
CCMTA Road Safety Report Series

**JURISDICTIONAL PROGRESS TOWARD
THE TARGETS OF ROAD SAFETY VISION 2010**

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CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS

The *Canadian Council of Motor Transport Administrators* is a non-profit organization comprising representatives of the provincial, territorial and federal governments of Canada which, through the collective consultative process, makes decisions on administration and operational matters dealing with licensing, registration and control of motor vehicle transportation and highway safety. It also includes associate members from the private sector and other government departments whose expertise and opinions are sought in the development of strategies and programs.

The work of CCMTA is conducted by three permanent standing committees which meet twice a year. The mandates of the standing committees are as follows:

- ▶ The **Standing Committee on Drivers and Vehicles** is responsible for all matters relating to motor vehicle registration and control, light vehicle standards and inspections, and driver licensing and control.
- ▶ The **Standing Committee on Compliance and Regulatory Affairs** is concerned with the compliance activities of programs related to commercial driver and vehicle requirements, transportation of dangerous goods and motor carrier operations in order to achieve standardized regulations and compliance programs in all jurisdictions.
- ▶ The **Standing Committee on Road Safety Research and Policies** is responsible for coordinating federal, provincial and territorial road safety efforts, making recommendations in support of road safety programs, and developing overall expertise and strategies to prevent road collisions and reduce their consequences.

CCMTA's Board of Directors also meets twice per year to attend to the overall management of the organization, determine policy direction and provide overall guidance and direction to the standing committees. Recommendations of the standing committees are ratified by the CCMTA Board.

All CCMTA standing committee meetings are open to industry stakeholders. Associate membership further allows private organizations and other government bodies with an interest in matters dealing with motor vehicle transportation and highway safety to be kept apprised of CCMTA activities and have formal access to CCMTA meetings and proceedings.

For further information on CCMTA projects and programs or associate membership, please contact the Secretariat.

**Road Safety Vision 2010 Overall Target for Fatality and Serious Injury Reductions
Baseline Data & Target Objectives By Jurisdiction**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
National Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 30% decrease in the average number of road users fatally or seriously injured during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	42	39	-8.3	30	255	195	-23.5	178
Prince Edward Island	20	22	14.4	14	95	81	-15.3	67
Nova Scotia	92	83	-9.8	64	408	331	-18.8	286
New Brunswick	98	89	-9.1	69	501	406	-18.8	350
Québec	758	657	-13.3	531	5,571	5,853	5.1	3,900
Ontario	874	834	-4.5	612	4,509	3,923	-13.0	3,157
Manitoba	109	104	-4.1	76	629	541	-14.0	440
Saskatchewan	158	137	-13.2	111	665	570	-14.2	465
Alberta	387	381	-1.5	271	2,937	3,300	12.4	2,056
British Columbia	411	446	8.6	287	0	0	0.0	0
Yukon	9	8	-5.9	6	40	39	-4.0	28
Northwest Territories	9	6	-28.4	6	30	28	-4.7	21
Canada	2,966	2,807	-5.4	2,076	19,463	18,829	-3.3	13,624

Note 1: The estimated national number of victims seriously injured in crashes was derived using comparable ratios from jurisdictions where the number of seriously injured victims to total injured victims was known. Seriously injured victim information was excluded for BC because it was not recorded prior to 2004. Victim injury severity was recorded for only part of the 2004 BC data and as a result was not included in this table.

Note 2 : Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.

**Road Safety Vision 2010 Sub-Target: Unbelted Fatally and Seriously Injured Occupants
Baseline Data, Progress and Target Objectives**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
Sub-Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 40% decrease in the average number of unbelted fatally or seriously injured occupants during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	9	12	30.0	5	27	26	-4.8	16
Prince Edward Island	7	7	4.5	4	25	20	-20.6	15
Nova Scotia	33	24	-27.5	20	68	53	-21.0	41
New Brunswick	31	32	4.2	18	78	72	-6.9	47
Québec	173	155	-10.4	104	593	512	-13.7	356
Ontario	225	209	-6.9	135	665	482	-27.5	399
Manitoba	38	37	-2.7	23	112	91	-18.8	67
Saskatchewan	71	53	-24.7	42	175	136	-22.3	105
Alberta	159	154	-3.3	96	712	625	-12.2	427
British Columbia	150	146	-2.8	90	0	0	0.0	0
Yukon	4	4	22.9	2	11	14	36.2	6
Northwest Territories	2	1	-54.5	1	8	6	-24.0	5
Canada	900	834	-7.4	540	2,764	2,301	-16.8	1,659

Note 1: The estimated national number of occupants killed or seriously injured who were unbelted was derived using comparable ratios from jurisdictions where the number of fatally or seriously injured unbelted occupants to total killed or seriously injured occupants was known.

Note 2 : Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.

**Road Safety Vision 2010 Sub-Target: Road Users Killed or Seriously Injured In Crashes Involving Drinking Drivers
Baseline Data, Progress and Target Objectives**

	Percent of Motor Vehicle Fatalities Involving a Drinking Driver				Percent of Drivers Involved in Serious Crashes			
		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
Sub-Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 40% decrease in the average percent of road users fatally or seriously injured in crashes involving drinking drivers during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	32.4	34.3	5.9	19.4	19.5	19.7	1.0	11.7
Prince Edward Island	27.4	43.1	57.3	16.4	24.1	24.4	1.2	14.5
Nova Scotia	37.0	34.2	-7.6	22.2	22.7	22.4	-1.3	13.6
New Brunswick	32.4	35.4	9.3	19.4	23.8	24.7	3.8	14.3
Québec	26.4	27.5	4.2	15.8	14.3	12.7	-11.2	8.6
Ontario	31.0	27.2	-12.3	18.6	19.8	16.8	-15.2	11.9
Manitoba	33.0	36.9	11.8	19.8	21.4	18.9	-11.7	12.8
Saskatchewan	40.7	37.0	-9.1	24.4	25.9	27.2	5.0	15.5
Alberta	39.7	36.2	-8.8	23.8	23.3	20.6	-11.6	14.0
British Columbia	38.1	31.8	-16.5	22.9	0.0	0.0	0.0	0.0
Yukon	50.8	37.6	-26.0	30.5	19.2	26.5	38.0	11.5
Northwest Territories	0.0	0.0	0.0	0.0	37.0	30.4	-17.8	22.2
Canada	33.0	30.8	-6.7	19.8	19.0	16.8	-11.6	11.4

Note 1: All figures in this table were derived from the The Alcohol Crash Problem In Canada:2004 report, which was produced by Traffic InjuryResearch Foundation.

Note 2: Canada estimates of the percent of drivers involved in serious injury crashes where alcohol was a factor exclude figures from BC.

**Road Safety Vision 2010 Sub-Target: Road Users Killed or Seriously Injured in Crashes on Rural Roads
Baseline Data, Progress and Target Objectives**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
Sub-Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 40% decrease in the average number of road users fatally or seriously injured in crashes on rural roads during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	12	7	-37.9	7	55	33	-40.8	33
Prince Edward Island	13	19	43.2	8	64	52	-19.0	38
Nova Scotia	37	33	-12.4	22	148	116	-21.9	89
New Brunswick	47	41	-11.3	28	214	160	-25.3	129
Québec	406	361	-11.1	244	2,002	1,996	-0.3	1,201
Ontario	476	445	-6.5	285	1,837	1,488	-19.0	1,102
Manitoba	30	25	-16.2	18	175	108	-38.5	105
Saskatchewan	61	51	-16.8	36	199	188	-5.3	119
Alberta	0	0	0.0	0	0	0	0.0	0
British Columbia	146	145	-0.5	87	0	0	0.0	0
Yukon	5	5	-5.7	3	23	17	-24.0	14
Northwest Territories	3	1	0.0	2	8	5	-40.3	5
Canada	1,421	1,314	-7.6	853	6,264	5,814	-7.2	3,758

Note 1: The estimated national number of victims killed or seriously injured in crashes on rural roads was derived using comparable ratios from jurisdictions where the number of road users fatally or seriously injured on rural roads to total killed or seriously injured road users was known.

Note 2: Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.

**Road Safety Vision 2010 Sub-Target: Young Drivers/Riders Killed or Seriously Injured in Crashes
Baseline Data, Progress and Target Objectives**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
Sub-Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 20% decrease in the average number of young drivers/riders (those aged 16/19 years) fatally or seriously injured in crashes during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	2	1	-44.4	1	15	11	-25.2	12
Prince Edward Island	2	1	-53.3	1	9	10	10.2	7
Nova Scotia	4	3	-30.2	3	22	21	-3.7	17
New Brunswick	4	4	-7.5	3	30	20	-33.6	24
Québec	47	38	-19.3	37	331	351	5.9	265
Ontario	39	43	9.5	31	206	183	-11.2	165
Manitoba	7	7	-8.2	6	48	38	-19.9	38
Saskatchewan	10	11	7.0	8	50	42	-17.1	40
Alberta	24	22	-8.4	19	207	202	-2.5	166
British Columbia	22	19	-12.8	17	0	0	0.0	0
Yukon	1	1	100.0	0	2	1	-13.3	1
Northwest Territories	0	0	0.0	0	2	0	-86.4	2
Canada	161	148	-7.8	129	1,199	1,110	-7.4	959

Note 1: The estimated national number of young drivers/riders seriously injured in crashes was derived using comparable ratios from jurisdictions where the ratio of young drivers/riders seriously injured to total young drivers/riders injured was known.

Note 2: Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.

**Road Safety Vision 2010 Sub-Target: Vulnerable Road Users Killed or Seriously Injured in Crashes
Baseline Data, Progress and Target Objectives**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
Sub-Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 30% decrease in the average number of vulnerable road users fatally or seriously injured in crashes during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	9	4	-53.3	6	49	30	-38.5	35
Prince Edward Island	4	4	0.0	3	14	11	-19.1	10
Nova Scotia	18	17	-7.1	13	78	72	-7.7	55
New Brunswick	20	22	10.0	14	88	74	-15.8	62
Québec	183	162	-11.2	128	1,204	1,113	-7.5	843
Ontario	186	181	-2.7	130	978	921	-5.8	685
Manitoba	22	19	-13.5	16	106	84	-21.2	74
Saskatchewan	21	21	1.0	14	109	94	-13.5	76
Alberta	57	68	19.2	40	439	511	16.3	307
British Columbia	89	106	18.5	62	0	0	0.0	0
Yukon	1	1	0.0	1	5	8	48.1	4
Northwest Territories	3	2	0.0	2	7	3	-53.8	5
Canada	614	608	-1.0	430	3,577	3,487	-2.5	2,504

Note 1: The estimated number of vulnerable road users seriously injured in crashes was derived using comparable ratios from jurisdictions where the number of seriously injured vulnerable road users to total seriously injured road users was known.

Note 2: Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.

**Road Safety Vision 2010 Sub-Target: Road Users Killed or Seriously Injured in Speed-Related Crashes
Baseline Data, Progress and Target Objectives**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
Sub-Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 20% decrease in the average number of road users fatally or seriously injured in speed-related crashes during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	10	6	-35.1	8	55	33	-40.2	44
Prince Edward Island	4	5	16.3	3	22	14	-36.4	18
Nova Scotia	35	31	-13.0	28	70	68	-2.4	56
New Brunswick	30	28	-5.1	24	110	89	-19.0	88
Québec	0	0	0.0	0	0	0	0.0	0
Ontario	163	174	6.8	130	723	657	-9.0	578
Manitoba	17	29	66.9	14	67	77	14.8	53
Saskatchewan	25	20	-21.8	20	99	84	-14.9	79
Alberta	0	0	0.0	0	0	0	0.0	0
British Columbia	151	161	6.6	121	0	0	0.0	0
Yukon	2	1	-23.5	1	9	8	-16.3	7
Northwest Territories	3	1	-51.9	2	9	9	2.3	7
Canada	718	735	2.4	574	3290	3580	8.8	2632

Note 1: The Canada figure for speed-related fatalities includes estimates for QC & AB based on ratio of speed-related fatalities to total fatalities in all other Canadian jurisdictions. The estimated number of speed-related serious injuries in Canada includes estimates for QC, AB & BC, based on the ratio of serious injuries involving speed to total injuries in all other Canadian jurisdictions.

Note 2 : Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.

**Road Safety Vision 2010 Sub-Target: Road Users Killed or Seriously Injured in Intersection-Related Crashes
Baseline Data, Progress and Target Objectives**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 20% decrease in the average number of road users fatally or seriously injured in intersection-related crashes during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	14	11	-16.3	11	69	75	8.7	55
Prince Edward Island	9	10	3.2	8	44	31	-30.3	35
Nova Scotia	18	17	-6.2	14	85	83	-2.4	68
New Brunswick	22	23	5.9	18	166	136	-18.2	133
Québec	178	164	-7.9	142	2,074	2,220	7.0	1,659
Ontario	309	283	-8.5	247	2,254	1,852	-17.8	1,803
Manitoba	44	39	-12.6	36	284	252	-11.2	227
Saskatchewan	45	36	-19.5	36	264	232	-12.2	211
Alberta	117	117	-0.6	94	1,174	1,267	8.0	939
British Columbia	101	109	7.9	81	0	0	0.0	0
Yukon	1	0	-70.0	1	7	5	-31.5	6
Northwest Territories	2	0	0.0	1	10	9	-8.4	8
Canada	860	809	-6.0	688	8,431	7,996	-5.2	6,745

Note 1: The estimated number of road users seriously injured in crashes at intersections was derived using comparable ratios from jurisdictions where the number of road users seriously injured at intersections to total seriously injured road users was known.

Note 2: Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.

**Road Safety Vision 2010 Sub-Target: Road Users Killed or Seriously Injured in Crashes Involving Commercial Vehicles
Baseline Data, Progress and Target Objectives**

		Killed	Progress (% change)			Seriously Injured	Progress (% change)	
Sub-Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target	1996-2001 Ave. Baseline Figure	2002-2004 ave.	2002-2004 ave.	2010 Target
A 20% decrease in the average number of road users fatally or seriously injured in crashes involving commercial vehicles during the 2008-2010 period (compared to 1996-2001).								
Jurisdictional Progress								
Newfoundland	5	6	6.9	4	12	7	-45.7	10
Prince Edward Island	3	3	-10.0	2	8	4	-48.9	6
Nova Scotia	10	10	1.7	8	24	17	-26.4	19
New Brunswick	21	13	-35.7	17	45	33	-25.2	36
Québec	151	134	-11.5	121	518	529	2.1	414
Ontario	164	174	5.9	131	431	410	-4.9	345
Manitoba	21	26	24.2	17	43	77	78.4	35
Saskatchewan	36	28	-22.6	29	69	56	-18.7	55
Alberta	95	97	2.5	76	354	423	19.6	283
British Columbia	76	89	17.2	61	0	0	0.0	0
Yukon	1	1	-46.2	1	4	1	-73.0	3
Northwest Territories	2	1	-27.8	1	1	1	56.6	1
Canada	585	582	-0.6	468	1,711	1,778	3.9	1,369

Note 1: The estimated national number of victims seriously injured in crashes involving commercial vehicles was derived using comparable ratios from jurisdictions where injury severity was known.

Note 2 : Baseline figures, 2002-2004 average figures and 2010 target figures were rounded.

Note 3: Casualty figures for Nunavut were included with those from the Northwest Territories because they were also included with NWT figures during the 1996-2001 baseline period.