0.4%
Changing lanes improperly	-	5	41	46	1.5%
Fail to yield right of way	1	17	49	67	2.1%
Disobey traffic control device/officer	<1	8	18	26	0.8%
Drive wrong way on roadway	<1	-	<1	1	<0.1%
Passing a vehicle at pedestrian X-walk	-	-	-	-	-
Back unsafely	-	4	79	83	2.6%
Parking improperly	-	<1	3	3	0.1%
Lost control/Drive off road	2	17	28	47	1.5%
Driverless vehicle ran out of control	-	-	<1	<1	<0.1%
Leave stop sign before safe to do so	<1	7	11	18	0.6%
Failed to signal	-	<1	<1	<1	<0.1%
Take avoiding action	<1	7	22	30	0.9%
Driver inexperience	-	3	12	15	0.5%
Pedestrian error/confusion	<1	<1	<1	2	<0.1%
NET Speed	2	28	60	90	2.9%
Exceeding speed limit	<1	1	2	4	0.1%
Driving too fast for conditions	1	19	52	72	2.3%
Unsafe operating speed (Too fast or too slow)	<1	8	7	15	0.5%
NET Distracted driving	2	30	107	139	4.4%
Careless Driving	2	18	57	76	2.4%
Distraction/Inattention	<1	13	53	67	2.1%
Human Condition - Apparently Normal	3	83	317	403	12.8%
Any Human Condition	2	23	68	93	2.9%
Loss of consciousness/Blackout prior to collision	<1	1	1	3	<0.1%
Extreme fatigue/Fell asleep	-	3	3	6	0.2%
Defective eyesight	-	<1	<1	<1	<0.1%
Defective hearing	-	-	-	-	-
Medical disability	-	<1	<1	<1	<0.1%
Physical disability	-	-	-	-	-
Mental disability	<1	-	-	<1	<0.1%
Mental confusion/Inability to remember	-	<1	<1	<1	<0.1%
Sudden illness	-	<1	<1	1	<0.1%
Exceed hours of service (commercial drivers only)	-	-	-	-	-
NET Impaired	1	4	10	16	0.5%
Ability impaired alcohol	<1	3	7	11	0.3%
Ability impaired drugs	-	-	<1	<1	<0.1%
Had been drinking/Suspected alcohol use	<1	2	3	5	0.2%

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Contributing Factor	2009-2013 Average Count of Vehicles				
	Fatal	Injury	PDO	Total Vehicles	% of Total Vehicles
No apparent (vehicle) defect	10	306	1,010	1,326	42.0%
Any Vehicle Defect	<1	7	27	34	1.1%
Defective brakes	<1	2	4	6	0.2%
Defective steering	-	<1	<1	<1	<0.1%
Defective headlights	-	-	-	-	-
Defective brakelights	-	-	<1	<1	<0.1%
Defective lighting (unspecified)	-	<1	<1	<1	<0.1%
Defective engine controls/drive train	-	<1	<1	2	<0.1%
Defective suspension/wheels	-	-	1	1	<0.1%
Defective tires	-	1	4	5	0.2%
Tow hitch/yoke defective	-	<1	2	3	<0.1%
Defective exhaust system	-	<1	<1	<1	<0.1%
Hood/tailgate/door/covering opened	-	<1	<1	<1	<0.1%
Defective glazing (obscured windows)	-	<1	<1	<1	<0.1%
Vehicle modifications	-	-	<1	<1	<0.1%
Fire	-	-	<1	<1	<0.1%
Overloaded/oversized	-	<1	1	1	<0.1%
Load shifted/spilled	-	<1	5	5	0.2%
Jack-knife/trailer swing	-	<1	6	7	0.2%
Hydroplaning tires	-	<1	-	<1	<0.1%
Any Environmental Condition	2	54	339	394	12.5%
Animal action - Wild	-	8	179	187	5.9%
Animal action - Domestic	-	<1	10	10	0.3%
Slippery road surface	1	26	96	124	3.9%
Snow drift	-	2	9	11	0.3%
Obstruction/debris on roadway	-	2	7	9	0.3%
View obstructed/limited	-	4	16	20	0.6%
Glare/reflection	-	<1	2	3	<0.1%
Construction zone	-	1	2	3	0.1%
Defective driving surface	-	3	7	10	0.3%
Shoulders defective	-	1	2	3	<0.1%
Lane markings inadequate	-	-	<1	<1	<0.1%
Defective/inoperative traffic control device	<1	<1	<1	2	<0.1%
Weather	<1	7	20	28	0.9%
Pedestrian corridor in use	-	<1	-	<1	<0.1%
Uninvolved vehicle	-	1	4	5	0.2%
Uninvolved pedestrian	-	-	1	1	<0.1%
Presence of prior accident	-	<1	1	2	<0.1%
No Contributing Factor(s) Identified	1	193	727	921	29.2%
Not Applicable/Not Stated	-	-	<1	<1	<0.1%
Total	19	655	2,481	3,155	100%

Note: Counts of vehicles in the 2009-2013 average may not add to the total due to rounding.

*NOTE: Each vehicle and/or driver involved in a collision can have up to three contributing factors noted. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total. An exception to this is the factors "Driver Action – Driving Properly and Human Condition – Apparently Normal", "Driver Action – Driving Properly" and "Human Condition – Apparently Normal", which are mutually exclusive and can be added to determine a "Driver not at-fault" total.

In 2014, 51% of the drivers of NSC vehicles involved in a collision are noted as driving properly and being in a normal human condition, including 39% as both "driving properly" and "apparently normal", 2% as "driving properly" and nearly 11% as "apparently normal". Over the previous five year (2009 to 2013) annual average, half (51%) of commercial drivers involved in collisions are noted as driving properly and being in a normal human condition.

A driver action is recorded for 33% of the drivers of NSC commercial vehicles involved in traffic collisions in 2014, an increase from the previous five year (2009 to 2013) annual average (nearly 21%). A human condition is recorded for less than 1% of the drivers of NSC vehicles involved in traffic collisions in 2014, down from the previous five year (2009 to 2013) annual average (3%).

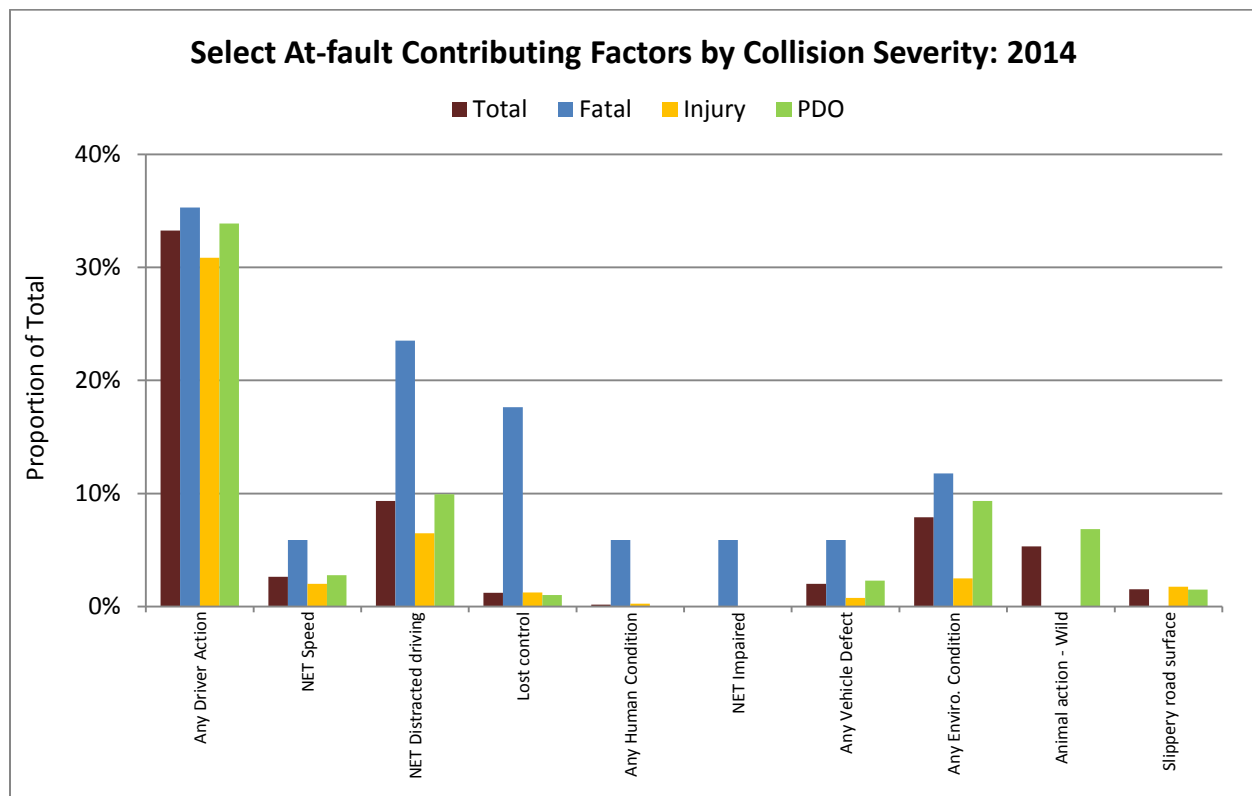
Specific driver actions and human conditions noted most often as contributing factors for drivers of NSC commercial vehicles involved a traffic collision in 2014 include:

- Distracted driving (including “careless driving” and “distraction/inattention”) – 9%;
- “Following too closely” – 7%;
- “Back unsafely” – 7%;
- “Turning improperly” – 3%;
- Speed (including “exceeding speed limit” “driving too fast for conditions” and “unsafe operating speed (too fast or too slow)”) – 3%;
- “Change lanes improperly” – 2%;
- “Fail to yield right of way” – 2%;
- “Lost control/ drive off road” – 1%; and,
- “Leave stop sign before safe to do so” – 1%.

A vehicle defect is recorded as a contributing factor for 2% of the commercial vehicles involved in a traffic collision in 2014. This is fairly consistent with the previous five year (2009 to 2013) annual average; vehicle defects are recorded for 1% of the commercial vehicles involved in traffic collisions.

Environmental conditions are recorded as a contributing factor for 8% of the commercial vehicles involved in traffic collisions in 2014 (down from 2009 to 2013 annual average of nearly 13%). The two most common environmental conditions recorded for commercial vehicles involved in a traffic collision in 2014 are “the action of a wild animal” (5%) and “slippery road surface” (nearly 2%).

Figure 10-3 Select At-fault Contributing Factors for Commercial Vehicles and Drivers by Collision Severity



A driver action is recorded for 6 of 17 commercial vehicle drivers involved in fatal crashes in 2014.

Table 10-5 Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type

Table 10-5
 Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type: 2009 to 2014

Vehicle Category	2009 Total	% of 2009 Total	2010 Total	% of 2010 Total	2011 Total	% of 2011 Total	2012 Total	% of 2012 Total	2013 Total	% of 2013 Total	2014 Total	% of 2014 Total
Truck >4,500 kgs Unit Chassis	491	12.9%	543	12.8%	721	17.4%	932	55.6%	1,097	57.4%	1,082	57.0%
Power Unit (Semi-Trailer)	457	12.0%	506	11.9%	546	13.2%	419	25.0%	471	24.7%	500	26.4%
Truck - Other	2,673	70.3%	2,961	69.7%	2,654	64.0%	88	5.3%	95	5.0%	80	4.2%
School Bus	64	1.7%	90	2.1%	44	1.1%	0	-	1	<0.1%	1	<0.1%
Transit Bus - Urban	75	2.0%	96	2.3%	90	2.2%	101	6.0%	102	5.3%	98	5.2%
Para-Transit Bus	4	0.1%	1	<0.1%	8	0.2%	8	0.5%	6	0.3%	5	0.3%
Inter-City Bus	24	0.6%	26	0.6%	23	0.6%	8	0.5%	7	0.4%	10	0.5%
Bus - Other	12	0.3%	24	0.6%	58	1.4%	120	7.2%	131	6.9%	121	6.4%
Total	3,800	100%	4,247	100%	4,144	100%	1,676	100%	1,910	100%	1,897	100%

Table 10-6 Historical Summary of Traffic Collision Victims by NSC Commercial Vehicle Type

Table 10-6

Historical Summary of Traffic Collision Victims (Killed and Injured, Combined) by NSC Commercial Vehicle Type: 2009 to 2014

Vehicle Category	2009 Total	% of 2009 Total	2010 Total	% of 2010 Total	2011 Total	% of 2011 Total	2012 Total	% of 2012 Total	2013 Total	% of 2013 Total	2014 Total	% of 2014 Total
Truck >4,500 kgs Unit Chassis	132	12.4%	131	11.7%	147	14.0%	196	42.7%	265	49.4%	260	49.0%
Power Unit (Semi-Trailer)	130	12.2%	112	10.0%	113	10.8%	155	33.8%	143	26.7%	159	29.9%
Truck - Other	720	67.4%	819	73.0%	702	67.0%	22	4.8%	33	6.2%	35	6.6%
School Bus	25	2.3%	19	1.7%	17	1.6%	0	-	5	0.9%	0	-
Transit Bus - Urban	32	3.0%	30	2.7%	41	3.9%	55	12.0%	46	8.6%	38	7.2%
Para-Transit Bus	4	0.4%	0	-	2	0.2%	5	1.1%	2	0.4%	1	0.2%
Inter-City Bus	25	2.3%	5	0.4%	13	1.2%	3	0.7%	2	0.4%	1	0.2%
Bus - Other	0	-	6	0.5%	12	1.1%	23	5.0%	40	7.5%	37	7.0%
Total	1,068	100%	1,122	100%	1,047	100%	459	100%	536	100%	531	100%

NOTE: Information in Table 10-6 includes all victims of collisions where an NSC commercial vehicle is involved, not only victims from the NSC vehicle.

SECTION 11 – Off-Road Vehicle Collisions



Introduction

This section counts the number of off-road vehicle (ORV) collisions in Manitoba and provides detail for collisions of different severity: fatal, injury and property damage only (PDO). Information regarding the number of ORV collisions, victims, vehicles and drivers involved over the thirteen year period 2002 to 2014 is presented. Details are provided for 2014 ORV collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location, and type of collision.

Data for ORV collisions are drawn exclusively from police-reported Traffic Accident Reports (TARs). Amendments to the *Highway Traffic Act (HTA)* that took effect in October 2011 significantly affected the number of recorded ORV collisions in Manitoba. ORV collision counts following the 2011 change are far below the previous annual average. The Corporation surmises that this is due to fewer off-road vehicle accidents being reported to police since the HTA changes.

Key Highlights

In 2014, there are 35 off-road vehicle collisions, involving 43 victims, 49 vehicles and 47 drivers. Of these:

- 11 are fatal collisions, involving 15 vehicles and 15 drivers, resulting in 12 people killed and 4 injured;
- 21 are injury collisions, involving 29 vehicles and 27 drivers, resulting in 27 people injured; and,
- 3 are PDO collisions, involving 5 vehicles and 5 drivers.

In 2014, ORV collisions occur most often:

- During the months from January through June, representing 24 of 35 collisions (69%).
- On Saturday and Sunday combined, representing 21 of 35 (60%) collisions.
- During daylight, representing 20 of 35 (57%) collisions.
- With drivers under the age of 45, 34 of 44 drivers (where age is known) involved in ORV collisions (77%).

Notwithstanding the overall collision trends, **fatal** ORV collisions occur through the entire year without discernible pattern in 2014; and most often:

- On weekends (Saturday and Sunday), representing 7 of 11 fatal collisions (64%).
- Between 6 p.m. and midnight, 8 of 11 fatal collisions (73%).
- In the South Central and Northern Regions of Manitoba combined, accounting for 6 of 11 fatal collisions (nearly 55%).
- With drivers under the age of 35, 11 of 14 drivers (where age is known) involved in fatal collisions (79%).

Major Elements Examined

Counts of off-road vehicle (ORV) collisions in Manitoba for 2014 and previous years are taken from Traffic Accident Reports completed by law enforcement agencies and compiled by Manitoba Public Insurance. These counts are presented for all reportable ORV collisions, fatal collisions, injury collisions and property damage only (PDO) collisions. ORV collisions are maintained in a separate database from roadway collisions. As ORV collisions occur primarily outside of roadways and road rights-of-way, most of them are not valid for inclusion in the public roadway Traffic Accident Database. However, some ORV collisions are included in the Traffic Accident Database (if they occur on a public roadway and involve a vehicle that normally operates on public roadways); therefore, statistics between this and other sections of this report are not additive.

Collisions, victims, vehicles and drivers are presented separately at the beginning of this section with counts provided for the years 2002 through 2014. The remainder of this section explores ORV collisions occurring in 2014 and provides average counts of collisions for the time period of 2009 to 2013 as a comparison.

It is important to note that the number of fatal or injury collisions is not equal to the number of fatal or injured victims as each collision can result in multiple victims. Likewise, the number of vehicles involved is not necessarily equal to the number of drivers involved as a driverless vehicle could be involved in a collision.

No statistics are calculated for off-road vehicle involvement rates due to the fact that no reliable base population count of off-road vehicles is available. Similarly, it is difficult to establish a base count of actual riders/operators, making it difficult to calculate driver involvement rates.

“Drivers” in this section refers to the number of drivers of off-road vehicles involved in collisions. It excludes pedestrians, other types of vehicles, and driverless vehicles. In ORV collisions, there are few driverless vehicles involved, but still some.

The terms ‘crash’, ‘collision’ and ‘accident’ are used interchangeably in this report. The terms ‘fatality’ and ‘killed’ are used interchangeably in this report.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2009 to 2013. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

When reviewing the “Contributing Factors” for a traffic collision, the reader is cautioned to note that more than one contributing factor can be recorded for each collision. The total count of contributing factors noted will add to more than the number of collisions, vehicles or victims in those crashes.

Terms and Definitions

“Off-road Vehicle (ORV)”

- One of several vehicle types designed for off-road use. It includes snowmobiles, off-road motorcycles, all-terrain vehicles (ATVs), amphibious vehicles, dune/sport buggies, and 4-wheel drive vehicles operated off-road.

“Reportable ORV Collision”

- ORV collisions resulting in a fatality, injury or property damage in excess of \$1,000 are required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completes a Traffic Accident Report (TAR) for the collision. This report deals with these reportable ORV collisions and the TARs arising from them.

“ATV”

- All Terrain Vehicle; includes vehicles with 3, 4 and 6 wheels.

“Collision severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed.

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“Casualty Type”

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal (i.e., people injured but not killed) injury sustained.

“Killed”

- The casualty type “killed” indicates where the victim involved in the traffic collision died as a result of their injuries within thirty days of the collision occurrence.

“Injured”

- The casualty type “injured” indicates where the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: ‘serious’ or ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required). ‘Other’ injury is noted when the severity of the victim’s injuries is not known or recorded in the TAR.

“Collision Type”

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

“Light Condition”

- Describes the light conditions at the scene of the accident, including:
 - Day – the light conditions which normally occur between one half hour after sunrise and one half hour before sunset;
 - Dawn – the light conditions which normally occur between one half hour before sunrise and one half hour after sunrise;
 - Dusk – the light conditions which normally occur between one half hour before sunset and one half hour after sunset;
 - Dark – the light conditions which normally occur between one half hour after sunset and one half hour before sunrise; and,
 - Artificial lighting – artificial illumination devices were functioning at the accident site under light conditions which normally occur between one half hour after sunset and one half hour before sunrise.

“Weather Condition”

- Describes the weather conditions prevalent at the time of the accident, including:
 - Clear – bright conditions, without precipitation or airborne matter, are recorded as clear;
 - Cloudy – dull, overcast conditions, without precipitation or airborne matter, are recorded as cloudy;
 - Raining;
 - Snowing;
 - Fog or Mist – airborne matter, of natural origin, which obscures visibility;
 - Smoke or Dust – airborne matter, of a natural or artificial origin, which obscures visibility;
 - Freezing Rain / Sleet / Hail – freezing rain, sleet or hail (self explanatory);
 - Drifting Snow – snow drifting on or above roadway, which obscures visibility of the roadway, road markings, traffic devices or roadway fixtures; and,
 - Strong Winds – used if wind was a contributing factor in the accident.

“Region”

- Manitoba Infrastructure and Transportation is served by 5 regional office locations, each responsible for a geographic region (for boundaries, see Map 1-1). “Regions” are used to indicate the region in which a collision occurred.

“Contributing Factor”

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

“At-fault Contributing Factor”

- A contributing factor where some action or condition other than “driving properly” and “apparently normal” has been noted.

Table 11-1 Historical Summary of Off-Road Vehicle CollisionsTable 11-1
Historical Summary of Off-Road Vehicle Collisions: 2002 to 2014

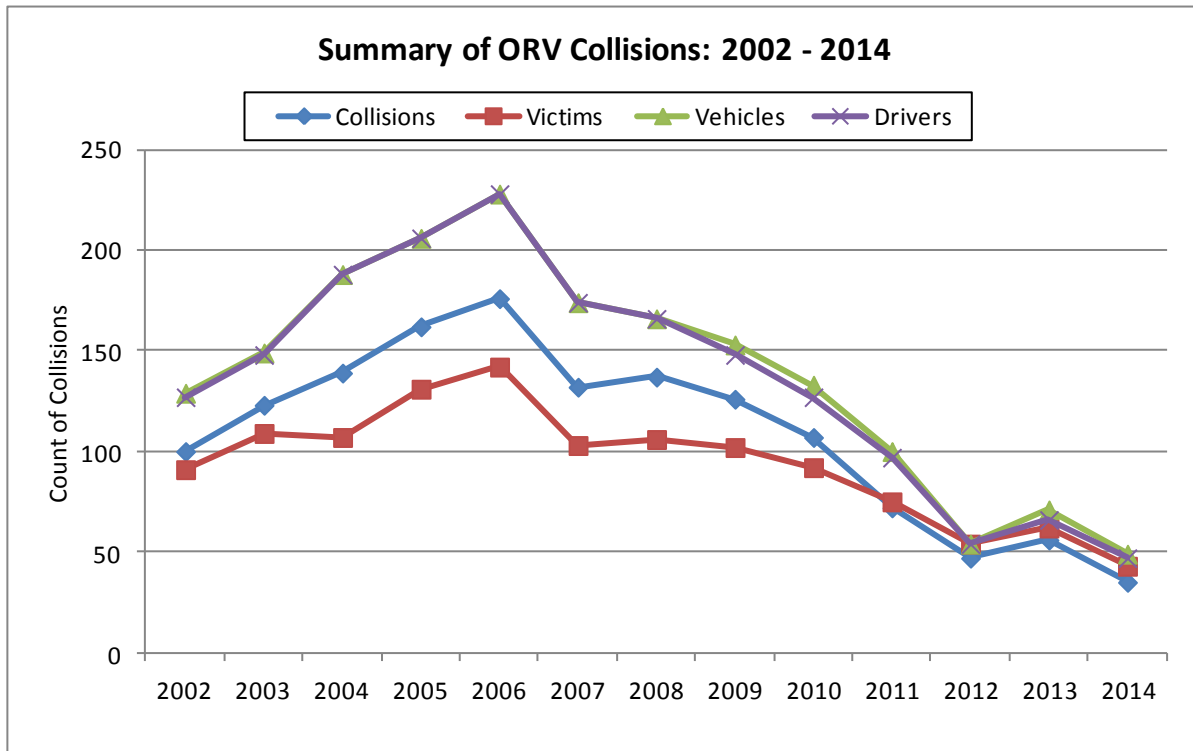
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2009-13 Average
Total Collisions	100	123	139	162	176	132	137	126	107	72	47	56	35	82
Fatal	4	7	7	9	9	6	10	10	5	12	8	12	11	9
Injury	62	80	81	104	107	78	75	82	72	38	35	37	21	53
PDO	34	36	51	49	60	48	52	34	30	22	4	7	3	19
Total Victims	91	109	107	131	142	103	106	102	92	75	54	62	43	77
Killed	5	7	7	9	9	6	11	10	6	12	9	12	12	10
Injured	86	102	100	122	133	97	95	92	86	63	45	50	31	67
Total Vehicles Involved	129	149	188	206	228	174	166	153	133	100	54	71	49	102
Fatal	8	8	9	11	12	8	13	10	6	18	9	13	15	11
Injury	73	92	111	134	138	98	89	94	87	57	39	44	29	64
PDO	48	49	68	61	78	68	64	49	40	25	6	14	5	27
Total Drivers Involved	127	148	188	206	228	174	166	148	127	97	54	66	47	98
Fatal	7	8	9	11	12	8	13	10	6	18	9	13	15	11
Injury	73	91	111	134	138	98	89	93	83	54	39	43	27	62
PDO	47	49	68	61	78	68	64	45	38	25	6	10	5	25

In 2014, there are 35 off-road vehicle collisions, involving 43 victims, 49 vehicles and 47 drivers. Of these:

- 11 are fatal collisions, involving 15 vehicles and 15 drivers, resulting in 12 people killed and 4 injured;
- 21 are injury collisions, involving 29 vehicles and 27 drivers, resulting in 27 people injured; and,
- 3 are PDO collisions, involving 5 vehicles and 5 drivers.

Total ORV collisions in 2014 are nearly 38% lower than in 2013 and 57% lower than the average number of collisions in the previous five year (2009 to 2013) annual average. Compared to the previous five years, in 2014:

- ORV collision victims are down 44%;
- The number of people killed increased by a count of 2 (22%);
- The number of vehicles involved decreased by 52%; and,
- The number of drivers involved in decreased by 52%.

Figure 11-1 Historical Summary of ORV Collisions

After steadily declining between 2006 and 2012, and small increase in 2013, the numbers of ORV collisions and victims in those collisions decreased in 2014. The number of vehicles and drivers involved in those collisions has also decreased.

Table 11-2 Victims, Vehicles and Drivers Involved in Off-Road Vehicle Collisions by ORV TypeTable 11-2
Victims, Vehicles and Drivers Involved in Off-Road Vehicle Collisions by ORV Type: 2014, 2009-2013 Average

	2014					2009-13 Average					% Change 2014 to 2009-13 Average				
	Snowmobile	ATV	Motorcycle	Other*	Total	Snowmobile	ATV	Motorcycle	Other*	Total	Snowmobile	ATV	Motorcycle	Other*	Total
Total Victims	15	19	2	7	43	30	32	3	11	77	-50.7%	-41.0%	-33.3%	-38.6%	-44.2%
Killed	4	6	1	1	12	4	4	<1	<1	10	-4.8%	42.9%	66.7%	25.0%	22.4%
Injured	11	13	1	6	31	26	28	2	11	67	-58.0%	-53.6%	-58.3%	-43.4%	-53.9%
Total Vehicles Involved	18	18	4	9	49	45	33	4	20	102	-60.4%	-46.1%	5.3%	-54.1%	-52.1%
Fatal	5	7	1	2	15	5	4	<1	2	11	8.7%	66.7%	25.0%	25.0%	33.9%
Injury	9	11	3	6	29	27	23	2	11	64	-66.9%	-52.6%	25.0%	-47.4%	-54.8%
PDO	4	0	0	1	5	14	6	<1	7	27	-70.6%	-100.0%	-100.0%	-84.8%	-81.3%
Total Drivers Involved	18	17	4	8	47	45	33	4	17	98	-59.8%	-48.5%	5.3%	-52.4%	-52.2%
Fatal	5	7	1	2	15	5	4	<1	2	11	8.7%	66.7%	25.0%	25.0%	33.9%
Injury	9	10	3	5	27	27	23	2	10	62	-66.9%	-56.1%	25.0%	-50.0%	-56.7%
PDO	4	0	0	1	5	13	6	<1	5	25	-69.2%	-100.0%	-100.0%	-80.8%	-79.8%

* 'Other' includes: vehicles not registered as an off-road vehicle, dune /sport buggy, 4 wheel drive motor vehicle (operated off-road), amphibious vehicle, pedestrians and those listed under "not stated" category.

In 2014, a total of 49 vehicles were involved in off-road collisions, including:

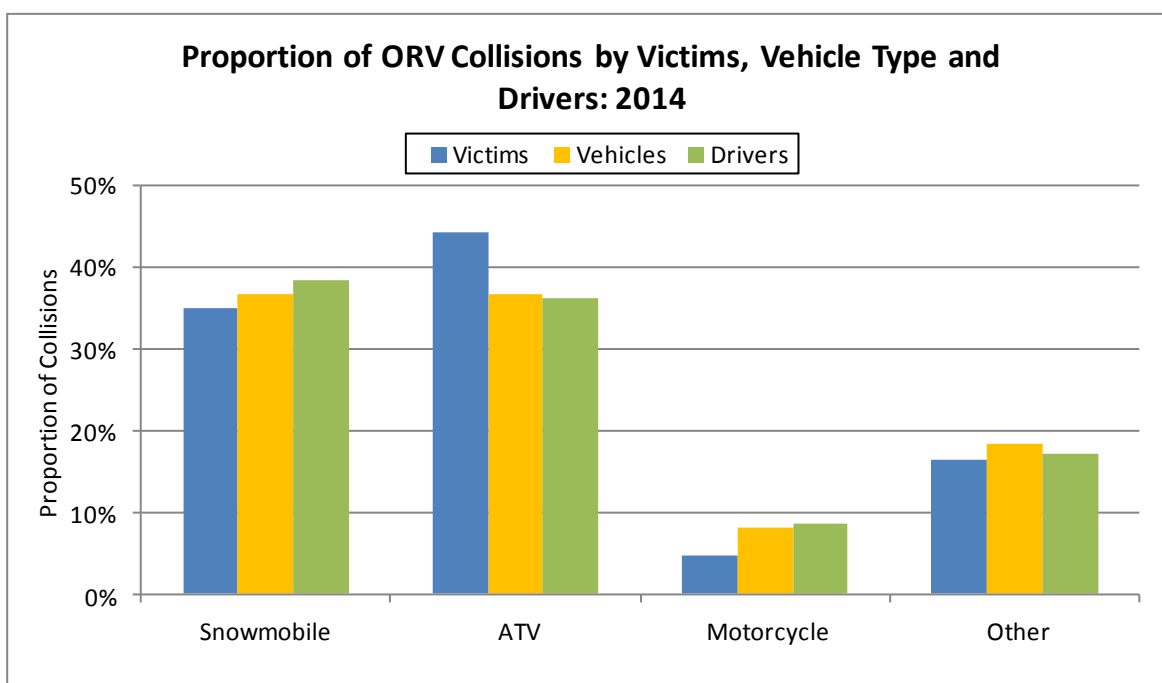
- 18 snowmobiles and snowmobile drivers, resulting in 15 victims including 4 people killed;
- 18 ATVs and 17 ATV drivers, resulting in 19 victims including 6 people killed;
- 4 motorcycles and motorcycle drivers, resulting in 2 victims and 1 person killed; and,
- 9 'Other' vehicles and 8 drivers of those vehicles, resulting in 7 victims and 1 person killed.

Compared to the previous five year (2009 to 2013) annual average, in 2014:

- Snowmobile collisions are below average across all categories – victims are down by 51%, while vehicles and drivers involved are down by 60% each.
- ATV collisions are below average across all categories – victims are down by 41%, vehicles and drivers are down by 46% and nearly 49%, respectively. However, the number of people killed in ATV collisions increased by a count of 2 (or 43%).
- Motorcycle collisions are below average in total victims but are above average in total vehicles involved and total drivers involved – victims are down by a count of 1 (33%), while vehicles and drivers involved are up by 5% each.
- 'Other' vehicle collisions are below average across all categories – victims are down by 39%, while vehicles and drivers involved are down by 54% and 52%, respectively.

Note: Due to low annual counts of people killed and injured in ORV collisions, relatively small changes in these counts year-over-year can produce dramatic changes in percentage terms. Please use caution when interpreting these results.

Figure 11-2 Proportion of ORV Collisions by Victims, Vehicle Type and Drivers



In 2014, ATVs account for the largest proportion of victims in ORV collisions, followed by snowmobiles. Snowmobiles account for the largest proportion of drivers and vehicles involved in ORV collisions, followed by ATVs.

Table 11-3 ORVs Involved in Collisions by Vehicle Type and Active RegistrationTable 11-3
ORVs Involved in Collisions by Vehicle Type and Active Registration: 2014, 2009-2013 Average

Vehicle Type	2014 Active Registration			2014 Total	2014 % Known to be Registered**	2009-13 Average Registered	% Change 2014 to 2009-13 Average
	Yes	No	Not Stated				
Snowmobile	9	4	5	18	50.0%	45	-60.2%
ATV	8	5	5	18	44.4%	33	-45.8%
Motorcycle	0	1	3	4	-	3	25.0%
Other*	8	0	1	9	88.9%	19	-53.6%
Total	25	10	14	49	51.0%	101	-51.5%

* 'Other' includes: vehicles not registered as an off-road vehicle, dune /sport buggy, 4 wheel drive motor vehicle (operated off-road), amphibious vehicle, and those listed under "not stated" category.

** The "% known to be registered" is calculated as active registrations ('Yes' in the table) as a proportion of total ORVs in the category. "Not stated" is included in the total but are not considered as known to be registered.

A substantial number of off-road vehicles involved in collisions are not registered or not known to be registered (49%). In 2014, 25 of 49 off-road vehicles involved in collisions (51%) had active registrations at the time of the collision. At the time of the collision in 2014:

- 9 of 18 snowmobiles (50%) had active registrations;
- 8 of 18 ATVs (44%) had active registrations;
- None of 4 motorcycles (0%) had active registrations; and
- 8 of 9 'other' vehicles (89%), including on-road vehicles operating off-road at the time, had active registrations.

NOTE: For a detailed count of ORV vehicle types involved in collisions occurring in each year from 2009 to 2014, please refer to "Table 11-18 Historical Summary of ORVs Involved in Collisions by Vehicle Type and Active Registration" at the end of this section.

Table 11-4 Drivers Involved in ORV Collisions by Active Driver's Licence and Collision Severity

Table 11-4

Drivers Involved in ORV Collisions by Active Driver's Licence and Collision Severity: 2014, 2009-2013 Average

Active Driver's Licence	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Yes	11	73.3%	21	77.8%	3	60.0%	35	74.5%	72	-51.3%
No	0	-	2	7.4%	0	-	2	4.3%	12	-82.8%
Not Stated	3	20.0%	2	7.4%	1	20.0%	6	12.8%	14	-57.1%
Not Applicable	1	6.7%	2	7.4%	1	20.0%	4	8.5%	1	300.0%
Total	15	100%	27	100%	5	100%	47	100%	98	-52.2%

In 2014, nearly 75% of drivers in ORV collisions have an active driver's license while 4% do not.

- Fatal collisions: 11 of 15 drivers involved are licensed; none are known to be unlicensed.
- Injury collisions: 78% of drivers involved are licensed; 7% are unlicensed.
- PDO collisions: 3 of 5 drivers involved are licensed; none are known to be unlicensed.

Table 11-5 Off-Road Vehicle Collisions by Month of Occurrence and Collision Severity

Table 11-5

ORV Collisions by Month of Occurrence and Collision Severity: 2014, 2009-2013 Average

Month	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
January	2	18.2%	2	9.5%	2	66.7%	6	17.1%	15	-60.0%
February	1	9.1%	3	14.3%	0	-	4	11.4%	11	-63.6%
March	0	-	3	14.3%	1	33.3%	4	11.4%	10	-60.0%
April	3	27.3%	1	4.8%	0	-	4	11.4%	6	-28.6%
May	0	-	2	9.5%	0	-	2	5.7%	4	-44.4%
June	1	9.1%	3	14.3%	0	-	4	11.4%	8	-51.2%
July	2	18.2%	1	4.8%	0	-	3	8.6%	6	-46.4%
August	1	9.1%	1	4.8%	0	-	2	5.7%	3	-37.5%
September	0	-	1	4.8%	0	-	1	2.9%	4	-77.3%
October	1	9.1%	1	4.8%	0	-	2	5.7%	4	-44.4%
November	0	-	2	9.5%	0	-	2	5.7%	3	-37.5%
December	0	-	1	4.8%	0	-	1	2.9%	8	-87.8%
Total	11	100%	21	100%	3	100%	35	100%	82	-57.1%

The majority of ORV collisions in 2014 occur from January to June. When combined, these six months account for 69% of ORV collisions.

The 2014 proportional distribution of ORV collisions by month is similar to the previous five year (2009 to 2013) annual average.

- Winter (December/January/February) – 31% in 2014; 42% in the previous five years.
- Spring (March/April/May) – 29% in 2014; nearly 24% in the previous five years.
- Summer (June/July/August) – 26% in 2014; 21% in the previous five years.
- Fall (September/October/November) – 14% in 2014; 14% in the previous five years.

In 2014, fatal ORV collisions do not follow any discernible pattern by month of occurrence.

Injury ORV collisions appear more frequent from January to June in 2014 (67%).

NOTE: For a detailed count of ORV collisions by month of occurrence in each year from 2009 to 2014, please refer to “Table 11-19 Historical Summary of ORV Collisions by Month of Occurrence” at the end of this section.

Table 11-6 Off-Road Vehicle Collisions by Day of Occurrence and Collision Severity

Table 11-6
 ORV Collisions by Day of Occurrence and Collision Severity: 2014, 2009-2013 Average

Day	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Sunday	3	27.3%	5	23.8%	0	-	8	22.9%	20	-59.6%
Monday	0	-	3	14.3%	0	-	3	8.6%	8	-62.5%
Tuesday	4	36.4%	0	-	0	-	4	11.4%	4	-9.1%
Wednesday	0	-	2	9.5%	0	-	2	5.7%	4	-54.5%
Thursday	0	-	0	-	1	33.3%	1	2.9%	6	-82.8%
Friday	0	-	4	19.0%	0	-	4	11.4%	11	-64.9%
Saturday	4	36.4%	7	33.3%	2	66.7%	13	37.1%	27	-52.6%
Total	11	100%	21	100%	3	100%	35	100%	81	-56.9%

The majority of ORV collisions happen on weekends (Friday, Saturday and Sunday). In 2014, 71% of ORV collisions occurred on Friday (11%), Saturday (37%) and Sunday (23%). Monday through Thursday account for 29% of ORV collisions.

In 2014, 7 of 11 of all fatal ORV collisions (64%) occur on weekends (Friday, Saturday and Sunday combined), including 4 of 11 fatal ORV collisions on Saturdays.

Figure 11-3 Proportion of ORV Collisions by Collision Severity and Day of Occurrence

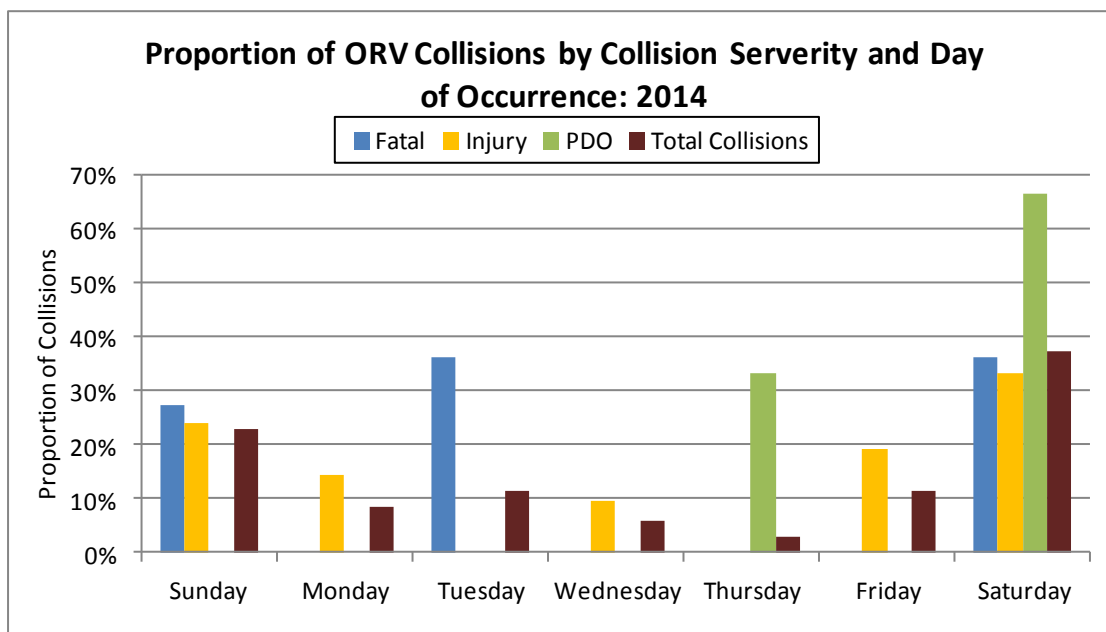


Table 11-7 Off-Road Vehicle Collisions by Time of Occurrence and Collision Severity

Table 11-7
ORV Collisions by Time of Occurrence and Collision Severity: 2014, 2009-2013 Average

Time	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
00:00 - 02:59	0	-	1	4.8%	0	-	1	2.9%	3	-68.8%
03:00 - 05:59	0	-	0	-	0	-	0	-	<1	-100.0%
06:00 - 08:59	0	-	1	4.8%	0	-	1	2.9%	<1	25.0%
09:00 - 11:59	1	9.1%	1	4.8%	1	33.3%	3	8.6%	7	-58.3%
12:00 - 14:59	0	-	6	28.6%	0	-	6	17.1%	21	-71.4%
15:00 - 17:59	1	9.1%	3	14.3%	1	33.3%	5	14.3%	18	-71.9%
18:00 - 20:59	4	36.4%	4	19.0%	0	-	8	22.9%	17	-54.0%
21:00 - 23:59	4	36.4%	4	19.0%	0	-	8	22.9%	7	8.1%
Not Stated	1	9.1%	1	4.8%	1	33.3%	3	8.6%	6	-50.0%
Total	11	100%	21	100%	3	100%	35	100%	82	-57.1%

The majority of off-road collisions occur in the afternoon and evening. In 2014, 77% of all ORV vehicle collisions occurred between noon and midnight (12:00 to 14:59 – 17%; 15:00 to 17:59 – 14%; 18:00 to 20:59 – 23%; 21:00 to 23:59 – 23%).

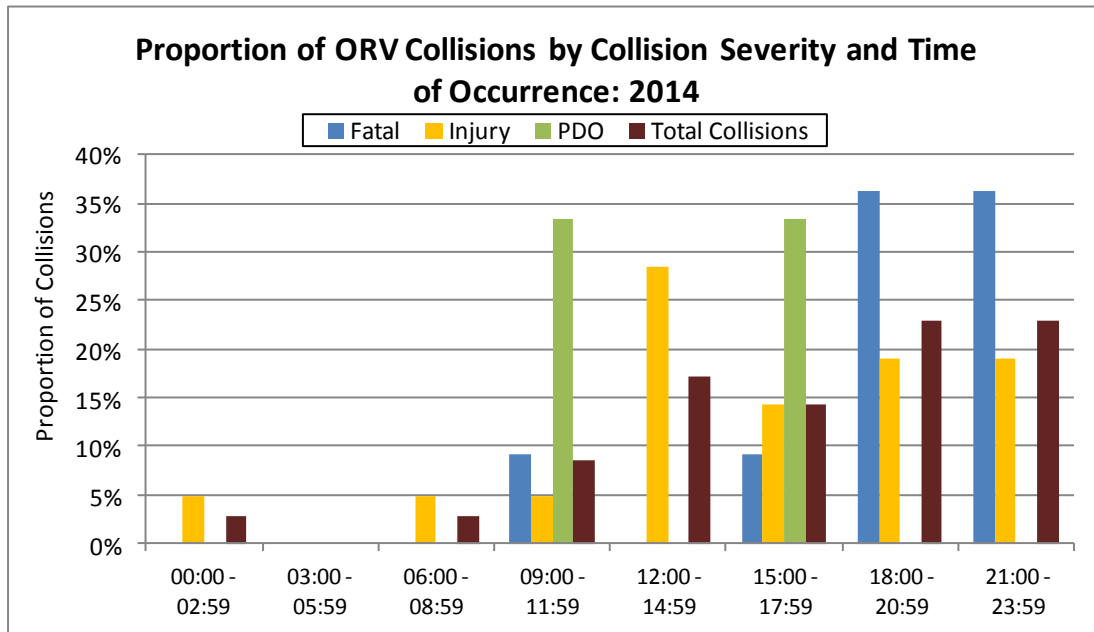
Comparing 2014 to the previous five year (2009 to 2013) annual average, there are some differences in the proportional distribution of ORV collisions by time of day.

- Morning (06:00 to 11:59) – 11% in 2014; 10% in the previous five years.
- Afternoon (12:00 to 17:59) – 31% in 2014; nearly 48% in the previous five years.
- Evening (18:00 to 20:59) – 23% in 2014; 21% in the previous five years.
- Overnight (21:00 to 05:59) – 26% in 2014; 13% in the previous five years.

In 2014, the majority of fatal ORV collisions occurred between 6 p.m. and midnight (8 of 11 fatal collisions).

In 2014, 9 of 21 injury ORV collisions occurred between noon and 6 p.m. and 8 of 21 injury ORV collisions occurred between 6 p.m. and midnight.

Figure 11-4 Proportion of Total ORV Collisions by Collision Severity and Time of Occurrence



In 2014, very few ORV collisions occurred between midnight and 6 a.m., 11% of ORV collisions occurred between 6 a.m. and noon and 77% of ORV collisions occurred between noon and midnight.

Table 11-8 Off-Road Vehicle Collisions by Light Condition and Collision SeverityTable 11-8
ORV Collisions by Light Condition and Collision Severity: 2014, 2009-2013 Average

Light Condition	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Day	3	27.3%	14	66.7%	3	100.0%	20	57.1%	52	-61.5%
Dawn	1	9.1%	0	-	0	-	1	2.9%	1	-16.7%
Dusk	1	9.1%	1	4.8%	0	-	2	5.7%	6	-68.8%
Dark	4	36.4%	5	23.8%	0	-	9	25.7%	18	-50.0%
Artificial Light	1	9.1%	1	4.8%	0	-	2	5.7%	1	42.9%
Not Stated	1	9.1%	0	-	0	-	1	2.9%	3	-61.5%
Total	11	100%	21	100%	3	100%	35	100%	82	-57.1%

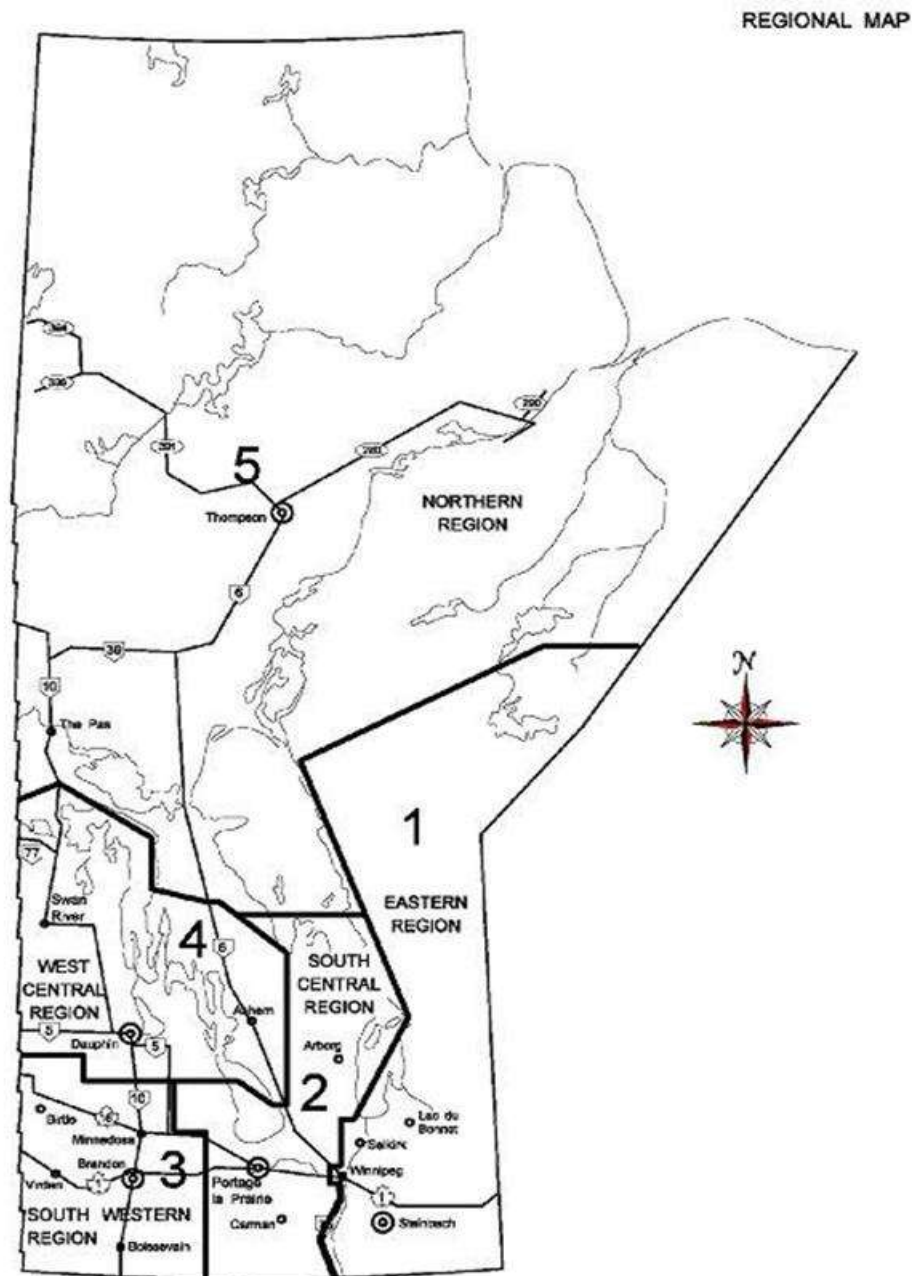
The majority of ORV collisions occur during daylight conditions, from a half hour after sunrise to a half hour before sunset. In 2014, daylight conditions account for 20 of 35 collisions (57% of the total). An additional 9 collisions (26%) occurred during darkness.

Table 11-9 ORV Collisions by Weather Condition and Collision SeverityTable 11-9
ORV Collisions by Weather Condition and Collision Severity: 2014, 2009-2013 Average

Weather Condition	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Clear	5	45.5%	15	71.4%	1	33.3%	21	60.0%	57	-63.0%
Cloudy	2	18.2%	3	14.3%	2	66.7%	7	20.0%	10	-28.6%
Raining	0	-	1	4.8%	0	-	1	2.9%	3	-61.5%
Snowing	0	-	1	4.8%	0	-	1	2.9%	3	-70.6%
Fog/Mist	1	9.1%	0	-	0	-	1	2.9%	2	-50.0%
Smoke/Dust	0	-	0	-	0	-	0	-	<1	-100.0%
Drifting Snow	1	9.1%	1	4.8%	0	-	2	5.7%	<1	150.0%
Strong Winds	0	-	0	-	0	-	0	-	1	-100.0%
Not Stated	2	18.2%	0	-	0	-	2	5.7%	5	-56.5%
Total	11	100%	21	100%	3	100%	35	100%	82	-57.1%

The majority of ORV collisions occur when weather conditions are clear. In 2014, 21 of 35 collisions (60%) occur in clear weather conditions. Another 7 collisions (20%) occur in cloudy weather.

Map 1-1 Manitoba Infrastructure and Transportation (MIT) Regions



Source: Manitoba Infrastructure and Transportation, Traffic Engineering

This map shows the boundaries of Manitoba Infrastructure and Transportation (MIT) regions and regional office locations. Regional Offices are responsible for service delivery and management of MIT programs, as indicated in the department's annual report.³ Off-road vehicle collisions are reported by location within these regions.

³ 2013/2014 Annual Report for Manitoba Infrastructure and Transportation: <http://www.gov.mb.ca/mit/reports/annual/2014annual.pdf>

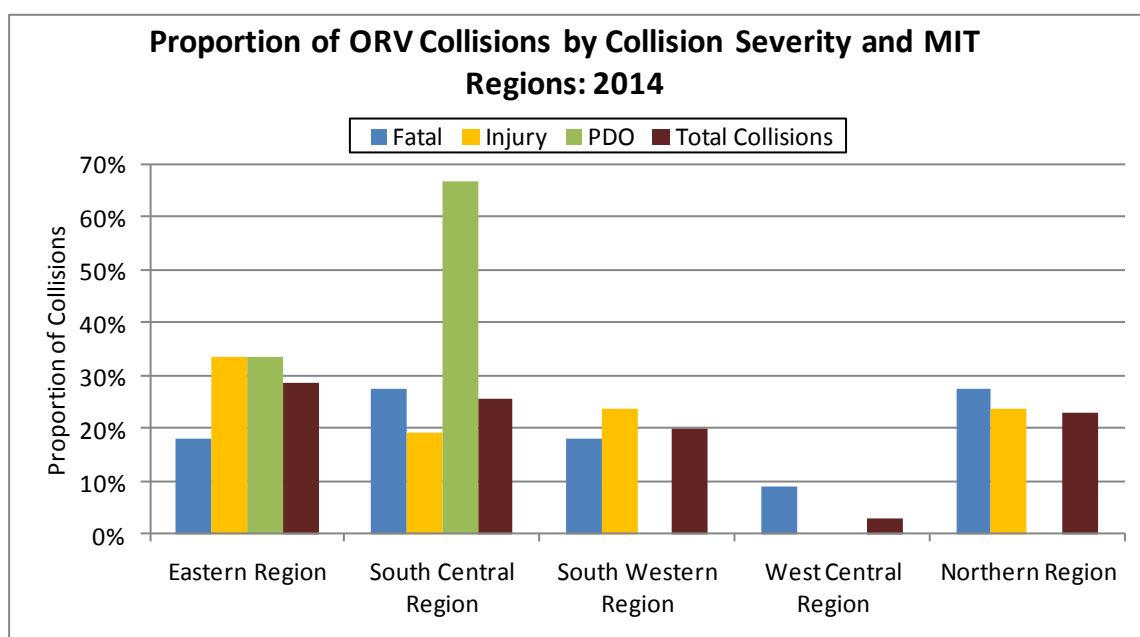
Table 11-10 ORV Collisions by MIT Regions and Collision SeverityTable 11-10
ORV Collisions by MIT Regions and Collision Severity: 2014, 2009-2013 Average

Region	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Eastern Region	2	18.2%	7	33.3%	1	33.3%	10	28.6%	36	-71.9%
South Central Region	3	27.3%	4	19.0%	2	66.7%	9	25.7%	9	-4.3%
South Western Region	2	18.2%	5	23.8%	0	-	7	20.0%	7	-5.4%
West Central Region	1	9.1%	0	-	0	-	1	2.9%	15	-93.4%
Northern Region	3	27.3%	5	23.8%	0	-	8	22.9%	12	-33.3%
Not Stated	0	-	0	-	0	-	0	-	2	-100.0%
Total	11	100%	21	100%	3	100%	35	100%	82	-57.1%

The Eastern Region of Manitoba historically accounts for a large share of off-road vehicle accidents. In 2014, 10 of 35 collisions (29% of the total) occurred in the Eastern Region. The South Central Region follows with 9 collisions (26%), while the Northern and South Western Regions had 8 collisions (23%) and 7 collisions (20%), respectively.

The overall count of ORV collisions in 2014 is down across all regions in Manitoba (compared to the 2009 to 2013 annual average). The proportional distribution of collisions by region has fluctuated in 2014.

- Eastern Region – 29% of ORV collisions in 2014; 44% in previous five years.
- South Central Region – 26% of ORV collisions in 2014; nearly 12% in previous five years.
- South Western Region – 20% of ORV collisions in 2014; 9% in previous five years.
- West Central Region – 3% of ORV collisions in 2014; 19% in previous five years.
- Northern Region – 23% of ORV collisions in 2014; 15% in previous five years.

Figure 11-5 Proportion of ORV Collisions by Collision Severity and MIT Regions

Fatal ORV collisions in 2014 occur most often in the South Central and Northern Regions of Manitoba (3 of 11 fatal collisions, each), followed by the Eastern and South Western Regions (2 of 11 fatal collisions, each).

Table 11-11 Off-Road Vehicle Collisions by Location and Collision Severity

Table 11-11
 ORV Collisions by Location and Collision Severity: 2014, 2009-2013 Average

Location	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Public Roadway	7	63.6%	12	57.1%	2	66.7%	21	60.0%	21	1.0%
Ditches	0	-	1	4.8%	0	-	1	2.9%	13	-92.5%
River/Lake	1	9.1%	1	4.8%	0	-	2	5.7%	5	-56.5%
Field	0	-	0	-	0	-	0	-	4	-100.0%
Farm Yard/Private Property	0	-	0	-	0	-	0	-	5	-100.0%
Parking Lot	0	-	1	4.8%	0	-	1	2.9%	<1	66.7%
Embankment	1	9.1%	0	-	0	-	1	2.9%	<1	66.7%
Gravel Road	0	-	2	9.5%	0	-	2	5.7%	2	11.1%
Trail*	2	18.2%	4	19.0%	1	33.3%	7	20.0%	21	-66.0%
Other**	0	-	0	-	0	-	0	-	2	-100.0%
Not Stated	0	-	0	-	0	-	0	-	8	-100.0%
Total	11	100%	21	100%	3	100%	35	100%	82	-57.1%

*Includes marked groomed trail, bush trail/winter road, and snowmobile trail.

**Includes hill, railroad and floodway/diversion.

Note: Historical averages are rounded off to the nearest integer. Computations of percentage changes from the historical trend to the current year are based on actual averages and not on the rounded numbers presented in the table.

In 2014, “public roadway” was the most common location for ORV collisions (21 of 35 collisions; 60%) followed by “trail” (7 collisions; 20%).

The proportion of ORV collisions happening at specific locations in 2014 shows some differences when compared to the previous five year (2009 to 2013) annual average.

- “Public Roadway” – 60% in 2014; nearly 26% in the previous five years.
- “Trail” – 20% in 2014; 25% in the previous five years.
- “River/Lake” – 6% in 2014; 6% in the previous five years.
- “Gravel Road” – 6% in 2014; 2% in the previous five years.
- “Ditches” – 3% in 2014; 16% in the previous five years.

NOTE: For a detailed count of ORV collisions by location in each year from 2009 to 2014, please refer to “Table 11-20 Historical Summary of ORV Collisions by Location” at the end of this section.

Table 11-12 ORV Collision Victims by Age Group and Casualty TypeTable 11-12
ORV Collision Victims by Age Group and Casualty Type: 2014, 2009-2013 Average

Age Group	2014 Casualty Type				2014 Total Victims	% of 2014 Total Victims	2009-13 Average			
	Killed	% of Total Killed	Injured	% of Total Injured			Killed	Injured	Total Victims	% of Total Victims
0-4	0	-	0	-	0	-	0	<1	<1	0.3%
5-9	0	-	0	-	0	-	<1	<1	1	1.3%
10-14	1	8.3%	4	12.9%	5	11.6%	<1	3	4	5.5%
15-19	1	8.3%	7	22.6%	8	18.6%	1	12	13	16.9%
20-24	2	16.7%	4	12.9%	6	14.0%	1	10	11	14.8%
25-34	5	41.7%	8	25.8%	13	30.2%	1	11	12	15.8%
35-44	1	8.3%	3	9.7%	4	9.3%	<1	11	12	15.3%
45-54	0	-	2	6.5%	2	4.7%	3	9	12	15.6%
55-64	2	16.7%	1	3.2%	3	7.0%	<1	4	4	5.2%
65+	0	-	2	6.5%	2	4.7%	<1	3	3	4.4%
Not Stated	0	-	0	-	0	-	0	4	4	4.9%
Total	12	100%	31	100%	43	100%	10	67	77	100%

The majority of ORV collision victims are under the age of 45 (84% of all victims). In 2014, 13 of 43 ORV collision victims (30%) are under the age of 20 while 14% are aged 20-24, 30% are aged 25-34, and 9% are aged 35-44. Seven of 43 victims (16%) are 45 years old and older (5% aged 45 to 54; 7% aged 55 to 64; 5% aged 65 and older).

ORV collision victims in 2014 are, for the most part, consistent in terms of overall age demographic when compared with the previous five year (2009 to 2013) annual average. In the previous five years:

- Persons under the age of 15 account for 7% of all victims in ORV collisions, compared to 12% in 2014;
- Persons aged 15 to 44 account for 63% of all victims in ORV collisions, compared to 72% in 2014;
- Persons aged 45 and above account for 25% of all victims in ORV collisions, compared to 16% in 2014.

NOTE: The classification of victims is different from that of drivers (see Table 11-16) as victims may be of any age. Therefore, they are classified by a 5-year age cohort up to age 24. While drivers of off-road vehicles may not be required to be licensed, driver statistics are recorded consistent with other sections, and identified as under 16, 16 to 19, and then using the same classifications for victims.

NOTE: For a detailed count of ORV collision victims by age group in each year from 2009 to 2014, please refer to "Table 11-21 Historical Summary of ORV Collision Victims by Age Group" at the end of this section.

Table 11-13 ORV Collision Victims by Gender and Casualty TypeTable 11-13
ORV Collision Victims by Gender and Casualty Type: 2014, 2009-2013 Average

Gender	2014 Casualty Type				2014 Total Victims	% of 2014 Total Victims	2009-13 Average			
	Killed	% of Total Killed	Injured	% of Total Injured			Killed	Injured	Total Victims	% of Total Victims
Male	8	66.7%	21	67.7%	29	67.4%	9	49	58	75.3%
Female	4	33.3%	10	32.3%	14	32.6%	1	18	19	24.7%
Total	12	100%	31	100%	43	100%	10	67	77	100%

The majority of people killed and injured in ORV collisions in 2014 are male. Males account for 29 of 43 ORV collision victims (67% of all victims). This is consistent with the previous five year (2009 to 2013) annual average (75%).

Table 11-14 ORV Collision Victims by Safety Equipment Use and Casualty TypeTable 11-14
ORV Collision Victims by Safety Equipment Use and Casualty Type: 2014, 2009-2013 Average

Safety Equipment	2014 Casualty Type				2014 Total Victims	% of 2014 Total Victims	2009-13 Average				% Change 2014 to 2009-13 Average
	Killed	% of Total Killed	Injured	% of Total Injured			Killed	Injured	Total Victims	% of Total Victims	
Safety Helmet Worn	3	25.0%	9	29.0%	12	27.9%	4	27	31	40.5%	-61.5%
Safety Helmet Not Worn	5	41.7%	8	25.8%	13	30.2%	3	11	15	19.0%	-11.0%
Seat Belt Assembly Used	0	-	3	9.7%	3	7.0%	0	6	6	7.4%	-47.1%
Seat Belt Assembly Not Used	0	-	4	12.9%	4	9.3%	<1	0	<1	0.4%	**
Not Stated	1	8.3%	3	9.7%	4	9.3%	1	16	17	22.1%	-76.5%
Not Applicable*	3	25.0%	4	12.9%	7	16.3%	1	9	11	13.8%	-34.0%
Total	12	100%	31	100%	43	100%	10	67	77	100.0%	-44.2%

* Victims who were not operators/passengers of off-road vehicles; therefore do not require a helmet.

** Percentage change is not calculated due to historical counts of zero.

In 2014, 12 victims (28%) in ORV collisions were wearing a safety helmet; 13 were not. This includes 3 people killed while wearing a helmet and 5 people killed while not wearing a helmet. The proportion of victims who were wearing a helmet in 2014 has decreased (28%) compared to the previous five year annual average (2009 to 2013; nearly 41%).

Table 11-15 ORV Victims Killed vs. Injured for Helmeted and Non-helmeted ORV OccupantsTable 11-15
ORV Victims Killed vs. Injured for Helmeted and Non-helmeted ORV Occupants (2009-2014)

	Helmet worn		Helmet not worn		Helmet Effectiveness
	Number	Percent	Number	Percent	(Ratio of % helmet not worn to % helmet worn)
Killed	23	13.7%	22	25.6%	1.87
Injured	145	86.3%	64	74.4%	0.86
Total	168	100%	86	100%	-

Note: Data have been presented in aggregate for the years 2009-2014.

As the number of victims wearing helmets exceeds those not wearing helmets, a casual interpretation of the statistics may lead one to conclude that helmets contribute to fatalities and injuries in ORV collisions. However, it is likely that with a large majority of drivers and passengers wearing helmets, they have a high representation among collision victims.

Table 11-15 compares the proportion of people killed and injured for those wearing and not wearing helmets. Among people wearing helmets when they sustain an injury from an ORV collision, 14% are killed. Among people not wearing helmets when they sustain an injury from an ORV collision, 26% are killed. This indicates that an ORV collision victim is almost twice as likely to be killed if they are not wearing a helmet at the time of a collision.

Table 11-16 Drivers Involved in ORV Collisions by Age Group and Collision SeverityTable 11-16
Drivers Involved in ORV Collisions by Age Group and Collision Severity: 2014, 2009-2013 Average

Age Group	2014 Collision Severity						2014 Total	% of 2014 Total	2009-13 Average	% Change 2014 to 2009-13 Average
	Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*				
<16	1	7.1%	3	11.5%	1	25.0%	5	11.4%	7	-32.4%
16-19	1	7.1%	5	19.2%	0	-	6	13.6%	13	-54.5%
20-24	2	14.3%	3	11.5%	0	-	5	11.4%	13	-60.9%
25-34	7	50.0%	5	19.2%	0	-	12	27.3%	20	-38.8%
35-44	0	-	5	19.2%	1	25.0%	6	13.6%	16	-62.5%
45-54	1	7.1%	3	11.5%	0	-	4	9.1%	15	-73.7%
55-64	2	14.3%	1	3.8%	1	25.0%	4	9.1%	7	-42.9%
65+	0	-	1	3.8%	1	25.0%	2	4.5%	2	-9.1%
Not Stated	1	-	1	-	1	-	3	-	5	-
Total	15	100%	27	100%	5	100%	47	100%	98	-52.2%

*Percentage of the total does not include the "not stated" category.

In 2014, drivers under the age of 45 account for 77% of drivers involved in ORV collisions (<16 – 11%; 16 to 19 – 14%; 20 to 24 – 11%; 25 to 34 – 27%; 35 to 44 – 14%), while drivers aged 45 and above account for 23% (45 to 54 – 9%; 55 to 64 – 9%; 65 and above – nearly 5%).

Table 11-17 ORV Collisions by Contributing Factors and Collision Severity

Table 11-17
Drivers Involved in ORV Collisions by Contributing Factors and Collision Severity: 2014

Contributing Factor	2014 Collision Severity						2014 Total Drivers	% of 2014 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	1	6.7%	5	18.5%	0	-	6	12.8%
Driver Action - Driving properly	0	-	1	3.7%	0	-	1	2.1%
Any At-fault Driver Action	8	53.3%	12	44.4%	1	20.0%	21	44.7%
Following too closely	1	6.7%	0	-	0	-	1	2.1%
Turning improperly	1	6.7%	0	-	0	-	1	2.1%
Passing improperly	0	-	1	3.7%	0	-	1	2.1%
Changing lanes improperly	0	-	1	3.7%	0	-	1	2.1%
Fail to yield right-of-way	0	-	0	-	0	-	0	-
Disobey traffic control device/officer	0	-	0	-	0	-	0	-
Drive wrong way on roadway	0	-	0	-	0	-	0	-
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-
Back unsafely	0	-	0	-	0	-	0	-
Parking improperly	0	-	0	-	0	-	0	-
Lost control/Drive off road	1	6.7%	2	7.4%	0	-	3	6.4%
Driverless vehicle ran out of control	0	-	0	-	0	-	0	-
Leave stop sign before safe to do so	0	-	0	-	0	-	0	-
Failed to signal	0	-	0	-	0	-	0	-
Take avoiding action	0	-	1	3.7%	0	-	1	2.1%
Driver inexperience	0	-	1	3.7%	1	20.0%	2	4.3%
Pedestrian error/confusion	0	-	0	-	0	-	0	-
NET Speed	6	40.0%	4	14.8%	0	-	10	21.3%
Exceeding speed limit	0	-	1	3.7%	0	-	1	2.1%
Driving too fast for conditions	2	13.3%	3	11.1%	0	-	5	10.6%
Unsafe operating speed (Too fast or too slow)	4	26.7%	0	-	0	-	4	8.5%
NET Distracted driving	0	-	6	22.2%	1	20.0%	7	14.9%
Careless Driving	0	-	4	14.8%	0	-	4	8.5%
Distraction/Inattention	0	-	2	7.4%	1	20.0%	3	6.4%

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Contributing Factor	2014 Collision Severity						2014 Total Drivers	% of 2014 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	3	20.0%	5	18.5%	0	-	8	17.0%
Any At-fault Human Condition	9	60.0%	3	11.1%	0	-	12	25.5%
Loss of consciousness/Blackout prior to collision	0	-	1	3.7%	0	-	1	2.1%
Extreme fatigue/Fell asleep	0	-	0	-	0	-	0	-
Defective eyesight	0	-	0	-	0	-	0	-
Defective hearing	0	-	0	-	0	-	0	-
Medical disability	0	-	0	-	0	-	0	-
Physical disability	0	-	0	-	0	-	0	-
Mental disability	0	-	0	-	0	-	0	-
Mental confusion/Inability to remember	0	-	0	-	0	-	0	-
Sudden illness	0	-	0	-	0	-	0	-
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-
NET Impaired	9	60.0%	2	7.4%	0	-	11	23.4%
Ability impaired alcohol	2	13.3%	0	-	0	-	2	4.3%
Ability impaired drugs	0	-	0	-	0	-	0	-
Had been drinking/Suspected alcohol use	7	46.7%	2	7.4%	0	-	9	19.1%
No Apparent (Vehicle) Defect	3	20.0%	12	44.4%	0	-	15	31.9%
Any At-fault Vehicle Defect	0	-	0	-	0	-	0	-
Defective brakes	0	-	0	-	0	-	0	-
Defective steering	0	-	0	-	0	-	0	-
Defective headlights	0	-	0	-	0	-	0	-
Defective brake lights	0	-	0	-	0	-	0	-
Defective lighting (unspecified)	0	-	0	-	0	-	0	-
Defective engine controls/drive train	0	-	0	-	0	-	0	-
Defective suspension/wheels	0	-	0	-	0	-	0	-
Defective tires	0	-	0	-	0	-	0	-
Tow hitch/yoke defective	0	-	0	-	0	-	0	-
Defective exhaust system	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	0	-	0	-	0	-	0	-
Vehicle modifications	0	-	0	-	0	-	0	-
Fire	0	-	0	-	0	-	0	-
Overloaded/oversized	0	-	0	-	0	-	0	-
Load shifted/spilled	0	-	0	-	0	-	0	-
Jack-knife/trailer swing	0	-	0	-	0	-	0	-
Hydroplaning tires	0	-	0	-	0	-	0	-

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Contributing Factor	2014 Collision Severity						2014 Total Drivers	% of 2014 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Any At-fault Environmental Condition	1	6.7%	6	22.2%	1	20.0%	8	17.0%
Animal action - Wild	0	-	0	-	0	-	0	-
Animal action - Domestic	0	-	0	-	0	-	0	-
Slippery road surface	0	-	2	7.4%	0	-	2	4.3%
Snow drift	0	-	2	7.4%	0	-	2	4.3%
Obstruction/debris on roadway	0	-	0	-	0	-	0	-
View obstructed/limited	0	-	1	3.7%	1	20.0%	2	4.3%
Glare/reflection	1	6.7%	2	7.4%	0	-	3	6.4%
Construction zone	0	-	0	-	0	-	0	-
Defective driving surface	0	-	0	-	0	-	0	-
Shoulders defective	0	-	0	-	0	-	0	-
Lane markings inadequate	0	-	0	-	0	-	0	-
Defective/inoperative traffic control device	0	-	0	-	0	-	0	-
Weather	0	-	0	-	0	-	0	-
Pedestrian corridor in use	0	-	0	-	0	-	0	-
Uninvolved vehicle	0	-	0	-	0	-	0	-
Uninvolved pedestrian	0	-	0	-	0	-	0	-
Presence of prior accident	0	-	0	-	0	-	0	-
No Contributing Factor(s) Identified	1	6.7%	5	18.5%	4	80.0%	10	21.3%
Not Stated	0	-	1	3.7%	0	-	1	2.1%
Total	15	100%	27	100%	5	100%	47	100%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

In 2014, at least one at-fault driver action is recorded for 21 of the 47 drivers involved in ORV collisions (45%), including:

- 8 of 15 drivers involved in fatal collisions;
- 12 of 27 drivers involved in injury collisions; and,
- 1 of 5 drivers involved in PDO collisions.

The most prevalent at-fault driver actions include:

- Speed (including “exceeding speed limit”, “driving too fast for conditions” and “unsafe operating speed”) – 21% of the drivers involved;
- Distracted driving (including “careless driving” and “distraction/inattention” – 15% of the drivers involved;
- “Loss of control/drive off road” – 6% of the drivers involved; and,
- “Driver inexperience” – 4% of the drivers involved.

At-fault human conditions are recorded for nearly 26% of the drivers involved in ORV collisions, with the most prevalent being impaired (including “ability impaired by alcohol”, “ability impaired by drugs” and “had been drinking/suspected alcohol use”) (23% of the drivers involved).

Environmental conditions are recorded as contributing for 17% of the drivers involved in ORV collisions.

The most prevalent of these include:

- “Glare/reflection” – 6% of the drivers involved;
- “Slippery road surface” – 4% of the drivers involved;
- “Snow drift” – 4% of the drivers involved; and,
- “View obstructed/limited” – 4% of the drivers involved.

None of the drivers involved in ORV collisions had a vehicle defect recorded as a contributing factor.

In the previous five year (2009 to 2013) annual average of the drivers involved in ORV collisions:

- 35% had an at-fault driver action recorded, with 13% being distracted (“careless driving” and “distraction/inattention”), 12% speed, and 9% “lost control/drive off road”;
- 10% had an at-fault ‘human condition’ recorded, with the most common being impaired (9%);
- 21% had an environmental condition recorded, with the most common being “defective driving surface” (5%), “obstruction/debris on roadway” (4%), “snow drift” (4%), “view obstructed/limited” (3%) and “slippery road surface” (3%); and,
- 2% had a vehicle defect recorded as a contributing factor.

In 2014, 8 of 15 fatal collisions had an at-fault driver action and 9 of 15 had an at-fault human condition. The most common at-fault contributing factors recorded for drivers involved in fatal ORV collisions in 2014 include:

- Impaired (including “ability impaired by alcohol”, “ability impaired by drugs” and “had been drinking/suspected alcohol use”) – 9 of 15 drivers; and,
- Speed (including “exceeding speed limit”, “driving too fast for conditions” and “unsafe operating speed”) – 6 of 15 drivers.

NOTE: For a detailed count of drivers involved in ORV collisions by the contributing factors recorded in each year from 2009 to 2014, please refer to “*Table 11-22 Historical Summary of Drivers Involved in ORV Collisions by Contributing Factors*” at the end of this section.

Table 11-18 Historical Summary of ORVs Involved in Collisions by Vehicle Type and Active Registration

Table 11-18
Summary of ORVs Involved in Collisions by Vehicle Type and Active Registration: 2009 to 2014

Vehicle Type	2009		2010		2011		2012		2013		2014	
	Active Registrations Involved	% Known to be Registered**	Active Registrations Involved	% Known to be Registered**	Active Registrations Involved	% Known to be Registered**	Active Registrations Involved	% Known to be Registered**	Active Registrations Involved	% Known to be Registered**	Active Registrations Involved	% Known to be Registered**
Snowmobile	64	70.3%	63	74.6%	52	86.5%	22	63.6%	25	56.0%	18	50.0%
ATV	57	57.9%	39	64.1%	20	65.0%	23	47.8%	27	48.1%	18	44.4%
Motorcycle	6	50.0%	2	50.0%	3	33.3%	1	-	4	-	4	-
Other*	26	80.8%	23	56.5%	25	56.0%	8	75.0%	15	73.3%	9	88.9%
Total	153	66.7%	127	67.7%	100	73.0%	54	57.4%	71	53.5%	49	51.0%

* 'Other' includes: vehicles not registered as an off-road vehicle, dune /sport buggy, 4 wheel drive motor vehicle (operated off-road), amphibious vehicle, and those listed under "not stated" category.

** The "% known to be registered" is calculated as active registrations as indicated on the TAR as a proportion of total ORVs in the category.

Table 11-19 Historical Summary of ORV Collisions by Month of Occurrence

Table 11-19
Summary of ORV Collisions by Month of Occurrence: 2009 to 2014

Month	2009 Total	% of 2009 Total	2010 Total	% of 2010 Total	2011 Total	% of 2011 Total	2012 Total	% of 2012 Total	2013 Total	% of 2013 Total	2014 Total	% of 2014 Total
January	23	18.3%	31	29.0%	14	19.4%	2	4.3%	5	8.9%	6	17.1%
February	16	12.7%	12	11.2%	18	25.0%	2	4.3%	7	12.5%	4	11.4%
March	10	7.9%	14	13.1%	18	25.0%	1	2.1%	7	12.5%	4	11.4%
April	6	4.8%	13	12.1%	6	8.3%	2	4.3%	1	1.8%	4	11.4%
May	6	4.8%	1	0.9%	3	4.2%	2	4.3%	6	10.7%	2	5.7%
June	14	11.1%	8	7.5%	2	2.8%	8	17.0%	9	16.1%	4	11.4%
July	14	11.1%	3	2.8%	4	5.6%	3	6.4%	4	7.1%	3	8.6%
August	7	5.6%	4	3.7%	1	1.4%	2	4.3%	2	3.6%	2	5.7%
September	7	5.6%	6	5.6%	1	1.4%	5	10.6%	3	5.4%	1	2.9%
October	6	4.8%	2	1.9%	3	4.2%	2	4.3%	5	8.9%	2	5.7%
November	5	4.0%	1	0.9%	1	1.4%	7	14.9%	2	3.6%	2	5.7%
December	12	9.5%	12	11.2%	1	1.4%	11	23.4%	5	8.9%	1	2.9%
Total	126	100%	107	100%	72	100%	47	100%	56	100%	35	100%

Table 11-20 Historical Summary of ORV Collisions by Location

Table 11-20
Summary of ORV Collisions by Location: 2009 to 2014

Location	2009 Total	% of 2009 Total	2010 Total	% of 2010 Total	2011 Total	% of 2011 Total	2012 Total	% of 2012 Total	2013 Total	% of 2013 Total	2014 Total	% of 2014 Total
Public Roadway	23	18.3%	17	15.9%	22	30.6%	16	34.0%	26	46.4%	21	60.0%
Ditches	25	19.8%	22	20.6%	9	12.5%	9	19.1%	2	3.6%	1	2.9%
River/Lake	9	7.1%	4	3.7%	6	8.3%	2	4.3%	2	3.6%	2	5.7%
Field	4	3.2%	7	6.5%	6	8.3%	3	6.4%	1	1.8%	0	-
Farm Yard/Private Property	8	6.3%	9	8.4%	0	-	2	4.3%	7	12.5%	0	-
Parking Lot	0	-	2	1.9%	1	1.4%	0	-	0	-	1	2.9%
Embankment	0	-	1	0.9%	0	-	1	2.1%	1	1.8%	1	2.9%
Gravel Road	3	2.4%	3	2.8%	1	1.4%	1	2.1%	1	1.8%	2	5.7%
Trail**	36	28.6%	25	23.4%	23	31.9%	5	10.6%	14	25.0%	7	20.0%
Other	2	1.6%	5	4.7%	1	1.4%	1	2.1%	1	1.8%	0	-
Not Stated	16	12.7%	12	11.2%	3	4.2%	7	14.9%	1	1.8%	0	-
Total	126	100%	107	100%	72	100%	47	100%	56	100%	35	100%

Table 11-21 Historical Summary of ORV Collision Victims by Age Group

Table 11-21

Historical Summary of ORV Collision Victims by Age Group: 2009 to 2014

Age Group	2009 Total	% of 2009 Total	2010 Total	% of 2010 Total	2011 Total	% of 2011 Total	2012 Total	% of 2012 Total	2013 Total	% of 2013 Total	2014 Total	% of 2014 Total
0-4	1	1.0%	0	-	0	-	0	-	0	-	0	-
5-9	3	2.9%	1	1.1%	1	1.3%	0	-	0	-	0	-
10-14	5	4.9%	7	7.6%	4	5.3%	2	3.7%	3	4.8%	5	11.6%
15-19	20	19.6%	14	15.2%	14	18.7%	8	14.8%	9	14.5%	8	18.6%
20-24	16	15.7%	9	9.8%	9	12.0%	11	20.4%	12	19.4%	6	14.0%
25-34	13	12.7%	18	19.6%	8	10.7%	8	14.8%	14	22.6%	13	30.2%
35-44	15	14.7%	14	15.2%	13	17.3%	11	20.4%	6	9.7%	4	9.3%
45-54	15	14.7%	16	17.4%	13	17.3%	7	13.0%	9	14.5%	2	4.7%
55-64	4	3.9%	9	9.8%	4	5.3%	2	3.7%	1	1.6%	3	7.0%
65+	1	1.0%	2	2.2%	5	6.7%	5	9.3%	4	6.5%	2	4.7%
Not Stated	9	8.8%	2	2.2%	4	5.3%	0	-	4	6.5%	0	-
Total	102	100%	92	100%	75	100%	54	100%	62	100%	43	100%

Table 11-22 Historical Summary of ORV Collisions by Contributing Factors

Table 11-22
 Historical Summary of ORV Collisions by Contributing Factors: 2009 to 2014

Contributing Factor	2009 Total Drivers	% of 2009 Total Drivers	2010 Total Drivers	% of 2010 Total Drivers	2011 Total Drivers	% of 2011 Total Drivers	2012 Total Drivers	% of 2012 Total Drivers	2013 Total Drivers	% of 2013 Total Drivers	2014 Total Drivers	% of 2014 Total Drivers
Driver Action - Driving Properly and Human Condition - Apparently Normal	35	23.6%	27	21.3%	30	30.9%	8	14.8%	11	16.7%	6	12.8%
Driver Action - Driving properly	8	5.4%	9	7.1%	8	8.2%	3	5.6%	2	3.0%	1	2.1%
Any At-fault Driver Action	67	45.3%	38	29.9%	30	30.9%	16	29.6%	22	33.3%	21	44.7%
Following too closely	3	2.0%	0	-	0	-	1	1.9%	0	-	1	2.1%
Turning improperly	1	0.7%	1	0.8%	2	2.1%	0	-	1	1.5%	1	2.1%
Passing improperly	0	-	0	-	0	-	0	-	0	-	1	2.1%
Changing lanes improperly	0	-	0	-	1	1.0%	0	-	0	-	1	2.1%
Fail to yield right-of-way	2	1.4%	2	1.6%	2	2.1%	0	-	2	3.0%	0	-
Disobey traffic control device/officer	1	0.7%	0	-	1	1.0%	0	-	0	-	0	-
Drive wrong way on roadway	2	1.4%	1	0.8%	0	-	0	-	0	-	0	-
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-	0	-	0	-
Back unsafely	1	0.7%	1	0.8%	0	-	0	-	1	1.5%	0	-
Parking improperly	0	-	0	-	1	1.0%	0	-	0	-	0	-
Lost control/Drive off road	22	14.9%	10	7.9%	6	6.2%	3	5.6%	4	6.1%	3	6.4%
Driverless vehicle ran out of control	0	-	0	-	0	-	0	-	0	-	0	-
Leave stop sign before safe to do so	0	-	0	-	1	1.0%	0	-	0	-	0	-
Failed to signal	0	-	1	0.8%	0	-	0	-	0	-	0	-
Take avoiding action	3	2.0%	1	0.8%	0	-	0	-	1	1.5%	1	2.1%
Driver inexperience	7	4.7%	6	4.7%	4	4.1%	6	11.1%	3	4.5%	2	4.3%
Pedestrian error/confusion	0	-	0	-	0	-	0	-	0	-	0	-
NET Speed	19	12.8%	13	10.2%	6	6.2%	7	13.0%	12	18.2%	10	21.3%
Exceeding speed limit	1	0.7%	3	2.4%	1	1.0%	2	3.7%	2	3.0%	1	2.1%
Driving too fast for conditions	6	4.1%	6	4.7%	2	2.1%	2	3.7%	4	6.1%	5	10.6%
Unsafe operating speed (Too fast or too slow)	12	8.1%	5	3.9%	4	4.1%	4	7.4%	7	10.6%	4	8.5%
NET Distracted driving	26	17.6%	18	14.2%	11	11.3%	2	3.7%	5	7.6%	7	14.9%
Careless Driving	17	11.5%	12	9.4%	8	8.2%	1	1.9%	4	6.1%	4	8.5%
Distraction/Inattention	9	6.1%	7	5.5%	3	3.1%	1	1.9%	2	3.0%	3	6.4%

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Section 11

Off-Road Vehicle Collisions

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Contributing Factor	2009 Total Drivers	% of 2009 Total Drivers	2010 Total Drivers	% of 2010 Total Drivers	2011 Total Drivers	% of 2011 Total Drivers	2012 Total Drivers	% of 2012 Total Drivers	2013 Total Drivers	% of 2013 Total Drivers	2014 Total Drivers	% of 2014 Total Drivers
Human Condition - Apparently Normal	26	17.6%	19	15.0%	12	12.4%	16	29.6%	18	27.3%	8	17.0%
Any At-fault Human Condition	14	9.5%	11	8.7%	4	4.1%	11	20.4%	8	12.1%	12	25.5%
Loss of consciousness/Blackout prior to collision	0	-	0	-	0	-	0	-	0	-	1	2.1%
Extreme fatigue/Fell asleep	0	-	0	-	0	-	0	-	0	-	0	-
Defective eyesight	1	0.7%	0	-	0	-	0	-	0	-	0	-
Defective hearing	0	-	0	-	0	-	0	-	0	-	0	-
Medical disability	0	-	0	-	0	-	0	-	0	-	0	-
Physical disability	1	0.7%	0	-	0	-	0	-	1	1.5%	0	-
Mental disability	0	-	0	-	0	-	1	1.9%	0	-	0	-
Mental confusion/Inability to remember	0	-	0	-	0	-	0	-	0	-	0	-
Sudden illness	0	-	0	-	1	1.0%	0	-	0	-	0	-
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-	0	-	0	-
NET Impaired	14	9.5%	11	8.7%	3	3.1%	10	18.5%	7	10.6%	11	23.4%
Ability impaired alcohol	7	4.7%	7	5.5%	2	2.1%	7	13.0%	3	4.5%	2	4.3%
Ability impaired drugs	1	0.7%	0	-	0	-	0	-	0	-	0	-
Had been drinking/Suspected alcohol use	6	4.1%	5	3.9%	1	1.0%	3	5.6%	4	6.1%	9	19.1%
No Apparent (Vehicle) Defect	63	42.6%	40	31.5%	45	46.4%	27	50.0%	32	48.5%	15	31.9%
Any At-fault Vehicle Defect	3	2.0%	2	1.6%	2	2.1%	1	1.9%	0	-	0	-
Defective brakes	0	-	1	0.8%	0	-	0	-	0	-	0	-
Defective steering	0	-	0	-	0	-	0	-	0	-	0	-
Defective headlights	0	-	0	-	0	-	0	-	0	-	0	-
Defective brake lights	0	-	0	-	0	-	0	-	0	-	0	-
Defective lighting (unspecified)	0	-	0	-	2	2.1%	0	-	0	-	0	-
Defective engine controls/drive train	0	-	0	-	0	-	0	-	0	-	0	-
Defective suspension/wheels	1	0.7%	0	-	0	-	0	-	0	-	0	-
Defective tires	0	-	1	0.8%	0	-	0	-	0	-	0	-
Tow hitch/yoke defective	1	0.7%	0	-	0	-	0	-	0	-	0	-
Defective exhaust system	0	-	0	-	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	0	-	0	-	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	0	-	0	-	0	-	0	-	0	-	0	-
Vehicle modifications	0	-	0	-	0	-	0	-	0	-	0	-
Fire	0	-	0	-	0	-	0	-	0	-	0	-
Overloaded/oversized	0	-	0	-	0	-	1	1.9%	0	-	0	-
Load shifted/spilled	0	-	0	-	0	-	0	-	0	-	0	-
Jack-knife/trailer swing	0	-	0	-	0	-	0	-	0	-	0	-
Hydroplaning tires	1	0.7%	0	-	0	-	0	-	0	-	0	-

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Section 11

Off-Road Vehicle Collisions

(continued from previous page)

Contributing Factor	2009 Total Drivers	% of 2009 Total Drivers	2010 Total Drivers	% of 2010 Total Drivers	2011 Total Drivers	% of 2011 Total Drivers	2012 Total Drivers	% of 2012 Total Drivers	2013 Total Drivers	% of 2013 Total Drivers	2014 Total Drivers	% of 2014 Total Drivers
Any At-fault Environmental Condition	30	20.3%	39	30.7%	15	15.5%	9	16.7%	9	13.6%	8	17.0%
Animal action - Wild	2	1.4%	1	0.8%	0	-	0	-	3	4.5%	0	-
Animal action - Domestic	1	0.7%	0	-	0	-	1	1.9%	0	-	0	-
Slippery road surface	4	2.7%	4	3.1%	5	5.2%	0	-	0	-	2	4.3%
Snow drift	2	1.4%	10	7.9%	4	4.1%	1	1.9%	1	1.5%	2	4.3%
Obstruction/debris on roadway	11	7.4%	6	4.7%	2	2.1%	0	-	2	3.0%	0	-
View obstructed/limited	1	0.7%	6	4.7%	3	3.1%	4	7.4%	0	-	2	4.3%
Glare/reflection	1	0.7%	2	1.6%	1	1.0%	0	-	0	-	3	6.4%
Construction zone	0	-	0	-	0	-	0	-	0	-	0	-
Defective driving surface	8	5.4%	11	8.7%	1	1.0%	3	5.6%	2	3.0%	0	-
Shoulders defective	0	-	0	-	0	-	0	-	0	-	0	-
Lane markings inadequate	0	-	2	1.6%	0	-	0	-	0	-	0	-
Defective/inoperative traffic control device	0	-	1	0.8%	0	-	0	-	0	-	0	-
Weather	1	0.7%	6	4.7%	0	-	1	1.9%	2	3.0%	0	-
Pedestrian corridor in use	0	-	0	-	0	-	1	1.9%	0	-	0	-
Uninvolved vehicle	0	-	0	-	0	-	0	-	0	-	0	-
Uninvolved pedestrian	0	-	0	-	0	-	0	-	0	-	0	-
Presence of prior accident	0	-	0	-	0	-	0	-	0	-	0	-
No Contributing Factor(s) Identified	3	2.0%	7	5.5%	7	7.2%	5	9.3%	0	-	10	21.3%
Not Stated	5	3.4%	1	0.8%	1	1.0%	0	-	1	1.5%	1	2.1%
Total	148	100%	127	100%	97	100%	54	100%	66	100%	47	100%

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

SECTION 12 - Alcohol-Related Criminal Code Convictions



Introduction

This section counts the number of drivers convicted of alcohol-related Criminal Code offences for the year 2013 by age at the time of the offence and includes historical statistics for the period 1994 to 2012. There is a one-year lag in the statistics reported to allow for court processing time. Therefore, 2013 is the most current year for which these statistics are available. Details are provided for “first”, “second” and “third and subsequent” (i.e., third, fourth, fifth, etc. combined) offences and whether or not a youth was present in the vehicle at the time of the offence.

Key Highlights

In 2013, there are a total of 1,922 alcohol-related Criminal Code offence convictions, including:

- 1,132 convictions for driving with a blood alcohol concentration (BAC) over .08⁴;
- 689 convictions for impaired driving⁵; and,
- 101 convictions for refusing to provide a breath or blood sample⁶.

In the 20-year period from 1994 to 2013, total alcohol-related Criminal Code convictions declined by 42%, from 3,319 in 1994 to 1,922 in 2013. Total convictions in 2013 (1,922 convictions) decreased slightly (a count of 57; 3%) compared to 2012 (1,979 convictions) and was down as well by 7% compared to the previous five year (2008 to 2012) annual average (2,059 convictions).

Over the past twenty years, alcohol-related Criminal Code convictions have declined by 42% in all age groups in Manitoba. Comparing the total number of convictions in 2013 to 1994 among drivers:

- Under 16 years of age, convictions declined by 20%;
- 16 to 24 years of age, convictions declined by nearly 44%
- 25 to 44 years of age, convictions declined by 46%;
- 45 to 64 years of age, convictions declined by 26%; and,
- 65 years of age and older, convictions declined by 44%.

Licensed drivers up to the age of 44 are overrepresented in alcohol-related Criminal Code convictions.

- Drivers under age 25 represented 14% of the licensed drivers in 2013, but accounted for 26% of convictions.
- Drivers aged 25 to 44 represented 34% of the licensed drivers in 2013, but accounted for 52% of convictions.

Rates of recidivism, indicated by second and third and subsequent offences, decreased substantially from 2003 to 2013. There was a 29% reduction in rate at which drivers are convicted of a second alcohol-related Criminal Code offence, and a 51% reduction in the rate for third and subsequent offences in 2013 compared to 2003.

Major Elements Examined

This section reports the number of drivers convicted of alcohol-related Criminal Code offences.

Convictions have been broken down by whether or not a passenger under the age of 16 was in the vehicle at the time the offence occurred (under columns designated by a trailing “C” in the statute number). In 2005, Manitoba added increased consequences to Criminal Code offences 253A, 253B and 254-5 when these offences are committed with a youth in the vehicle; 2007 represents the first year where these conviction categories are available for reporting.

Beginning in 2007, convictions for impaired driving offences originating in other provinces and the United States have been added to the counts reported here. Prior to that time, these “out-of-province” offences were not included in the annual counts.

“Relative involvement rates” in this section of the report are calculated as a rate per 1,000 licensed drivers to ensure consistency with other jurisdictions.

⁴ Includes s.253B and s.253BC

⁵ Includes s.253A, s.253AC, s.255-2 and s.255-3

⁶ Includes s.254-5 and s.254-5C

In years past, the severity of the sanctions imposed by the courts in Manitoba took into account whether or not the offence involved a traffic collision. Until 2004, Driver Records noted whether the conviction was associated with a crash; that procedure has been discontinued and this report no longer includes a separate count for convictions occurring with or without a collision.

Terms and Definitions

“Blood alcohol concentration (BAC)”

- A measure of the concentration of alcohol in a person’s blood. A measure of “.08 BAC” is equivalent of 80 milligrams of alcohol per 1,000 milligrams of blood, or 0.08%.

“Criminal Code 253A” and “Criminal Code 253B”⁷: Impaired driving

- Everyone commits an offence who operates a motor vehicle or vessel or operates or assists in the operation of an aircraft or of railway equipment or has the care or control of a motor vehicle, vessel, aircraft or railway equipment, whether it is in motion or not,
 - (a) while the person’s ability to operate the vehicle, vessel, aircraft or railway equipment is impaired by alcohol or a drug; or
 - (b) having consumed alcohol in such a quantity that the concentration in the person’s blood exceeds eighty milligrams of alcohol in one hundred millilitres of blood.
- For greater certainty, the reference to impairment by alcohol or a drug in paragraph (a) includes impairment by a combination of alcohol and a drug.
- “253AC” and “253BC” indicate a conviction when there was a youth in the vehicle.

“Criminal Code Statute 254-5”: Refusing to comply with a request for sample

- If a peace officer has reasonable grounds to suspect that a person has alcohol or a drug in their body and that the person has, within the preceding three hours, operated a motor vehicle or vessel, operated or assisted in the operation of an aircraft or railway equipment or had the care or control of a motor vehicle, a vessel, an aircraft or railway equipment, whether it was in motion or not, the peace officer may, by demand, require the person to comply with paragraph (a), in the case of a drug, or with either or both of paragraphs (a) and (b), in the case of alcohol:
 - (a) to perform forthwith physical coordination tests ... and, if necessary, to accompany the peace officer for that purpose; and
 - (b) to provide forthwith a sample of breath that, in the peace officer’s opinion, will enable a proper analysis to be made by means of an approved screening device and, if necessary, to accompany the peace officer for that purpose.
- Everyone commits an offence who, without reasonable excuse, fails or refuses to comply with a demand made under this section.
- “254-5C” indicates a conviction when there was a youth in the vehicle.

“Criminal Code Statute 255-2”: Impaired driving/refusing to provide sample causing injury

- Everyone who commits an offence under paragraph 253(a) and causes bodily harm to another person as a result is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who, while committing an offence under paragraph 253(b), causes an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.

⁷ Definitions for Criminal Code Statute 253, 254 and 255 are taken directly from the **Criminal Code (R.S., 1985, c. C-46)** of Canada, as posted on the Department of Justice website. (<http://laws.justice.gc.ca/en/>)

“Criminal Code Statute 255-3”: Impaired driving/refusing to provide sample causing death

- Everyone who commits an offence under paragraph 253(a) and causes the death of another person as a result is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who, while committing an offence under paragraph 253(b), causes an accident resulting in the death of another person is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in the death of another person, or in bodily harm to another person whose death ensues, is guilty of an indictable offence and liable to imprisonment for life.

Table 12-1: Total Alcohol-Related Criminal Code ConvictionsTable 12-1
Total Alcohol-Related Criminal Code Convictions: 1994 to 2013*

Year	Alcohol Content Over .08		Impaired Driving		Impaired Driving Causing Injury/Death		Refuse Sample		Total
	253B	253BC	253A	253AC	255-2	255-3	254-5	254-5C	
1994	2,516	N/A	405	N/A	34	2	362	N/A	3,319
1995	2,478	N/A	405	N/A	25	3	264	N/A	3,175
1996	2,267	N/A	334	N/A	24	0	250	N/A	2,875
1997	2,519	N/A	366	N/A	37	3	277	N/A	3,202
1998	2,487	N/A	404	N/A	36	1	291	N/A	3,219
1999	2,460	N/A	441	N/A	29	3	320	N/A	3,253
2000	1,959	N/A	493	N/A	34	4	245	N/A	2,735
2001	1,783	N/A	574	N/A	35	2	186	N/A	2,580
2002	1,655	N/A	611	N/A	20	4	143	N/A	2,433
2003	1,464	N/A	567	N/A	19	3	144	N/A	2,197
2004	1,316	N/A	486	N/A	19	4	97	N/A	1,922
2005	1,089	N/A	474	N/A	16	4	98	N/A	1,681
2006	1,270	N/A	478	N/A	12	4	67	N/A	1,831
2007	1,301	3	618	1	14	2	80	0	2,019
2008	1,324	5	593	5	15	3	89	0	2,034
2009	1,344	4	657	3	23	0	84	1	2,116
2010	1,424	3	663	6	23	2	90	0	2,211
2011	1,252	8	577	0	19	5	94	1	1,956
2012	1,177	3	661	6	19	7	106	0	1,979
2013	1,127	5	661	8	16	4	100	1	1,922
2008-12 Average	1,304	5	630	4	20	3	93	<1	2,059
% Change 2012 to 2013	-4.2%	66.7%	No change	33.3%	-15.8%	-42.9%	-5.7%	-	-2.9%
% Change 2008-12 Average to 2013	-13.6%	8.7%	4.9%	100.0%	-19.2%	17.6%	8.0%	150.0%	-6.7%
% Change 1994 to 2013	-55.2%	N/A	63.2%	N/A	-52.9%	100.0%	-72.4%	N/A	-42.1%

*There is a one-year lag in the statistics reported to allow for court processing time. Therefore, 2013 is the most current year for which these statistics are available.

NOTE: In 2005, Manitoba added increased consequences for Criminal Code offences 253A, 253B and 254-5 committed with a youth under the age of 16 in the vehicle. These convictions are denoted by a trailing "C" in the statute number.

NOTE: Counts and percentage change statistics that cannot be calculated due to fact that the specific conviction code or type did not exist in historical data are noted in the table as "N/A". Changes to the previous year and to the previous five-year trend for convictions committed with a youth in the vehicle should be interpreted with caution due to small counts.

CAUTION: Beginning in 2007, convictions for impaired driving offences originating in other provinces and the United States have been added to the counts reported here. Prior to that time, these "out-of-province" offences were not included in the annual counts. The difference in convictions noted in 2008 compared to years prior to 2007 is affected by this change.

In 2013, the count of drivers convicted of alcohol-related Criminal Code offences (1,922) decreased slightly (a count of 57; 3%) compared to 2012 (1,979) and was also down by 7% compared to the previous five year (2008 to 2012) annual average (2,059).

Comparing 2013 to the previous five year (2008 to 2012) annual average:

- Convictions for "alcohol content over .08" decreased by nearly 14%;
- Convictions for "impaired driving" increased by 5%; and,
- Convictions for "refuse sample" increased by nearly 9%.

In 2013, there were 5 convictions for driving with a blood alcohol concentration (BAC) over .08 while a youth (under age 16) was in the vehicle, 8 for impaired driving while a youth was in the vehicle, and 1 for refusing to provide a breath or blood sample while a youth was in the vehicle. Counts of these convictions over the seven year period have fluctuated dramatically due to their overall low frequency in any given year.

In the 20-year period from 1994 to 2013, total alcohol-related Criminal Code convictions declined by 42%, from 3,319 in 1994 to 1,922 in 2013.

- Convictions for "alcohol content over .08" decreased by 55% (2,516 in 1994 to 1,132 in 2013).
- Convictions for "impaired driving" increased by 56% (441 in 1994 to 689 in 2013).
- Convictions for "refuse sample" decreased by 72% (362 in 1994 to 101 in 2013).

Table 12-2: Total Alcohol-Related Criminal Code Convictions by Age Group

Table 12-2
Total Alcohol-Related Criminal Code Convictions by Age Group: 1994 to 2013

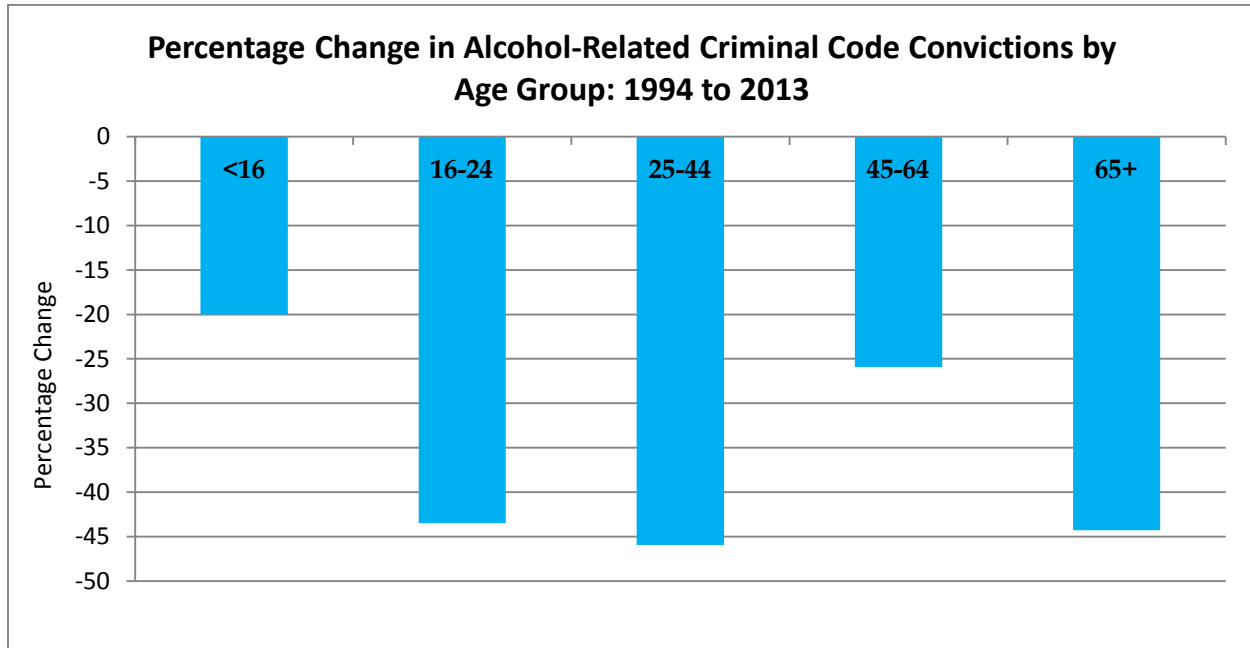
	<16	16-17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	Total
1994	5	49	363	473	553	566	435	288	205	138	88	86	42	24	4	3,319
1995	3	82	364	471	518	547	422	278	177	111	86	59	33	11	13	3,175
1996	7	66	366	388	447	394	387	267	208	151	71	66	32	10	15	2,875
1997	7	105	430	495	451	440	440	302	201	130	78	50	44	18	11	3,202
1998	7	109	349	448	495	459	455	306	227	163	82	49	39	25	6	3,219
1999	13	81	412	504	484	445	429	330	248	151	56	46	28	15	11	3,253
2000	12	75	345	430	396	368	354	298	198	102	66	42	23	14	12	2,735
2001	11	91	357	379	384	334	322	259	177	128	54	44	22	15	3	2,580
2002	11	85	333	338	359	309	277	282	175	102	78	39	24	10	11	2,433
2003	7	65	300	308	317	269	237	233	178	109	81	44	26	14	9	2,197
2004	5	55	282	273	251	235	209	232	150	83	63	46	21	13	4	1,922
2005	6	46	210	272	243	204	178	158	139	91	51	45	24	5	9	1,681
2006	8	58	259	298	264	222	173	178	168	82	60	35	16	5	5	1,831
2007	7	50	274	289	306	248	244	200	151	110	67	35	19	9	10	2,019
2008	4	59	234	320	312	245	196	201	197	117	74	43	21	8	3	2,034
2009	2	37	255	341	358	268	222	213	176	120	57	37	19	8	3	2,116
2010	8	43	286	356	353	241	250	198	169	133	76	55	33	7	3	2,211
2011	5	36	235	333	334	220	200	166	157	122	88	36	15	7	2	1,956
2012	7	33	211	318	334	251	239	179	148	128	67	37	18	7	2	1,979
2013	4	29	179	292	302	278	237	179	148	118	72	45	26	12	1	1,922
2008-12 Average	5	42	244	334	338	245	221	191	169	124	72	42	21	7	3	2,059
% Change 2012 to 2013	-42.9%	-12.1%	-15.2%	-8.2%	-9.6%	10.8%	-0.8%	No change	No change	-7.8%	7.5%	21.6%	44.4%	71.4%	-50.0%	-2.9%
% Change 2008-12 Average to 2013	-23.1%	-30.3%	-26.7%	-12.5%	-10.7%	13.5%	7.0%	-6.5%	-12.6%	-4.8%	-0.6%	8.2%	22.6%	62.2%	-61.5%	-6.7%
% Change 1994 to 2013	-20.0%	-40.8%	-50.7%	-38.3%	-45.4%	-50.9%	-45.5%	-37.8%	-27.8%	-14.5%	-18.2%	-47.7%	-38.1%	-50.0%	-75.0%	-42.1%

Caution: The count of convictions shown does not take into account the number of licensed drivers by age group.

Comparing 2013 to the previous five year (2008 to 2012) annual average:

- There are 7% fewer convictions in total (a difference of 137);
- Convictions among the youngest age group (under age 16) decreased by a count of 1;
- Convictions among 16 to 24 year olds decreased by 19% (a count of 119);
- Convictions among 25 to 44 year olds is unchanged;
- Convictions among 45 to 64 year olds decreased by 6% (a count of 24); and,
- Convictions among those aged 65 and older increased by 25% (a count of 8).

Figure 12-1: Percentage Change in Alcohol-Related Criminal Code Convictions by Age Group



During the twenty-year period 1994 to 2013, all age groups experienced a 42% decrease in alcohol-related Criminal Code convictions. Convictions among drivers aged:

- under 16 decreased by 20%
- 16 to 24 decreased by nearly 44%;
- 25 to 44 decreased by 46%;
- 45 to 64 decreased by 26%; and,
- 65 and older decreased by 44%.

Table 12-3: Total Alcohol-Related Criminal Code Offences by Age Group and Conviction Type

Table 12-3
Total Alcohol-Related Criminal Code Offences by Age Group and Conviction Type: 2013

Age Group	Alcohol Content Over .08		Impaired Driving		Impaired Driving Causing Injury/Death		Refuse Sample		Total
	253B	253BC	253A	253AC	Injury	Death	254-5	254-5C	
<16	4	0	0	0	0	0	0	0	4
16-17	18	0	9	0	2	0	0	0	29
18-20	105	0	62	0	3	2	7	0	179
21-24	192	1	88	1	3	0	7	0	292
25-29	169	1	113	1	4	2	12	0	302
30-34	164	0	90	2	3	0	19	0	278
35-39	139	1	80	2	1	0	14	0	237
40-44	105	0	61	2	0	0	11	0	179
45-49	79	1	58	0	0	0	10	0	148
50-54	66	1	41	0	0	0	10	0	118
55-59	39	0	26	0	0	0	6	1	72
60-64	26	0	18	0	0	0	1	0	45
65-69	12	0	11	0	0	0	3	0	26
70-74	8	0	4	0	0	0	0	0	12
75+	1	0	0	0	0	0	0	0	1
Total	1,127	5	661	8	16	4	100	1	1,922

Caution: The count of convictions shown does not take into account population demographics by age group or the number of licensed drivers by age group.

Table 12-4: Alcohol-Related Criminal Code Convictions by Active Licensed Drivers and Age Group

Table 12-4

Alcohol-Related Criminal Code Convictions by Active Licensed Drivers and Age Group: 2003, 2008 and 2013

Age Group	2003			2008			2013		
	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers
<16-24*	680	31.0%	14.5%	617	30.3%	14.2%	504	26.2%	14.3%
25-44	1,056	48.1%	37.5%	954	46.9%	34.2%	996	51.8%	33.7%
45-64	412	18.8%	33.2%	431	21.2%	36.2%	383	19.9%	35.1%
65+	49	2.2%	14.7%	32	1.6%	15.4%	39	2.0%	17.0%
Total	2,197	100%	100%	2,034	100%	100%	1,922	100%	100%

* Includes statistics for individuals under the age of 16 convicted of an alcohol-related Criminal Code offence, but who may not have been licensed at the time of offence.

Alcohol-related convictions decreased by nearly 13% from 2003 (count of 2,197) to 2013 (count of 1,922).

<16 to 24 Age Group

Drivers up to the age of 24 continue to be overrepresented in alcohol-related Criminal Code convictions. Drivers up to the age of 24 accounted for nearly 15% of all licensed drivers in 2003, but for 31% of alcohol offence convictions. In 2013, these drivers represented 14% of the licensed drivers, but accounted for 26% of convictions.

25 to 44 Age Group

Drivers aged 25 to 44 continue to be overrepresented in alcohol-related Criminal Code convictions. In the years 2003, 2008 and 2013, drivers in this group made up nearly 38%, 34% and 34% of licensed drivers, respectively. However, these drivers accounted for 48%, 47% and 52% of alcohol-related Criminal Code convictions in those years, respectively.

45 to 64 Age Group

Drivers aged 45 to 64 are underrepresented in alcohol-related Criminal Code convictions. In the years 2003, 2008 and 2013, drivers in this group made up 33%, 36% and 35%, respectively, of licensed drivers. At the same time, these drivers accounted for 19%, 21% and 20%, respectively, of alcohol-related Criminal Code convictions.

65 and Older Age Group

Older drivers are underrepresented in alcohol-related Criminal Code convictions. In the years 2003, 2008 and 2013, drivers 65 years of age and older made up 15%, 15% and 17% of licensed drivers, respectively, but accounted for only 2%, nearly 2% and 2% of alcohol-related Criminal Code convictions, respectively.

Table 12-5: Driver Involvement in “First”, “Second”, and “Third and Subsequent” Alcohol-Related Criminal Code Convictions by Age Group

Table 12-5
 Driver Involvement in “First”, “Second”, and “Third and Subsequent” Alcohol-Related Criminal Code Convictions by Age Group: 2003, 2008 and 2013

Age Group	2003			2008			2013		
	Alcohol* Convictions	Licensed Drivers	Rate /1,000	Alcohol Convictions	Licensed Drivers	Rate /1,000	Alcohol Convictions	Licensed Drivers	Rate /1,000
Total Alcohol-Related Criminal Code Convictions									
<16-24	680	102,286	6.6	617	108,752	5.7	504	122,137	4.1
25-44	1,056	264,301	4.0	954	261,404	3.6	996	288,001	3.5
45-64	412	233,623	1.8	431	277,145	1.6	383	300,441	1.3
65+	49	103,680	0.5	32	117,759	0.3	39	145,211	0.3
Total	2,197	703,889	3.1	2,034	765,060	2.7	1,922	855,791	2.2
First Occurrence									
<16-24	612	102,286	6.0	568	108,752	5.2	468	122,137	3.8
25-44	903	264,301	3.4	835	261,404	3.2	857	288,001	3.0
45-64	370	233,623	1.6	380	277,145	1.4	345	300,441	1.1
65+	49	103,680	0.5	30	117,759	0.3	39	145,211	0.3
Total	1,934	703,889	2.7	1,813	765,060	2.4	1,709	855,791	2.0
Second Occurrence									
<16-24	60	102,286	0.6	43	108,752	0.4	34	122,137	0.3
25-44	112	264,301	0.4	94	261,404	0.4	117	288,001	0.4
45-64	37	233,623	0.2	38	277,145	0.1	30	300,441	0.1
65+	0	103,680	<0.1	2	117,759	<0.1	0	145,211	<0.1
Total	209	703,889	0.3	177	765,060	0.2	181	855,791	0.2
Third and Subsequent Occurrence									
<16-24	8	102,286	0.1	6	108,752	0.1	2	122,137	<0.1
25-44	41	264,301	0.2	25	261,404	0.1	22	288,001	0.1
45-64	5	233,623	<0.1	13	277,145	<0.1	8	300,441	<0.1
65+	0	103,680	<0.1	0	117,759	<0.1	0	145,211	<0.1
Total	54	703,889	0.1	44	765,060	0.1	32	855,791	<0.1

* For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year or specific incident.

Compared to ten years ago, the involvement rate of drivers in alcohol-related Criminal Code convictions has declined by 28% (3.1 per 1,000 licensed drivers in 2003; 2.2 per 1,000 licensed drivers in 2013).⁸

⁸ Please note that due to the inclusion of only one decimal place in the figures displayed in Table 12-5 that some of the percentage changes in involvement rate noted will be different than those calculated using the figures from the table. The reported percentage change uses multiple decimal points in its calculation while the displayed figures have been rounded to one decimal.

<16 to 24 Age Group

For every 1,000 licensed drivers in this age group, there were 6.6, 5.7 and 4.1 alcohol-related Criminal Code convictions in 2003, 2008 and 2013, respectively. The 2013 rate for this age group is 38% below the 2003 rate.

25 to 44 Age Group

The relative involvement rate of drivers aged 25 to 44 in alcohol-related Criminal Code convictions (per 1,000 licensed drivers) was 4.0 in 2003, 3.6 in 2008, and 3.5 in 2013. The 2013 rate for this age group is 13% below the 2003 rate.

45 to 64 Age Group

The relative involvement rate of drivers aged 45 to 64 in alcohol-related Criminal Code convictions (per 1,000 licensed drivers) was 1.8 in 2003, 1.6 in 2008, and 1.3 in 2013. The 2013 rate for this age group is 28% below the 2003 rate.

65 and Older Age Group

The relative involvement rate of drivers aged 65 and older in alcohol-related Criminal Code convictions (per 1,000 licensed drivers) was 0.5 in 2003, 0.3 in 2008, and 0.3 in 2013. The 2013 rate for this age group is 43% below the 2003 rate.

First Occurrence

In 2013, the number of drivers convicted of an alcohol-related Criminal Code offence for the **first** time has decreased by nearly 12% compared to ten years ago (1,934 in 2003; 1,709 in 2013).

Comparing the involvement rates (per 1,000 licensed drivers) for 2003 and 2013, first occurrence Criminal Code convictions decreased by 27% overall and in each age group individually.

- Age 24 and under – a 36% decrease in 2013 compared to 2003
- Age 25 to 44 – a 13% decrease in 2013 compared to 2003
- Age 45 to 64 – a nearly 28% decrease in 2013 compared to 2003
- Age 65 and older – a 43% decrease in 2013 compared to 2003

Second Occurrence

In 2013, the number of drivers convicted of an alcohol-related Criminal Code offence for the **second** time has decreased by 13% compared to ten years ago (209 in 2003; 181 in 2013).

Comparing the involvement rates (per 1,000 licensed drivers) for 2003 and 2013, second occurrence Criminal Code convictions decreased by 29% overall and in each age group individually.

- Age 24 and under – a nearly 53% decrease in 2013 compared to 2003
- Age 25 to 44 – a 4% decrease in 2013 compared to 2003
- Age 45 to 64 – a 37% decrease in 2013 compared to 2003
- Age 65 and older – no change (a count of 0) in 2013 compared to none in 2003

Third and Subsequent Occurrence

In 2013, the number of drivers convicted of an alcohol-related Criminal Code offence for the **third and subsequent** time has decreased by 41% compared to ten years ago (54 in 2003; 32 in 2013).

Comparing the involvement rates (per 1,000 licensed drivers) for 2003 and 2013, third and subsequent occurrence Criminal Code convictions decreased by 51% overall and in each age group individually.

- Age 24 and under – a count of 2 in 2013 compared to 8 in 2003; a 79% decrease in the rate
- Age 25 to 44 – a count of 22 in 2013 compared to 41 in 2003; a 51% decrease in the rate
- Age 45 to 64 – a count of 8 in 2013 compared to 5 in 2003; a 24% increase in the rate
- Age 65 and older – no change (a count of 0) in 2013 compared to none in 2003

CAUTION: Please interpret numbers of convictions for “second” and “third and subsequent” offences with caution. Due to the small numbers of these convictions overall, small shifts in the counts can produce relatively large percentage change differences.

GLOSSARY – Terms & Definitions

Terms and Definitions

“Accident Configuration”

- Briefly describes the action taken by a vehicle immediately prior to or at the start of the collision, including such events as rear-ending another vehicle, side-swiping another vehicle, turning into (the path of) another vehicle, parking, meeting another vehicle at an intersection and/or leaving the roadway.
- “Other” in terms of accident configuration includes, primarily, collisions involving more than one configuration or sequence of events.

“Active Drivers”

- Drivers holding an active Manitoba Driver’s Licence of any specific Licence Class

“At-fault Contributing Factor”

- A contributing factor where some action or condition other than “driving properly” and “apparently normal” has been noted.

“ATV”

- All Terrain Vehicle; includes vehicles with 3, 4 and 6 wheels.

“Blood alcohol concentration (BAC)”

- A measure of the concentration of alcohol in a person’s blood. A measure of “.08 BAC” is equivalent of 80 milligrams of alcohol per 1,000 milligrams of blood, or 0.08%.

“Casualty Type”

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal injury sustained (i.e., victims sustaining a serious/major, minor or minimal injury).

“Collision Severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Collision Type”

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

“Contributing Factor”

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

“Criminal Code 253A” and “Criminal Code 253B”⁹: Impaired driving

- Every one commits an offence who operates a motor vehicle or vessel or operates or assists in the operation of an aircraft or of railway equipment or has the care or control of a motor vehicle, vessel, aircraft or railway equipment, whether it is in motion or not,
 - (a) while the person’s ability to operate the vehicle, vessel, aircraft or railway equipment is impaired by alcohol or a drug; or
 - (b) having consumed alcohol in such a quantity that the concentration in the person’s blood exceeds eighty milligrams of alcohol in one hundred millilitres of blood.
- For greater certainty, the reference to impairment by alcohol or a drug in paragraph (a) includes impairment by a combination of alcohol and a drug.
- “253AC” and “253BC” indicate a conviction when there was a youth in the vehicle.

⁹ Definitions for Criminal Code Statute 253, 254 and 255 are taken directly from the **Criminal Code (R.S., 1985, c. C-46)** of Canada, as posted on the Department of Justice website. (<http://laws.justice.gc.ca/en/>)

“Criminal Code Statute 254-5”: Refusing to comply with a request for sample

- If a peace officer has reasonable grounds to suspect that a person has alcohol or a drug in their body and that the person has, within the preceding three hours, operated a motor vehicle or vessel, operated or assisted in the operation of an aircraft or railway equipment or had the care or control of a motor vehicle, a vessel, an aircraft or railway equipment, whether it was in motion or not, the peace officer may, by demand, require the person to comply with paragraph (a), in the case of a drug, or with either or both of paragraphs (a) and (b), in the case of alcohol:
 - (a) to perform forthwith physical coordination tests ... and, if necessary, to accompany the peace officer for that purpose; and
 - (b) to provide forthwith a sample of breath that, in the peace officer’s opinion, will enable a proper analysis to be made by means of an approved screening device and, if necessary, to accompany the peace officer for that purpose.
- Everyone commits an offence who, without reasonable excuse, fails or refuses to comply with a demand made under this section.
- “254-5C” indicates a conviction when there was a youth in the vehicle.

“Criminal Code Statute 255-2”: Impaired driving/refusing to provide sample causing injury

- Everyone who commits an offence under paragraph 253(a) and causes bodily harm to another person as a result is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who, while committing an offence under paragraph 253(b), causes an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.

“Criminal Code Statute 255-3”: Impaired driving/refusing to provide sample causing death

- Everyone who commits an offence under paragraph 253(a) and causes the death of another person as a result is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who, while committing an offence under paragraph 253(b), causes an accident resulting in the death of another person is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in the death of another person, or in bodily harm to another person whose death ensues, is guilty of an indictable offence and liable to imprisonment for life.

“Driver Action”

- A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision.

“Driver Involvement Rate”

- A calculation of the number of drivers involved in traffic collisions for every 10,000 drivers licensed in Manitoba. The total number of drivers licensed to drive includes both active and suspended drivers. This involvement rate does not take into account the number of vehicle kilometres driven by each driver group.

“Environmental Condition”

- A category of contributing factors attributed to environmental conditions (i.e., weather, road surface and animal actions) immediately prior to a collision.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Graduated Driver Licensing (GDL)”

- A three-stage program designed to help new drivers, regardless of age, acquire the knowledge and skill needed to safely operate a motor vehicle. Each licence stage has specific rules and restrictions governing when and under what circumstances the holder is allowed to operate a motor vehicle, enabling novice drivers to gain more experience under a greater variety of driving conditions. Both Class 5 and Class 6 licences have a GDL stage associated with them.
- Three stages of GDL: Learner (5/L or 6/L); Intermediate (5/I or 6/I); and, Full (5/F or 6/F).
- To view a full discussion of the GDL program in Manitoba, please visit:
 - http://www.mpi.mb.ca/PDFs/DVL_PDFs/GDLGuide.pdf; ou en Français,
 - http://www.mpi.mb.ca/PDFs/DVL_PDFs/GDLGUIDEfr.pdf

“Human Condition”

- A category of contributing factors attributed to the physical or mental condition of a driver immediately prior to a collision, most often that limit the driver’s ability to drive safely or properly.

“Injured”

- The casualty type “injured” indicates the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: ‘serious’ or ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required). ‘Other’ injury is noted when the severity of the victim’s injuries is not known or recorded in the TAR.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed.

“Involvement”

- A calculation of the number of collisions per specific unit of licensed drivers or registered vehicles. For the purposes of this report, involvement is calculated per 10,000 licensed drivers or registered vehicles.

“Killed”

- The casualty type “killed” indicates the victim involved in the traffic collision died as a result of their injuries within thirty (30) days of the collision occurrence.

“Licence Class”

- A Manitoba Driver’s Licence of a specific level which permits the holder to operate vehicles within a specific Vehicle Class

“Licensed Drivers”

- A count of all Manitobans aged 16 and older who hold a valid licence within the licensing year including active and suspended drivers. (See *Section 2 Licensed Drivers* for more information)

“Light Condition”

- Describes the light conditions at the scene of the accident, including:
 - Day – the light conditions which normally occur between one half hour after sunrise and one half hour before sunset;
 - Dawn – the light conditions which normally occur between one half hour before sunrise and one half hour after sunrise;
 - Dusk – the light conditions which normally occur between one half hour before sunset and one half hour after sunset;
 - Dark – the light conditions which normally occur between one half hour after sunset and one half hour before sunrise; and,
 - Artificial lighting – artificial illumination devices were functioning at the accident site under light conditions which normally occur between one half hour after sunset and one half hour before sunrise.

“Light Duty Vehicles”

- A classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: passenger vehicles (automobile), mini/multi-purpose van, van under 4,500 kg and pick-up under 4,500 kg.

“NSC Commercial Vehicles”

- The National Safety Code (NSC) classification of vehicles is a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: “Truck greater than 4,500 kilograms (unit chassis)”, “Power Unit for Semi-Trailer”, “Truck (Other)” (where the type and size of truck is unknown), “School Bus”, “Transit Bus (Urban)”, “Inter-City Bus”, and “Bus (Other)”. These vehicles bear a National Safety Code Number and are entered onto the National Safety Code Collision Monitoring Report.

“Off-road Vehicle (ORV)”

- One of several vehicle types designed for off-road use. It includes snowmobiles, off-road motorcycles, all-terrain vehicles (ATVs), amphibious vehicles, dune/sport buggies, and 4-wheel drive vehicles operated off-road.

“Pedestrian Action”

- Refers to the actions taken by a pedestrian immediately prior to a collision (including: crossing at an intersection with or without the right-of-way, crossing between intersections, running into the roadway, walking on the roadway, lying on the roadway, playing on the roadway, etc.).

“Pedestrian Involvement Rate”

- A calculation of the number of pedestrians involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address:
<http://www.gov.mb.ca/health/annstats/index.html>

“Pre-collision activity”

- The action of a vehicle immediately prior to involvement in a collision. This is an indication of what the vehicle was doing prior to the accident or to the driver realizing that a collision may occur and does not include vehicle manoeuvre to avoid the collision.

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“PSV Vehicles”

- Also known as ‘public service vehicles’, a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: “Other school vehicle”, and “Emergency vehicles”, including ambulance, fire and police vehicles.

“Public Roadway”

- A public roadway in Manitoba is considered to be any provincial road (PR), provincial trunk highway (PTH) or municipal road, including the entrances to and exits from these roadways. This excludes all off-road areas, parking lots, private property and First Nation Reserve roads (unless the road is a PR or PTH running through, across or on Reserve lands).

“Region”

- Manitoba Infrastructure and Transportation is served by 5 regional office locations, each responsible for a geographic region (for boundaries, see Map 11-1). “Regions” are used to indicate the region in which a collision occurred.

“Reportable Collision”

- Prior to a change in the Highway Traffic Account (which took effect in October of 2011), motor vehicle collisions resulting in a fatality, injury or property damage in excess of \$1,000 were required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completed a Traffic Accident Report for the collision.
- Amendments to the Highway Traffic Act (which received Royal Assent in June 2011 and took effect in October of 2011) changed the definition of a reportable collision to require a police report be made if the driver is aware, has reason to believe, or is later made aware, that a collision involves: a fatality; an injury requiring admittance to hospital for observation or treatment; another driver not having a valid driver’s licence; another vehicle not validly registered; the driver of another vehicle not providing the required particulars; the driver of another vehicle not stopping at the scene of the accident; or, alcohol or another intoxicating substance as a factor in the accident.

- As of October 2011, all accidents occurring on a public roadway where the above conditions are not met are reported through the claim registration process with Manitoba Public Insurance.
- As of 2012 and consistent with other jurisdictions in Canada, it is a requirement that a minimum of \$2,000 damage (all vehicles combined) is necessary for property damage only (PDO) collisions to be included in this report.
- This report deals with these reportable collisions and the TARs arising from them, regardless of whether the TAR is generated by law enforcement agencies or by Manitoba Public Insurance.

“Reportable ORV Collision”

- ORV collisions resulting in a fatality, injury or property damage in excess of \$1,000 are required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completes a Traffic Accident Report (TAR) for the collision. This report deals with these reportable ORV collisions and the TARs arising from them.

“Road User Class”

- A classification based on how a person involved in a collision was using the road at the time of the collision. It includes: Drivers (of motor vehicles), Passengers (in motor vehicles), those Riding/Hanging On (to a motor vehicle), Motorcyclist (drivers and passengers), Moped (drivers and passengers), Bicyclist (drivers and passengers), and Pedestrians.

“Rural Location”

- Collisions occurring on primary highways, secondary highways and local roadways, including the Trans Canada Highway and excluding those that occur within the municipal boundaries of an urban area.

“Suspended drivers”

- Drivers holding a Manitoba Driver’s Licence of any specific Licence Class who have been disqualified from driving for some reason. Although the list is extensive, some possible suspensions could be for driving violations, medical conditions, administrative suspensions and criminal code convictions.

“Urban Location”

- Collisions occurring within the municipal boundaries of urban areas, including Winnipeg, Brandon, Portage la Prairie, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and others.

“Vehicle Class”

- Category of vehicles meeting specific designations and specifications
- Non-commercial vehicle classes are vehicles registered for private use and include:
 - Passenger - A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
 - Antique - A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: taking it to be repaired or serviced; displaying it to the public in a parade or procession and driving it to or from such a parade or procession; driving it to an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
 - Motorcycle - A vehicle that has a steering handlebar completely constrained from rotating in relation to the axle of one wheel in contact with the ground, is designed to travel on not more than three wheels in contact with the ground, has a minimum unladen seat height of 650 millimetres, has a minimum wheel rim diameter of 250 millimetres, has a minimum wheelbase of 1,016 millimetres, and, has a maximum speed capability of more than 50 km/h but does not include a moped, power-assisted bicycle or tractor.
 - Moped - A motor vehicle which has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and, the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.

- Truck – see “Passenger”.
 - Farm Truck - A motor vehicle classified as a “truck” at time of registration and is owned by a person engaged in farming.
 - Snow Vehicle A vehicle that has a gross vehicle weight in exceeding 454 kilograms and is not equipped with wheels, but in place thereof is equipped with tractor treads alone or with tractor treads and skis, or with skis and a propeller, or is a toboggan equipped with tractor treads or a propeller, is designed primarily for operating over snow or ice, and is used primarily for that purpose, and is designed to be self-propelled.
 - Trailer - A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.
 - Tractor - A self-propelled vehicle that is designed primarily for traction purposes, and that is not itself constructed to carry a load other than the driver, and includes a farm tractor but does not include a truck tractor or a special mobile machine.
- Commercial vehicle classes are those involving vehicles registered to or for the use of a business and include:
 - Truck - A truck (or trailer) used to transport the registered owner’s (or lessee’s) own business goods: beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner’s business address is in the City of Winnipeg, beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner’s address is not in the City of Winnipeg.
 - Public Service Vehicles (PSV) - A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under *The Taxicab Act* or a municipal by-law in cities, towns, and villages.
 - Dealer - A person who carries on the business as principal or agent, or who holds himself or herself out as carrying on the business as principal or agent, (a) of buying motor vehicles or trailers; (b) of selling motor vehicles or trailers, whether or not in combination with leasing them; or (c) of buying and selling motor vehicles or trailers, whether or not in combination with leasing them.
 - Repairer - A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under *The Highway Traffic Act* to obtain “Repairer” licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
 - Taxi - A motor vehicle had, kept, used, intended for use, or operated, for the transportation of persons for compensation, and includes such vehicles when garaged or under repair; but does not include a public service vehicle, a trolley bus or passenger-carrying motor vehicle or a public transportation system operating on the streets of a city, a school bus, an ambulance, a hearse, or a motor vehicle, or vehicle of a class of motor vehicles, that *The Taxicab Board* established under *The Taxicab Act* excludes from the definition of a taxicab under that Act.
 - Livery - A vehicle licenced under *The Highway Traffic Act* for the transportation of persons for compensation and is licensed to operate in the Province according to terms issued by the Motor Transport Board.
 - Trailers – see previous definition.

“Vehicle Condition”

- A category of contributing factors attributed to the physical condition of a vehicle immediately prior to a collision.

“Vehicle Occupant”

- All those in the “Road User Class” of “Drivers” and “Passengers”. It excludes “Motorcyclist”, “Bicyclist”, “Moped”, those “Riding/Hanging On” to a vehicle and “Pedestrians”.

“Vehicle Involvement Rate”

- A calculation of the number of vehicles involved in traffic collisions for every 10,000 vehicles registered in Manitoba. The total number of vehicles registered is based on a point-in-time observation of the number of vehicles registered in specific vehicle classes. More detail regarding the methodology used to count registered vehicles can be found in “*Section 3 Vehicle Registrations*” of this report.

“Victim Involvement Rate”

- A calculation of the number of victims or casualties involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address:
<http://www.gov.mb.ca/health/annstats/index.html>

“Weather Condition”

- Describes the weather conditions prevalent at the time of the accident, including:
 - Clear – bright conditions, without precipitation or airborne matter, are recorded as clear;
 - Cloudy – dull, overcast conditions, without precipitation or airborne matter, are recorded as cloudy;
 - Raining – raining (self explanatory);
 - Snowing – snowing (self explanatory);
 - Fog or Mist – airborne matter, of natural origin, which obscures visibility;
 - Smoke or Dust – airborne matter, of a natural or artificial origin, which obscures visibility;
 - Freezing Rain / Sleet / Hail – freezing rain, sleet or hail (self explanatory);
 - Drifting Snow – snow drifting on or above roadway, which obscures visibility of the roadway, road markings, traffic devices or roadway fixtures; and,
 - Strong Winds – used if wind was a contributing factor in the accident.

