



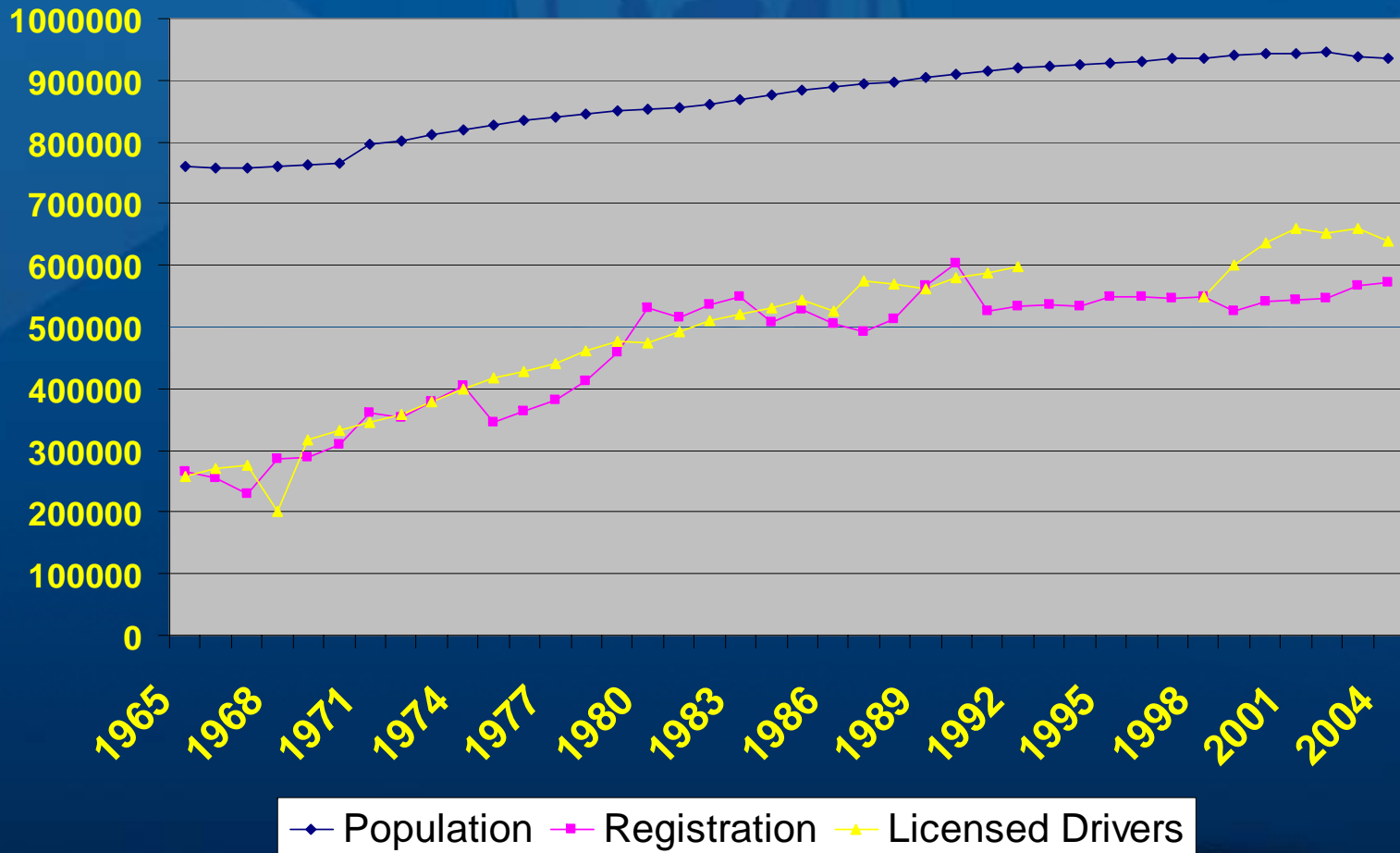
Road Safety Vision 2010

Progress Report - 2004

Transportation and Public Works



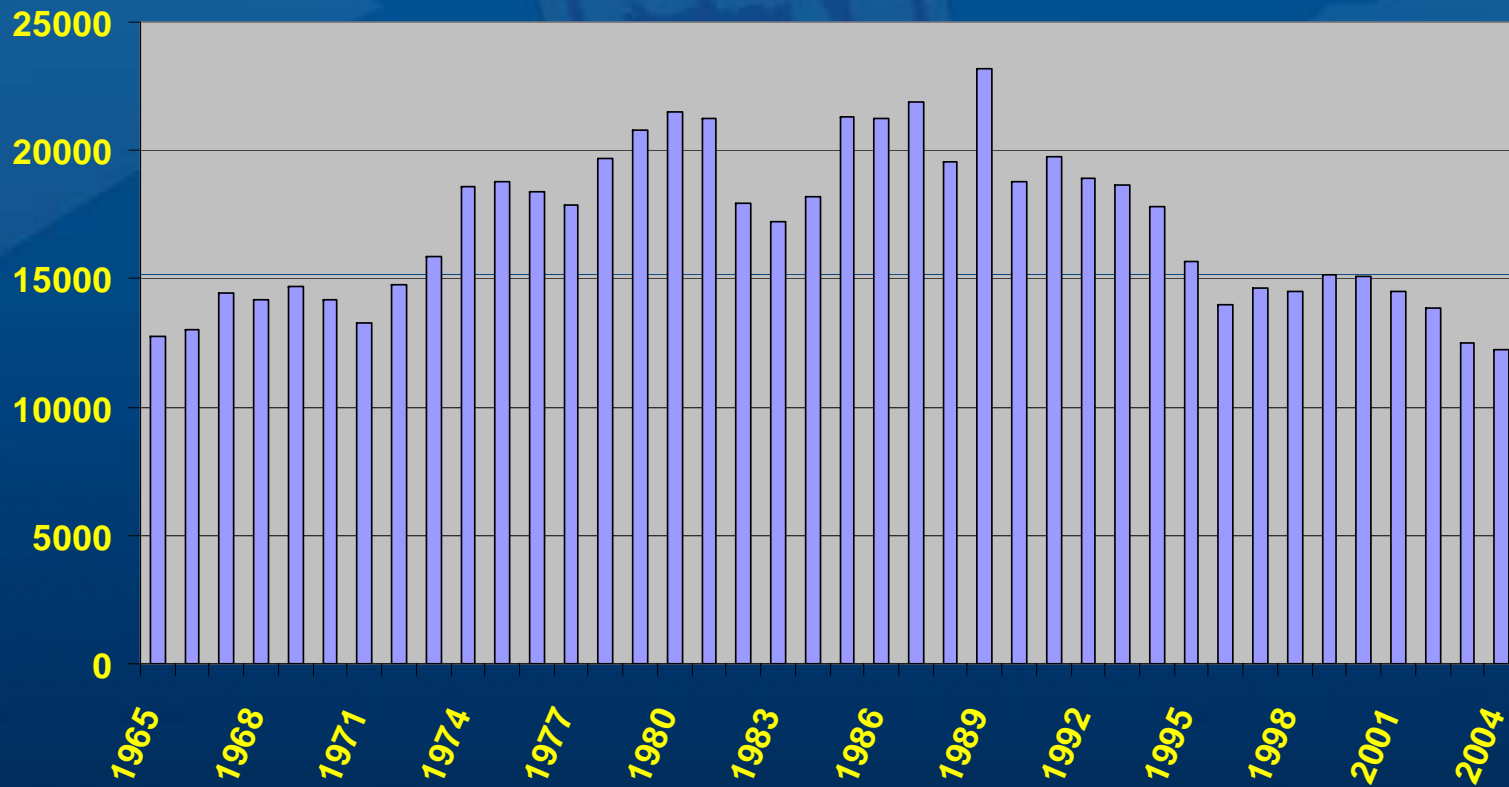
Demographics



Transportation and Public Works



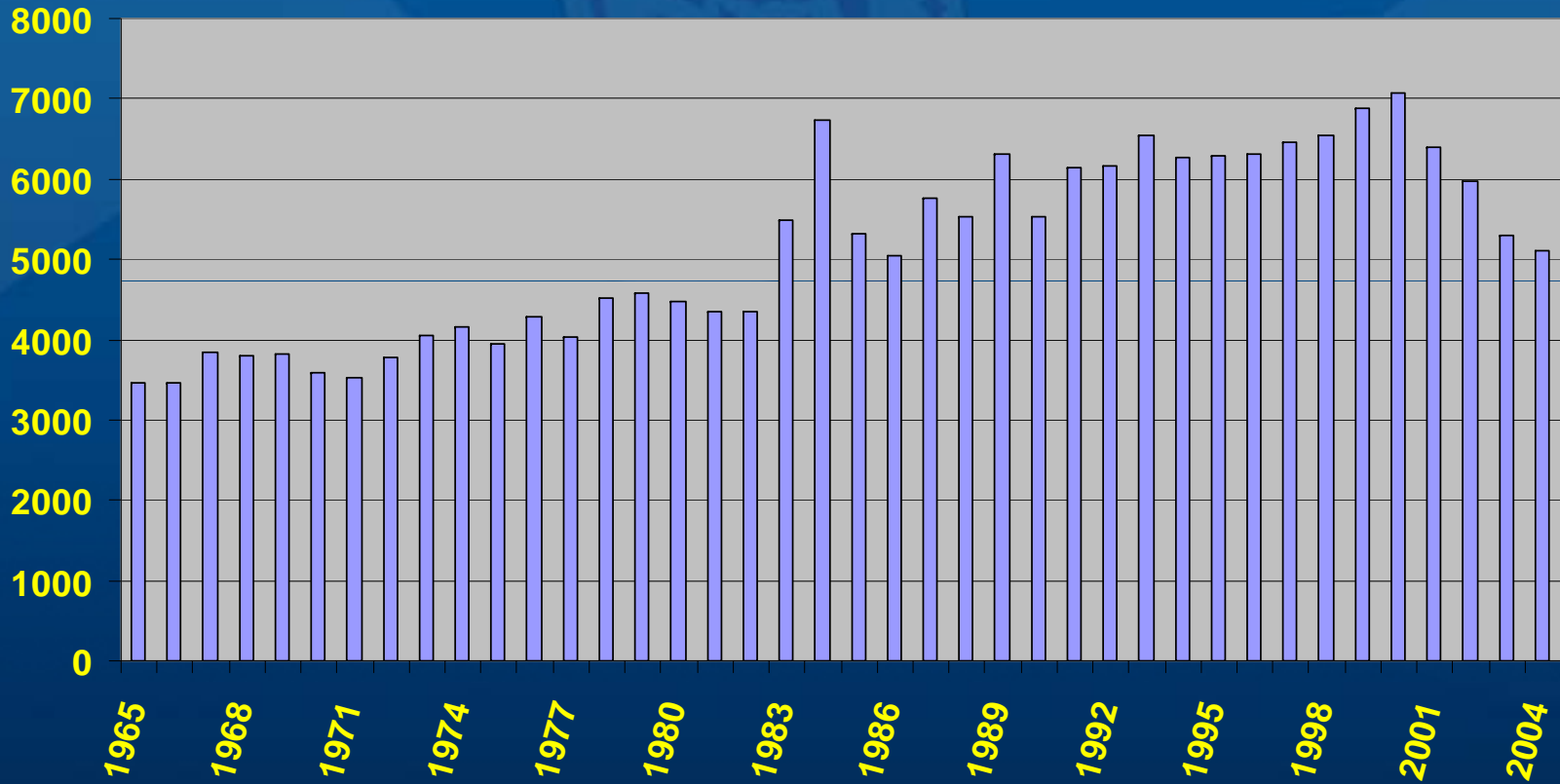
Collisions



Transportation and Public Works



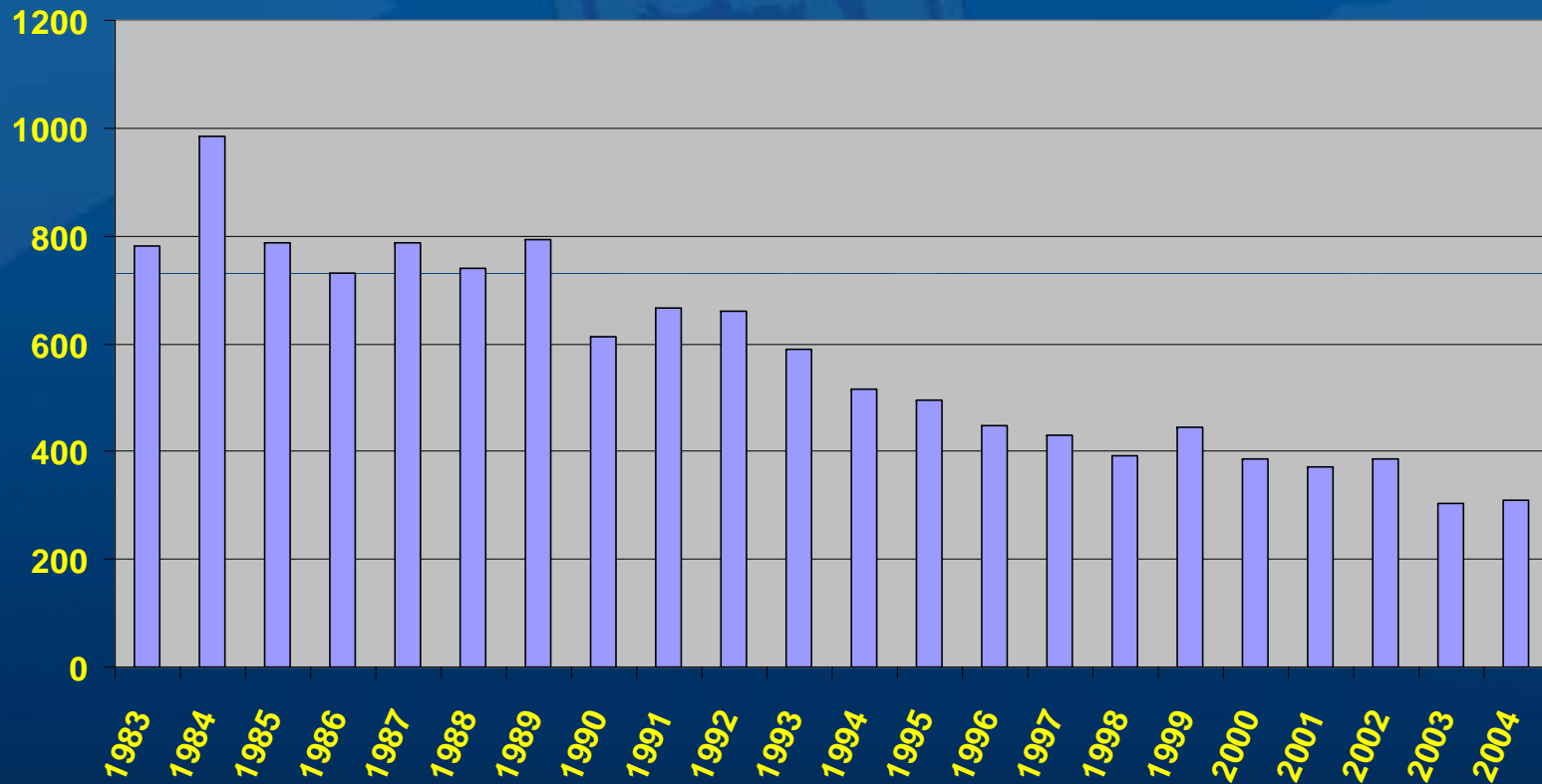
Injuries



Transportation and Public Works



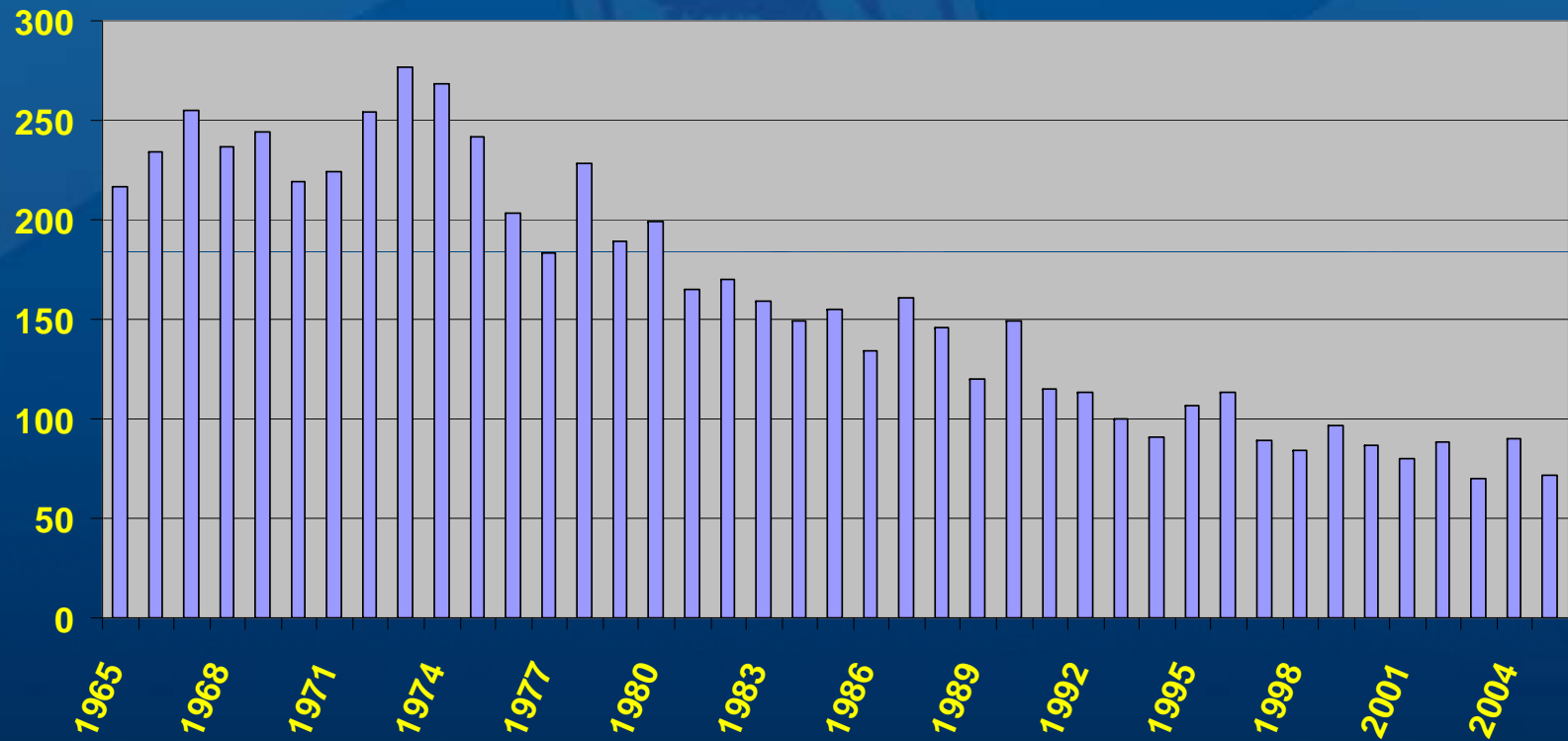
Serious Injuries



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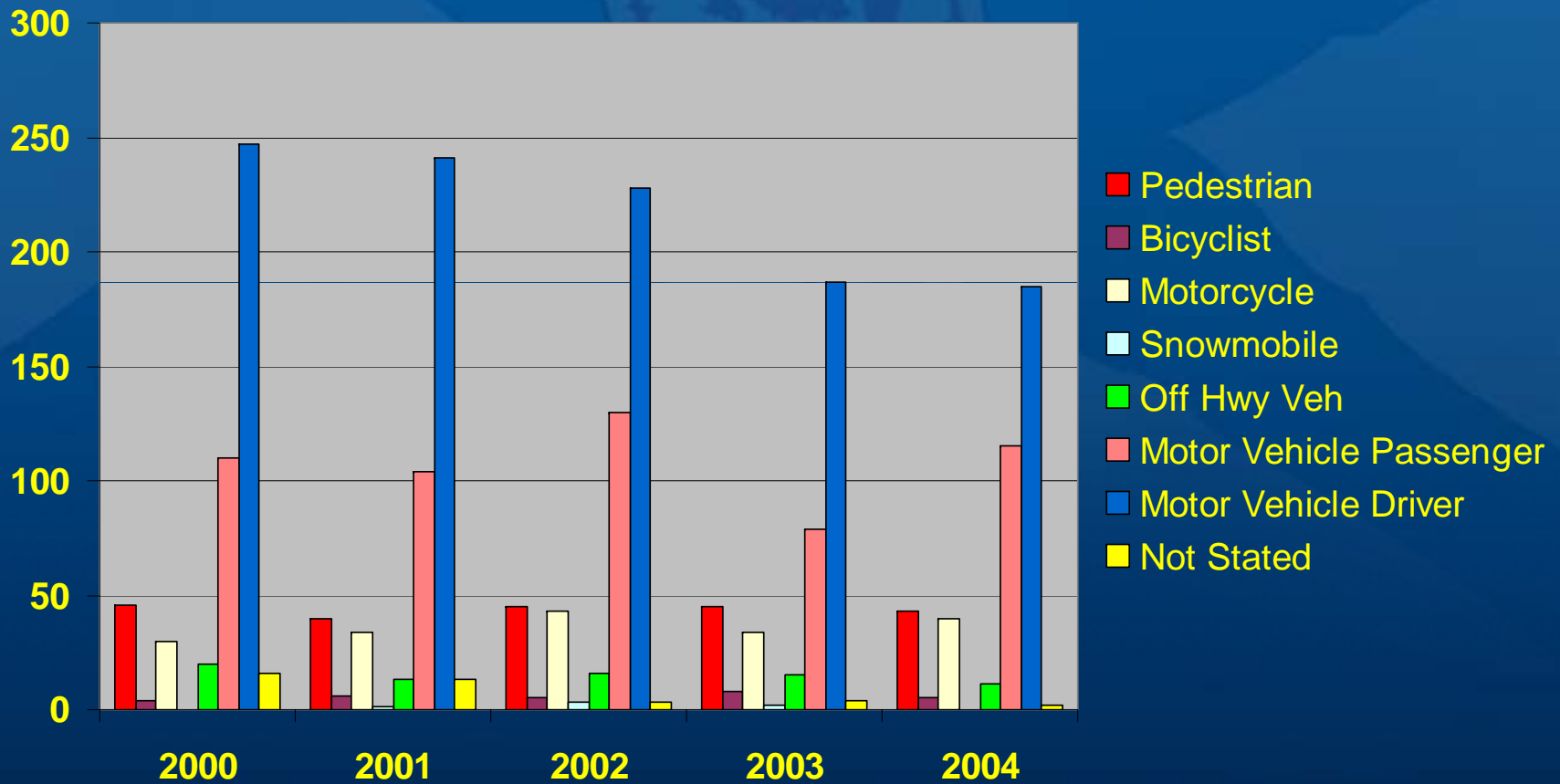
Fatalities



Transportation and Public Works



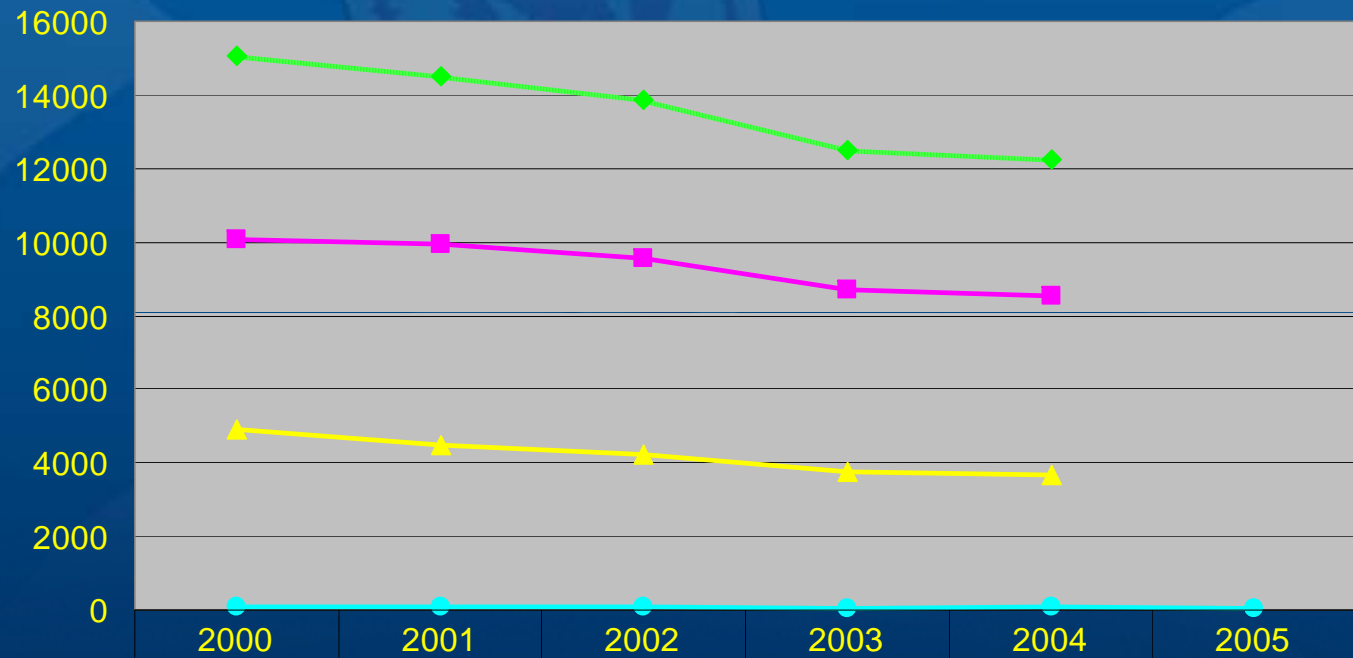
Fatalities & Serious Injuries by Road User Class



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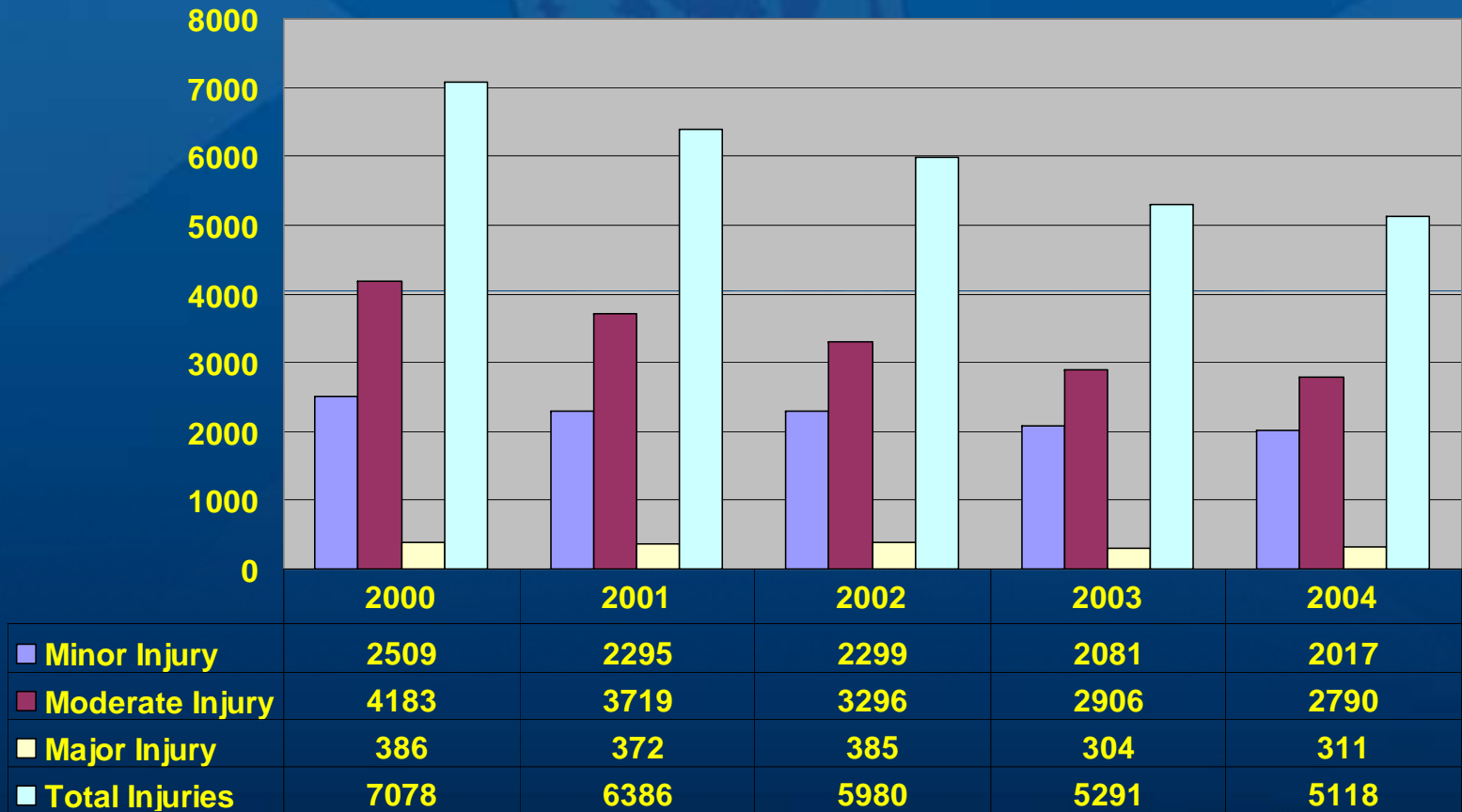


Five Year Collision History

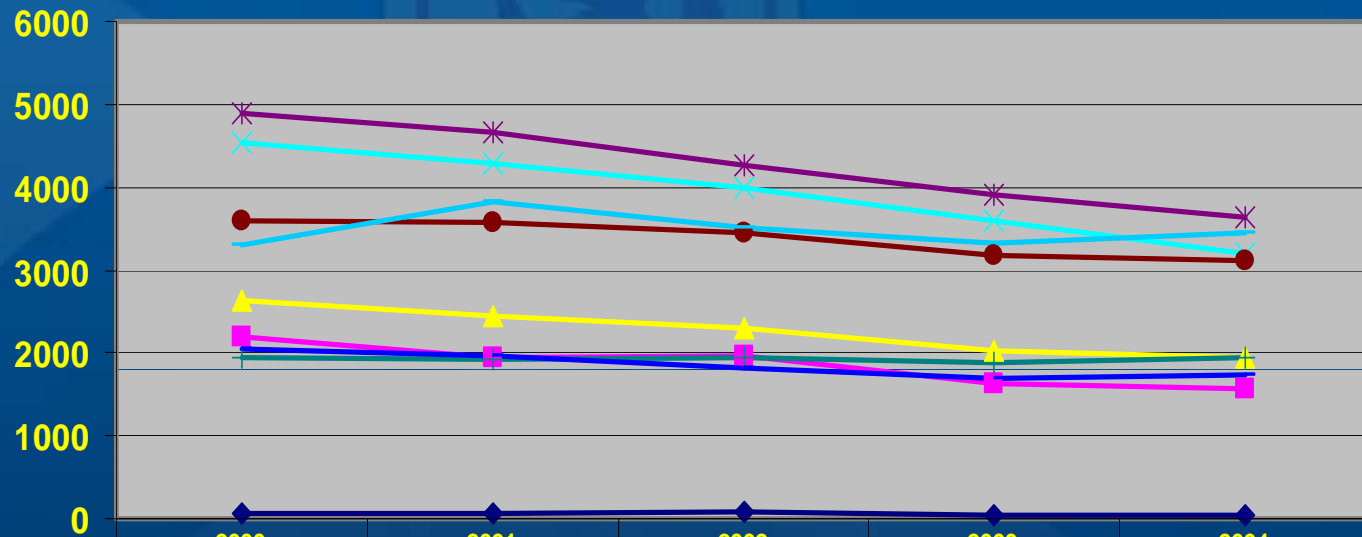


◆ Total Collisions	15073	14499	13872	12514	12250	
■ PDO Collisions	10076	9945	9566	8713	8515	
▲ Injury Collisions	4919	4483	4231	3740	3657	
● Fatal Collisions	78	71	75	61	76	63

Personal Injuries by Severity

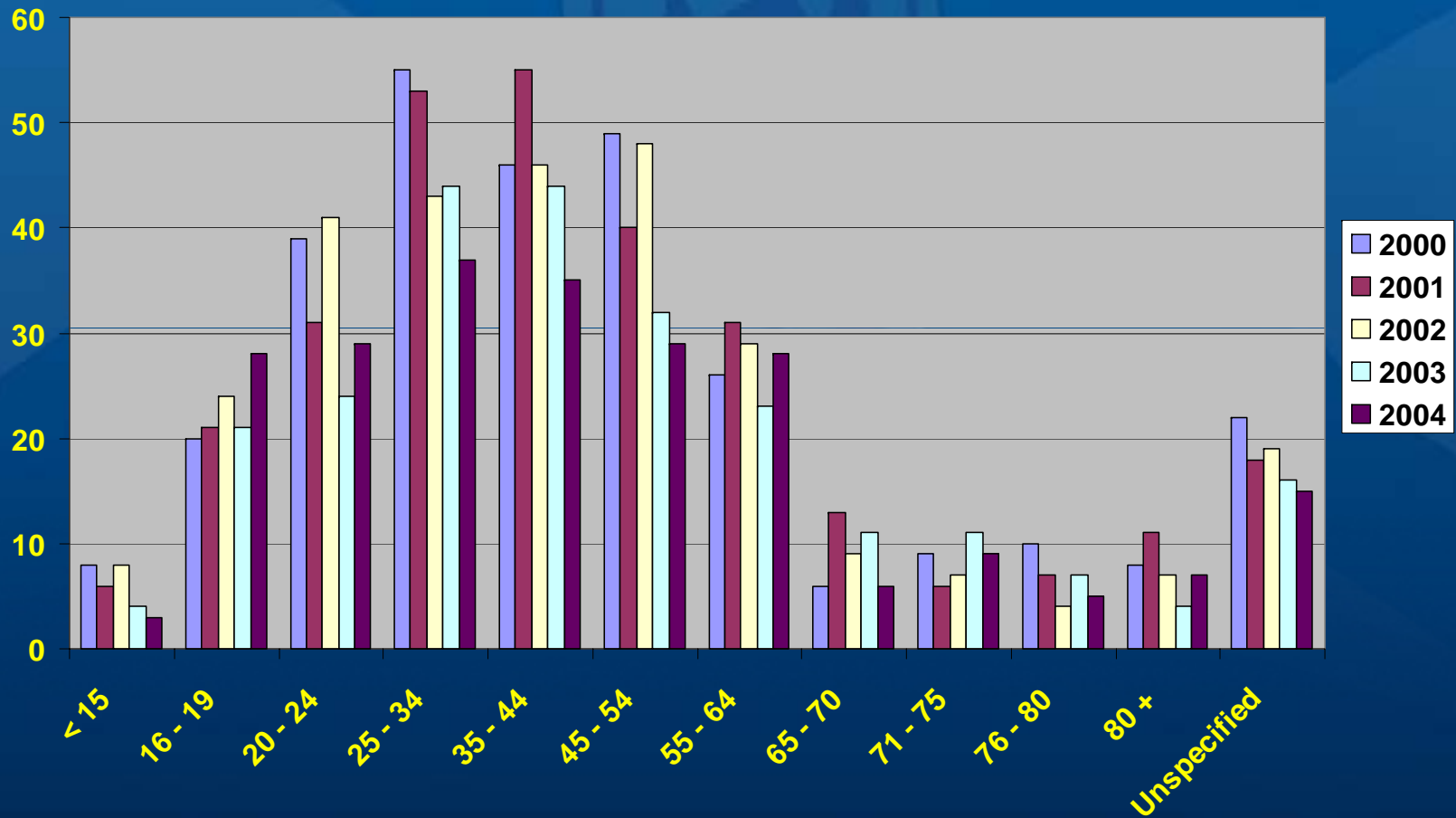


Collisions by Age of Driver



◆ Drivers 15 & Under	2000	2001	2002	2003	2004
◆ Drivers 15 & Under	73	70	79	49	50
■ Drivers 16-19	2200	1954	1957	1640	1574
▲ Drivers 20-24	2633	2444	2296	2028	1935
✕ Drivers 25-34	4534	4295	4000	3600	3194
✱ Drivers 35-44	4885	4656	4256	3916	3639
● Drivers 45-54	3599	3565	3442	3186	3115
⊕ Drivers 55-64	1948	1930	1952	1891	1939
■ Drivers 65 and Over	2055	1960	1810	1693	1725
— Unspecified	3298	3821	3509	3327	3454

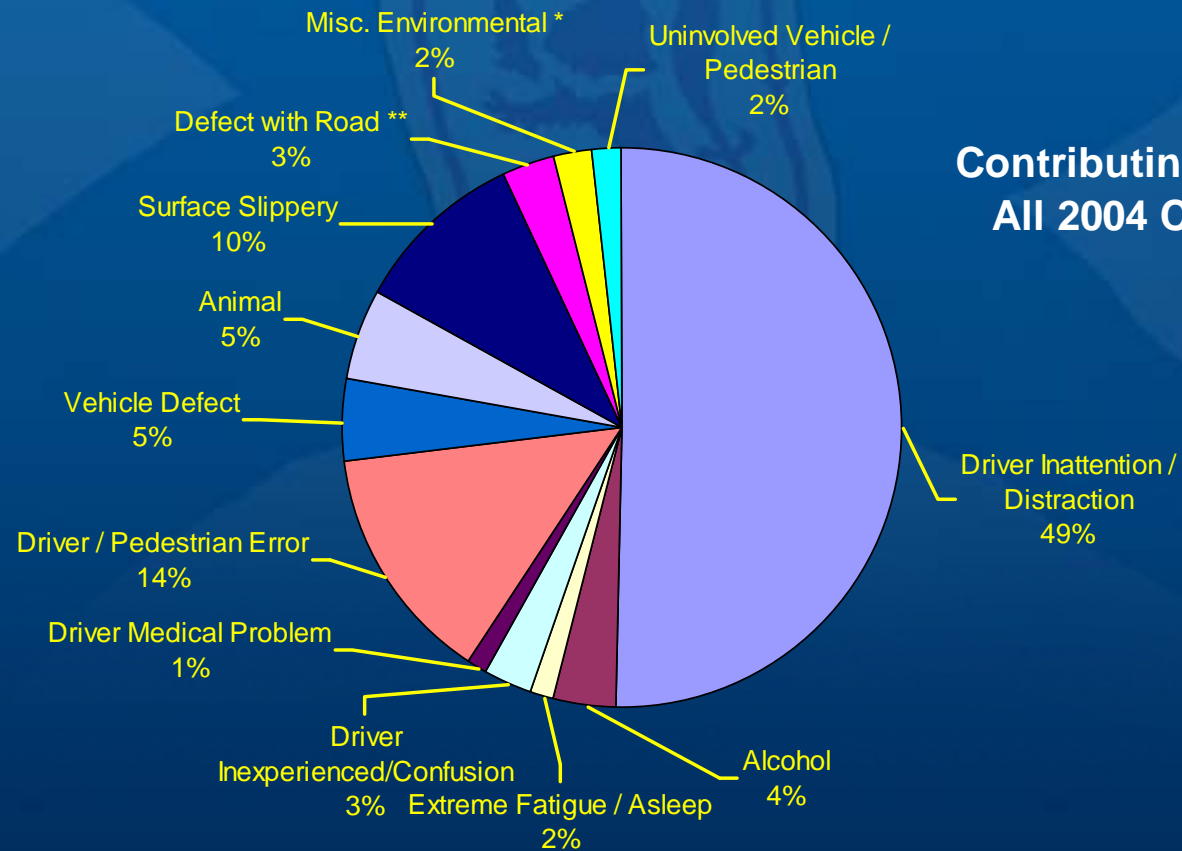
Drivers Seriously Injured & Killed by Age

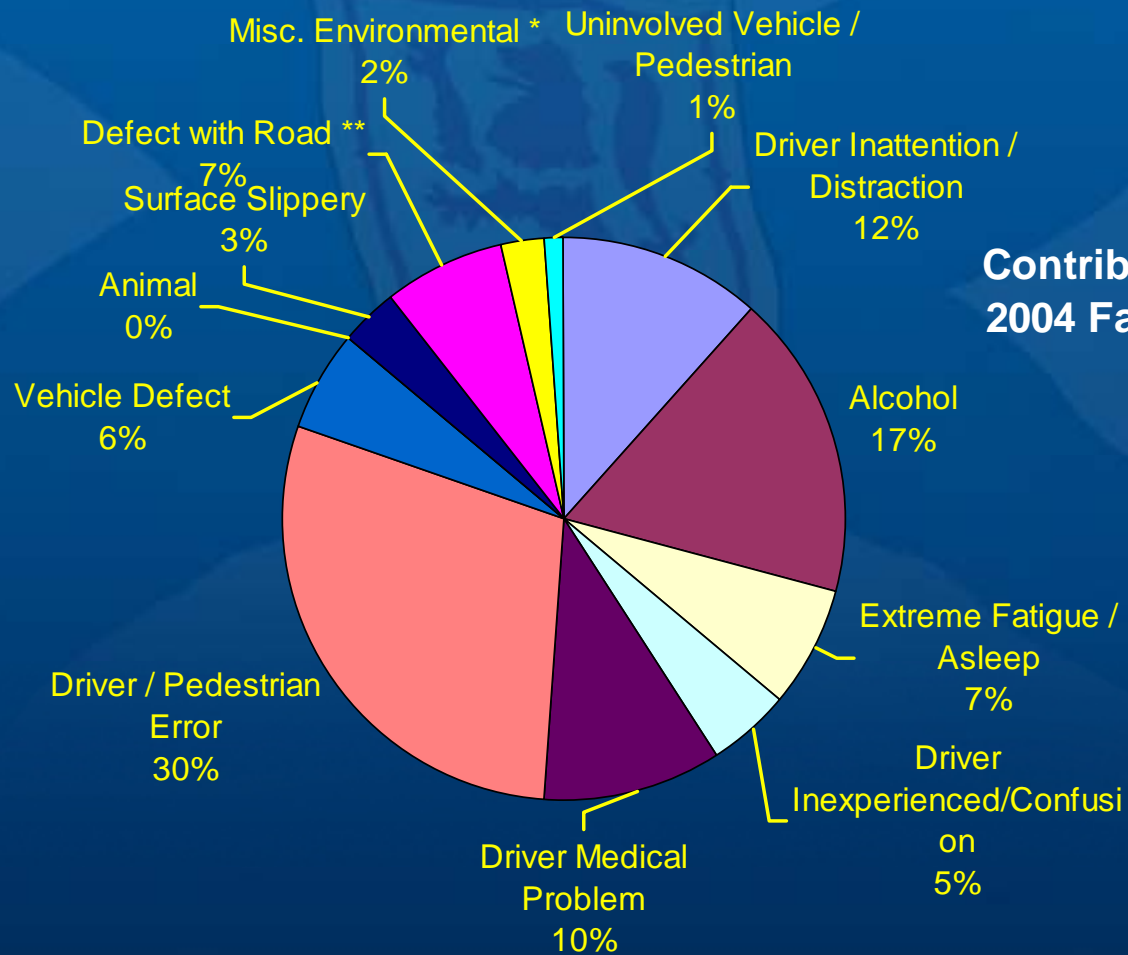


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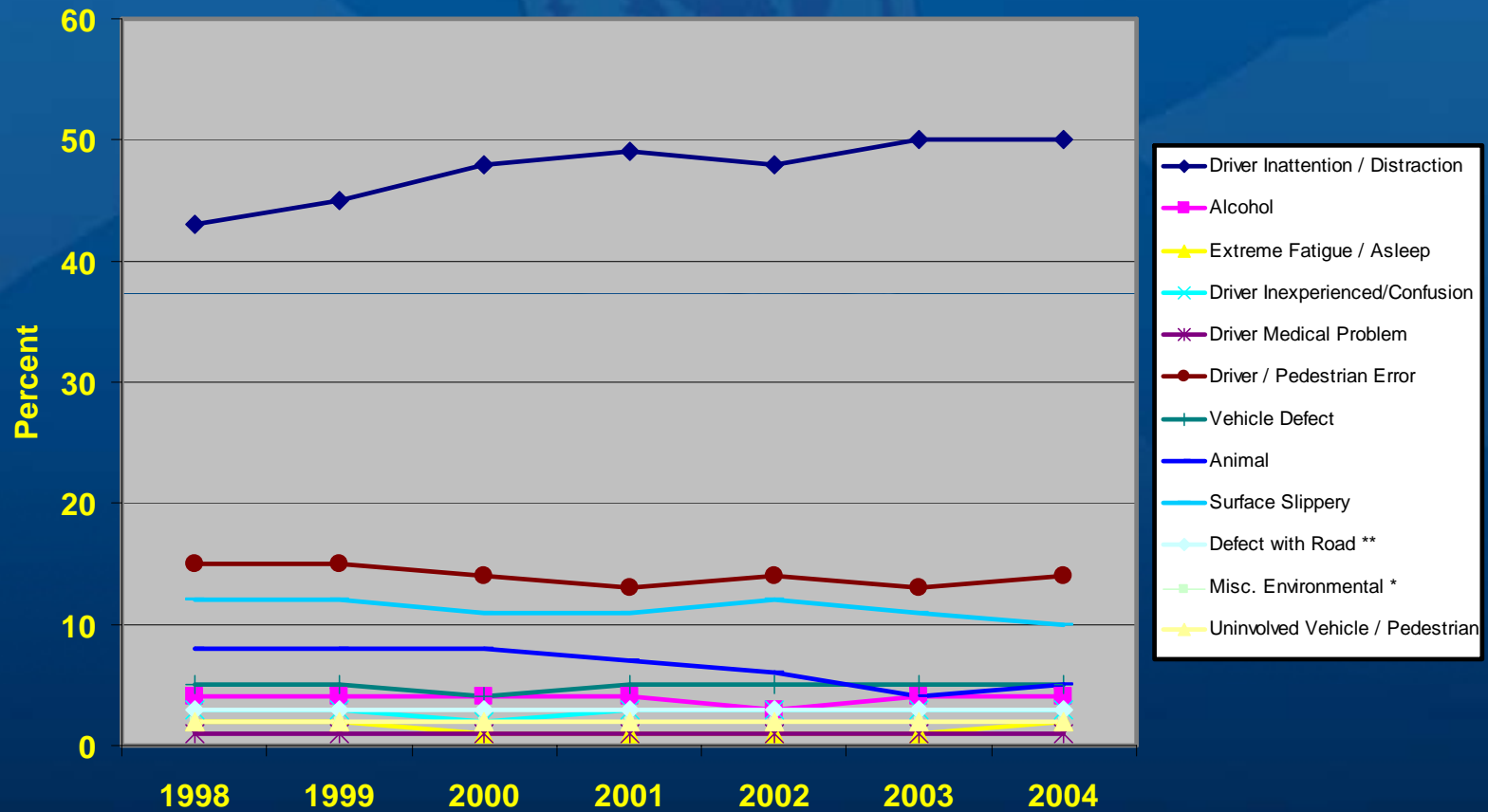
Contributing Factors - All 2004 Collisions





Contributing Factors - 2004 Fatal Collisions

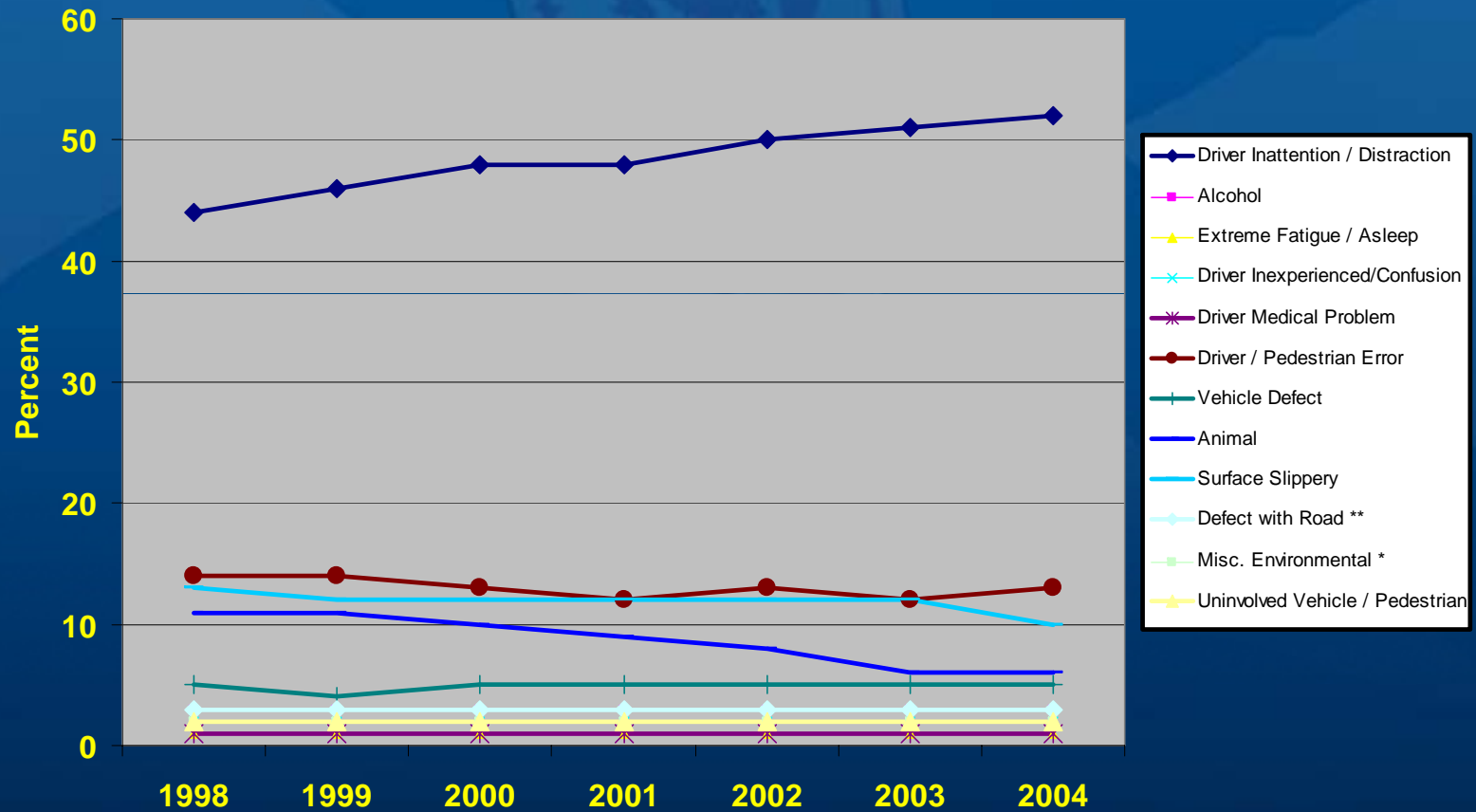
1st Contributing Factor – All Collisions



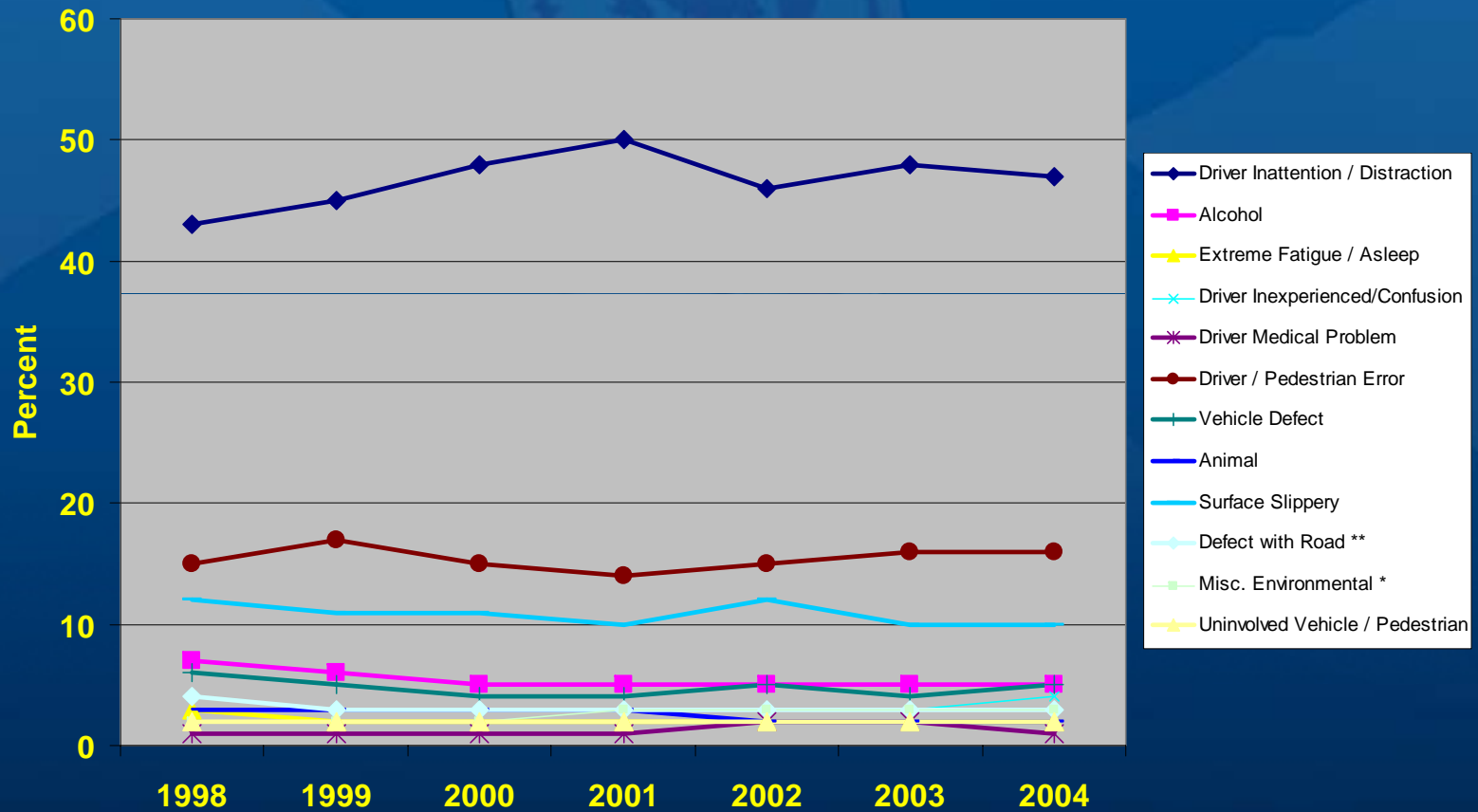
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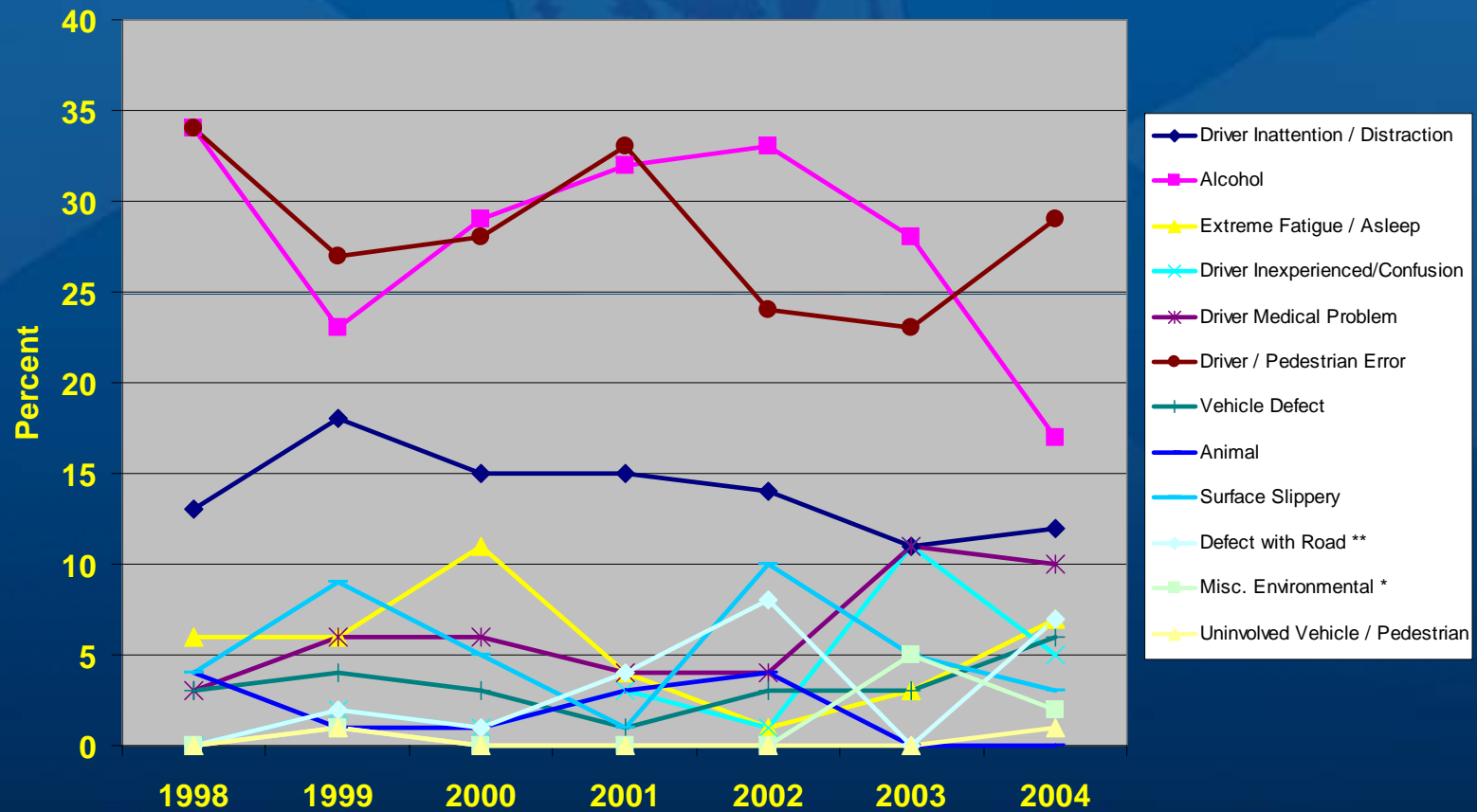
1st Contributing Factor – PDO Collisions



1st Contributing Factor – Injury Collisions



1st Contributing Factor – Fatal Collisions



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Background

- In the early 1990's Canada had two national programs to improve road safety. The National Occupant Restraint Program (NORP) targeted the increased use of seat belts and child restraints, and the Strategy to Reduce Impaired Driving (STRID) aimed at reducing the incidence of drinking & driving.
- Despite these national programs and other efforts across Canada, the pace of road safety improvements had slowed.

Background (cont'd)

- In 1996 Canada's national road safety vision – “to have the safest roads in the world,” and plan, Road Safety Vision 2001, were adopted by CCMTA and endorsed by the Council of Ministers of Transportation and Highway Safety.

Road Safety Vision (1996-2001)

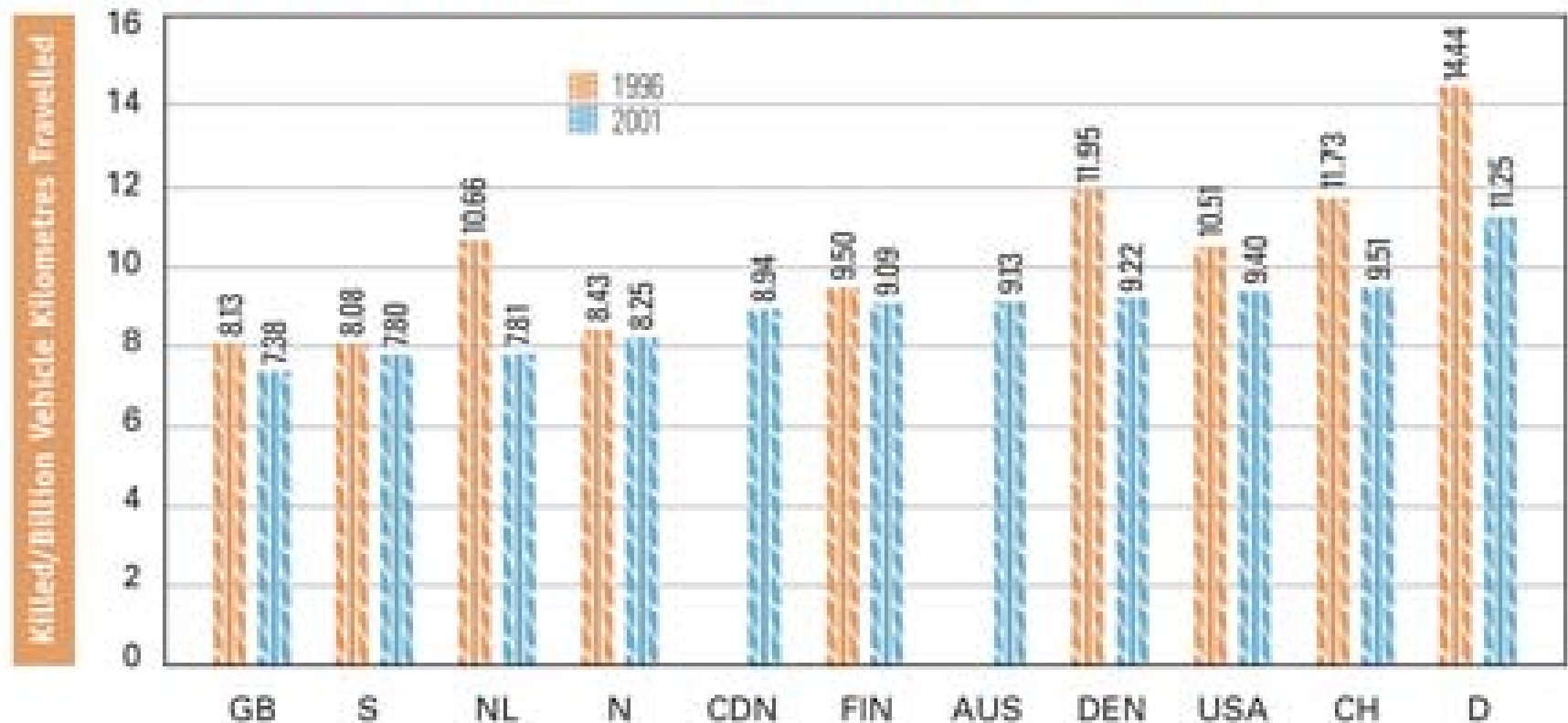
Strategic Objectives

- Raise public awareness of road safety issues
- Improve communication, cooperation and collaboration among road safety stakeholders.
- Toughen enforcement measures
- Improve national road safety data quality and collection practices.

Vision 2001 Results

- Canada's level of road safety (road users killed per registered motor vehicle) during 1998 improved by almost 9% since 1996.
- Actual number of road users killed & seriously injured decreased by 5% & 8% respectively over the same 3 years.
- However, Canada's ranking among OECD member countries decreased from 8th to 9th place because other countries achieved even more impressive gains.

The leading OECD member countries continue to raise the bar as annual fatality rates gradually decrease



Note: GB = Great Britain; S = Sweden; NL = the Netherlands; N = Norway; CDN = Canada; FIN = Finland; AUS = Australia; DEN = Denmark; USA = the United States; CH = Switzerland; and D = Germany; 1996 figures were not available for Canada and Australia.

Road Safety Vision 2010

- In Oct. 2000, the Council of Ministers for Transportation & Highway Safety approved a longer term successor plan, called Road Safety Vision 2010.
- Road Safety Vision 2010 to retain the vision & strategic objectives of the previous plan , and also include an overall national target and sub-targets (to be monitored annually and revised in 2006, if necessary).

Targets

- The targets approved as part of Road Safety Vision 2010 are intended to provide road safety stakeholders with broad based benchmark data of key road safety indicators, against which intervention efforts can be measured.

National Target

- 30% decrease in the average number of road users killed and seriously injured during the 2008-2010 period over comparable 1996-2001 figures.

Sub-targets

- Seat belt rates of 95%
- 40% decrease in the number of unbelted fatally or seriously injured occupants
- 40% decrease in the number of road users fatally or seriously injured in crashes involving a drinking driver
- 20% reduction in the number of road users killed or seriously injured in speed and intersection related crashes

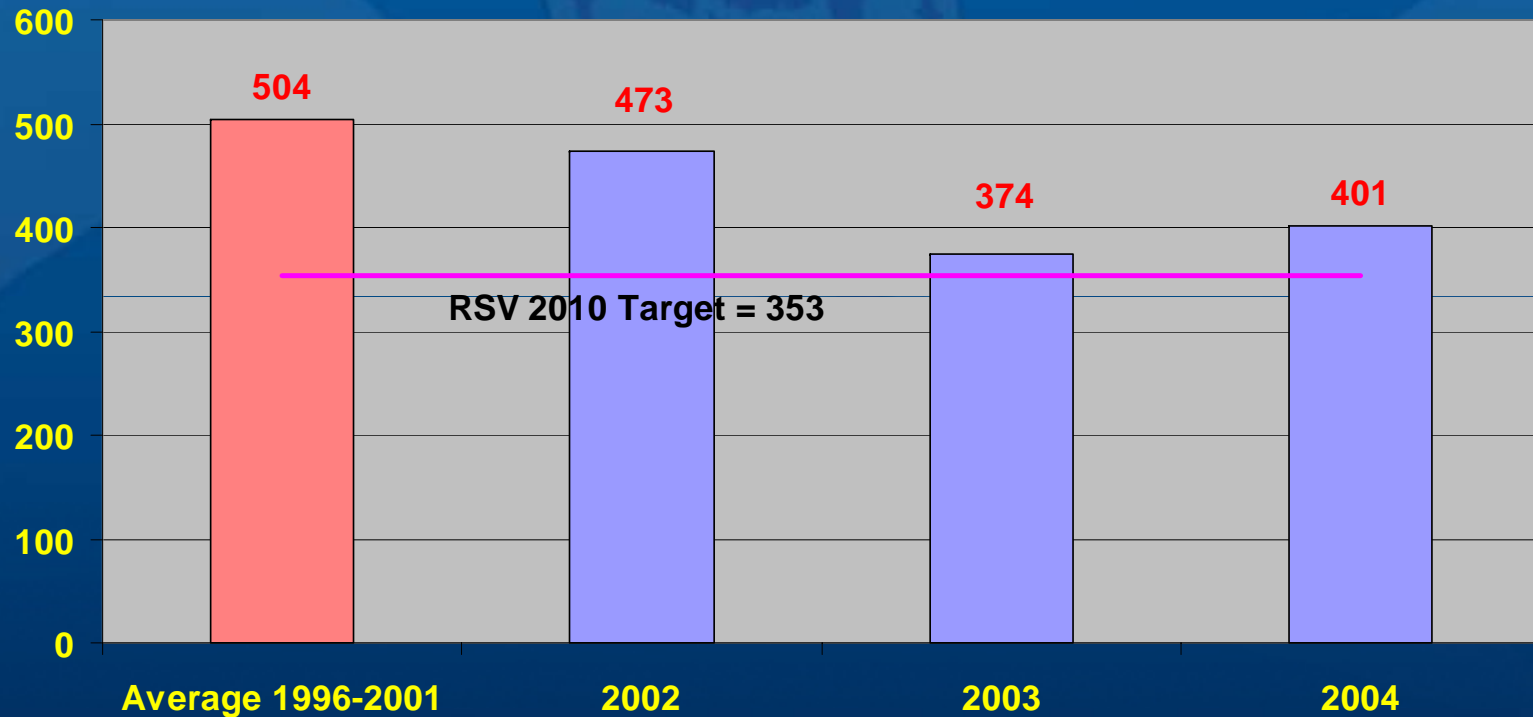
Sub-targets (cont'd)

- 20% decrease in the percent of drivers who commit three high-risk driving infractions (two if they are alcohol-related) within a two-year time frame
- 20% decrease in the number of young drivers / riders killed or seriously injured in crashes
- 20% decrease in the number of road users killed or seriously injured in crashes involving commercial carriers

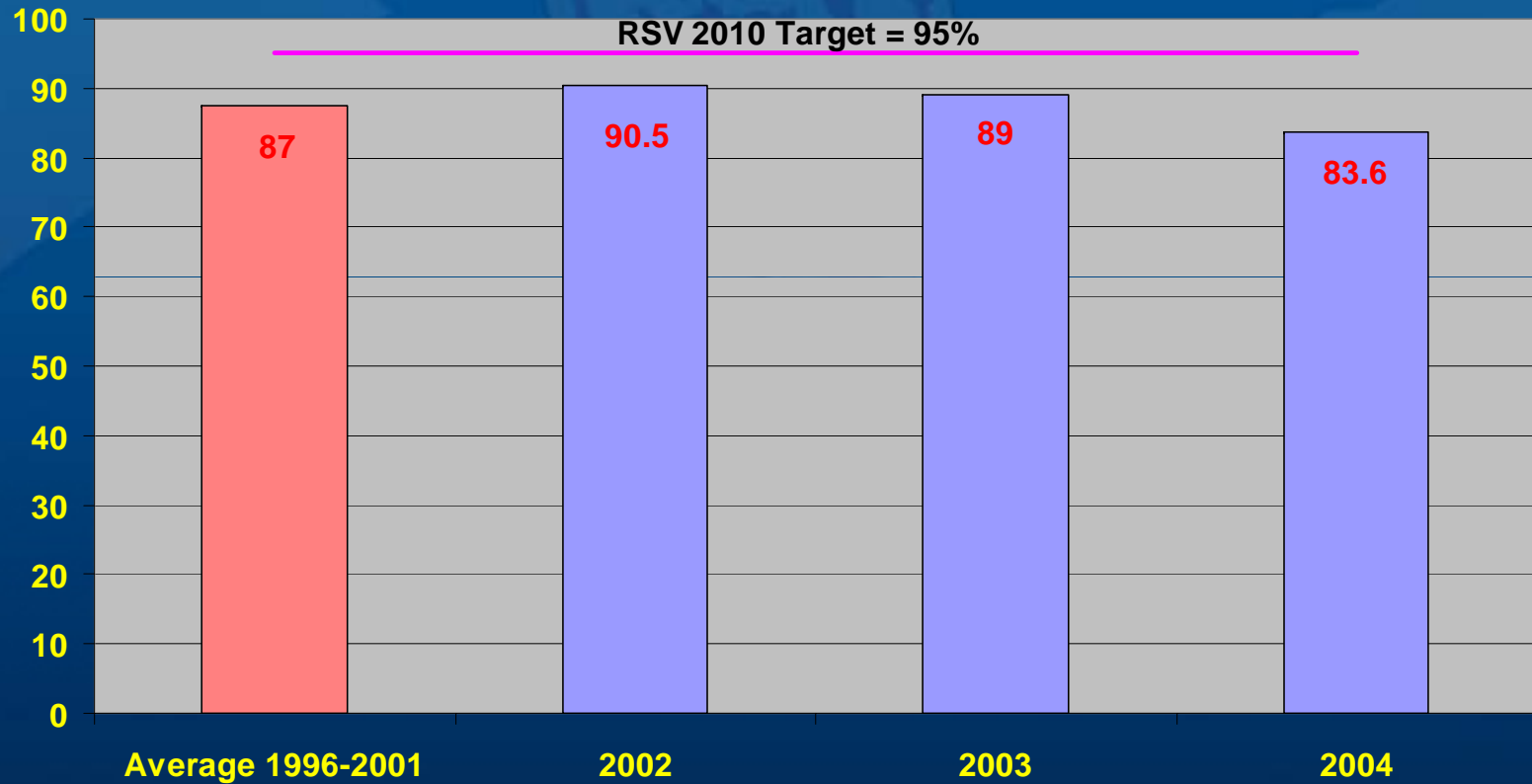
Sub-targets (cont'd)

- 30% decrease in the number of vulnerable road users (pedestrians, motorcyclists and cyclists) killed or seriously injured
- 40% decrease in the number of road users fatally or seriously injured on rural roadways

Road Users Killed or Seriously Injured



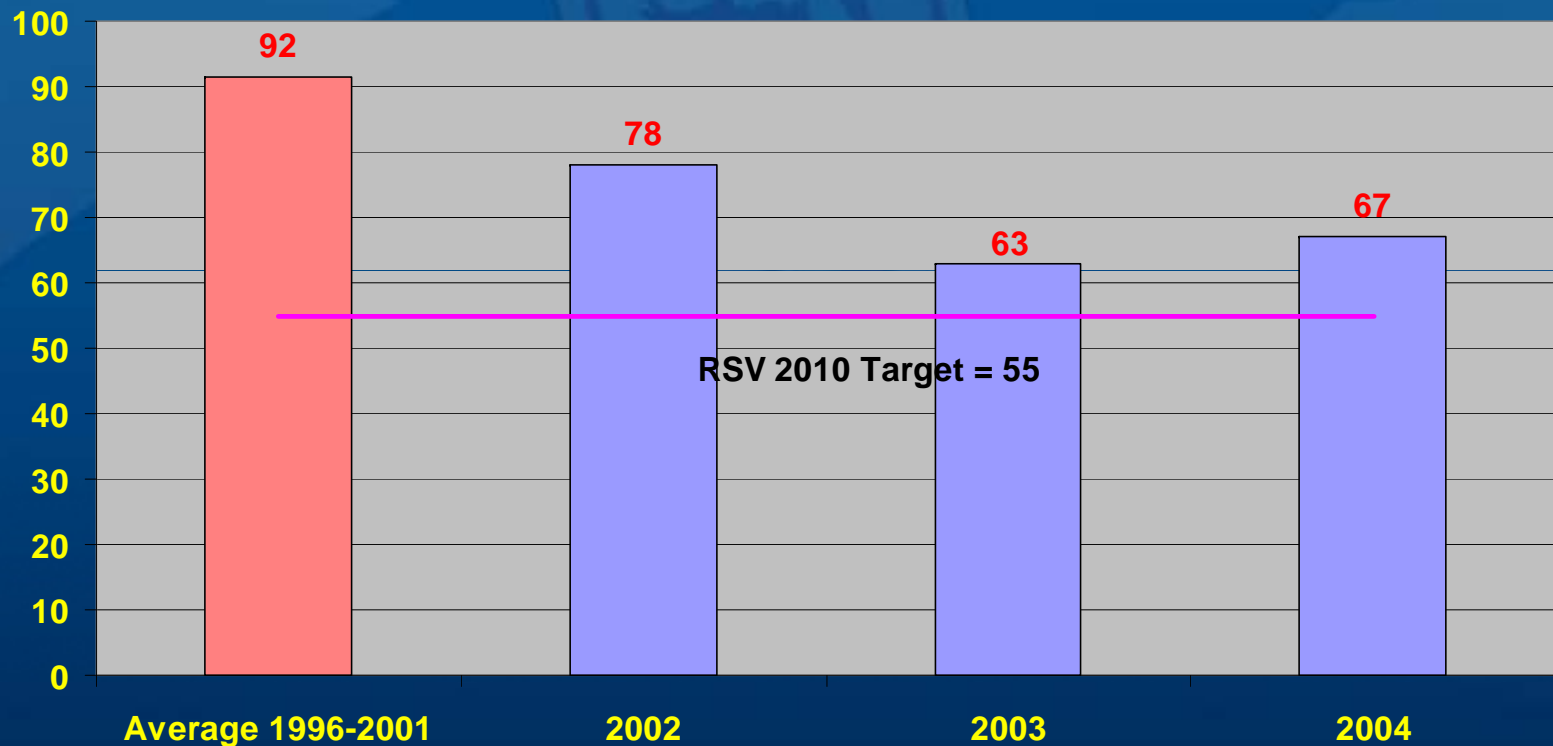
Seat Belt Rates



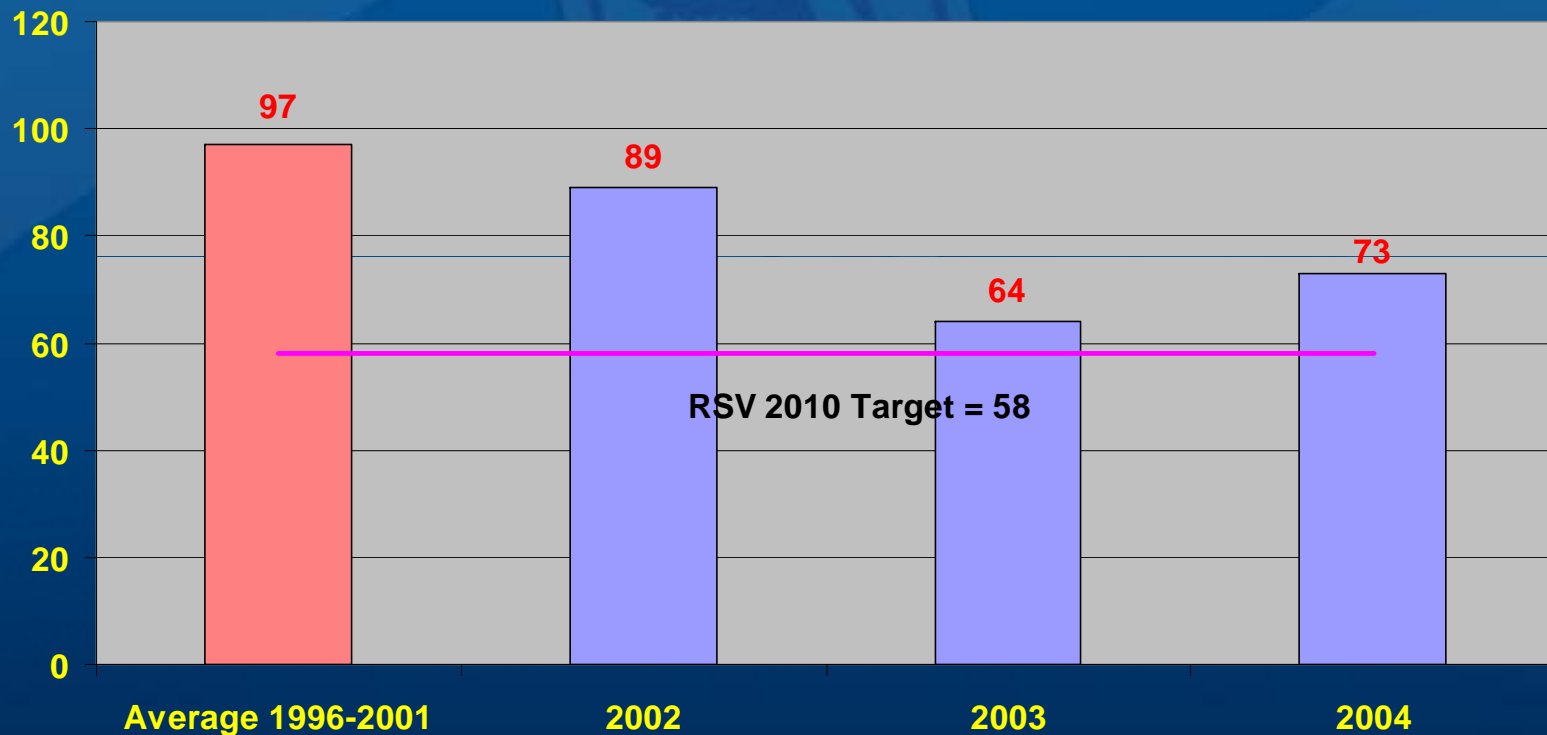
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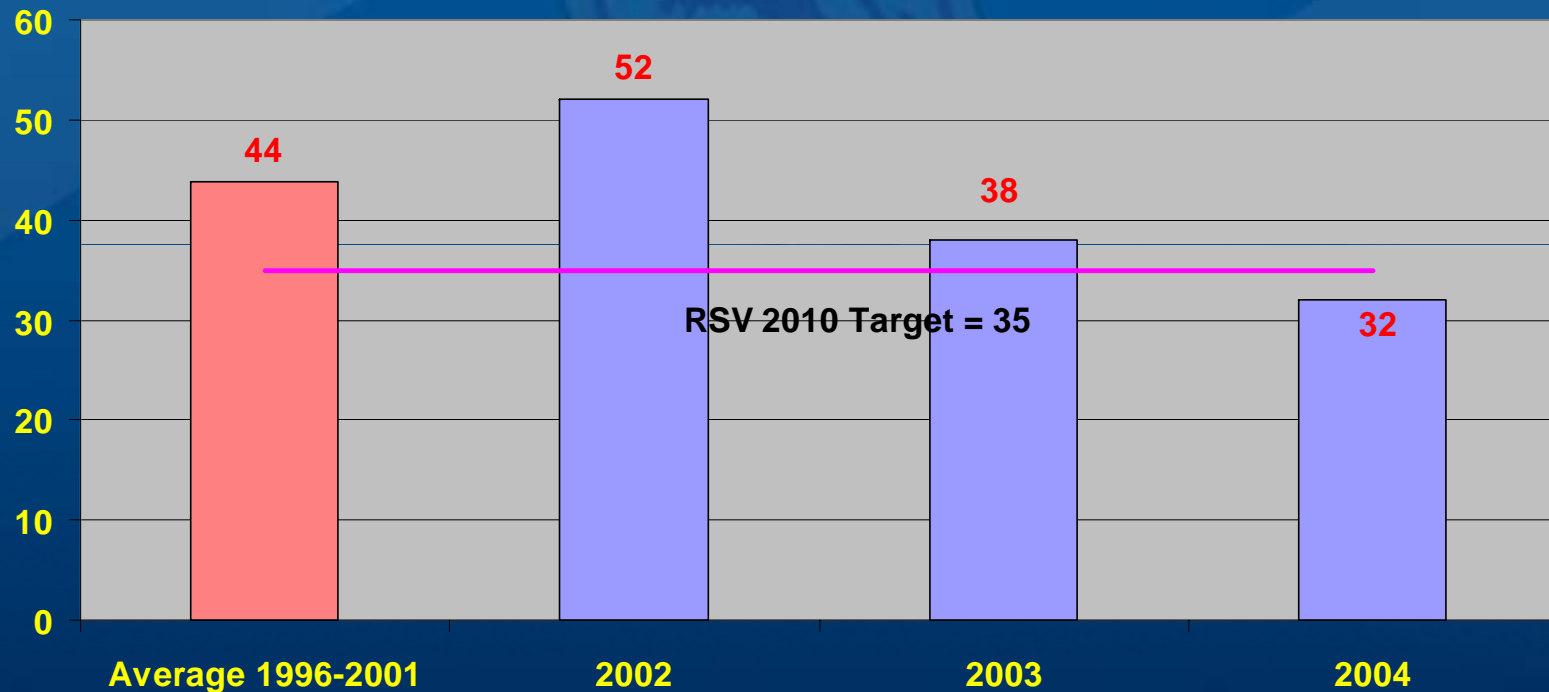
Unbelted Occupants Killed or Seriously Injured



Road Users Killed or Seriously Injured in Crashes Involving a Drinking Driver



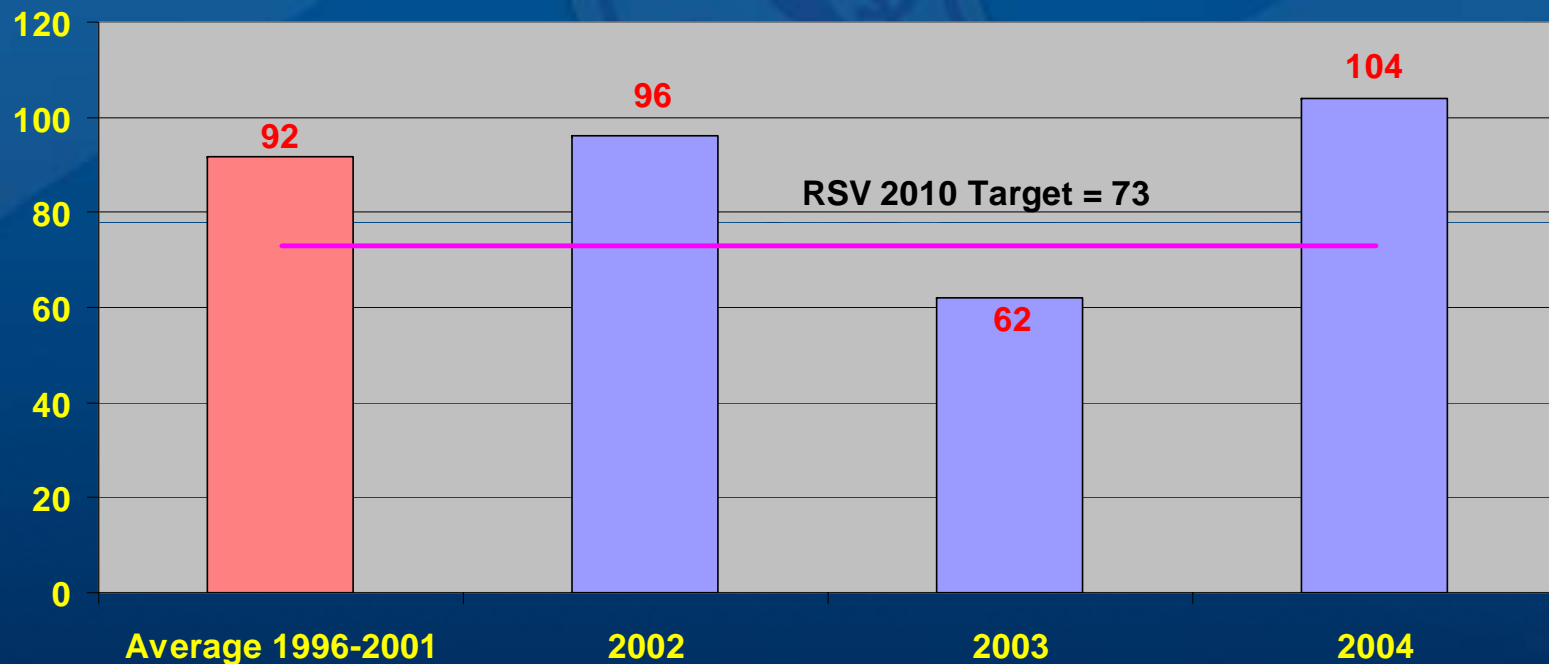
Road Users Killed or Seriously Injured in Speed Related Crashes



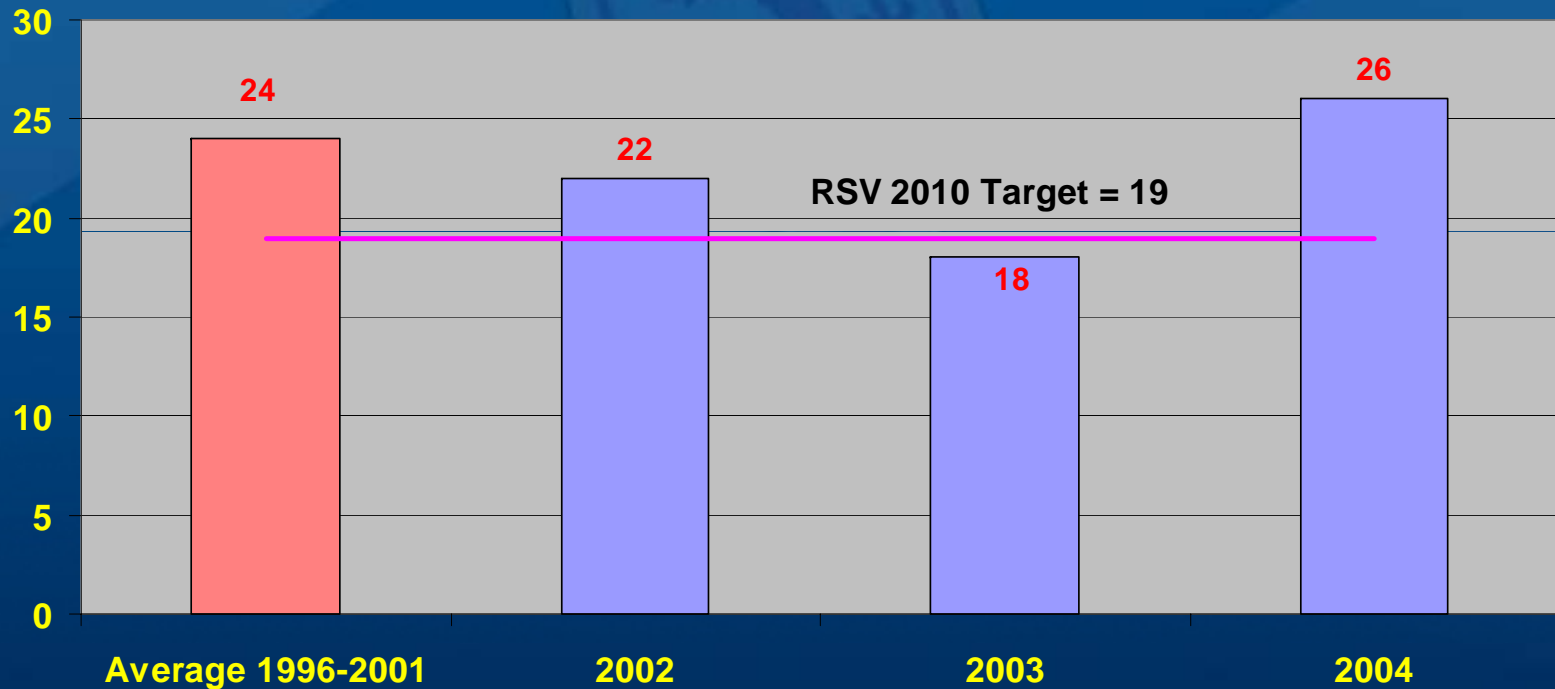
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Road Users Killed or Seriously Injured in Intersection Related Crashes



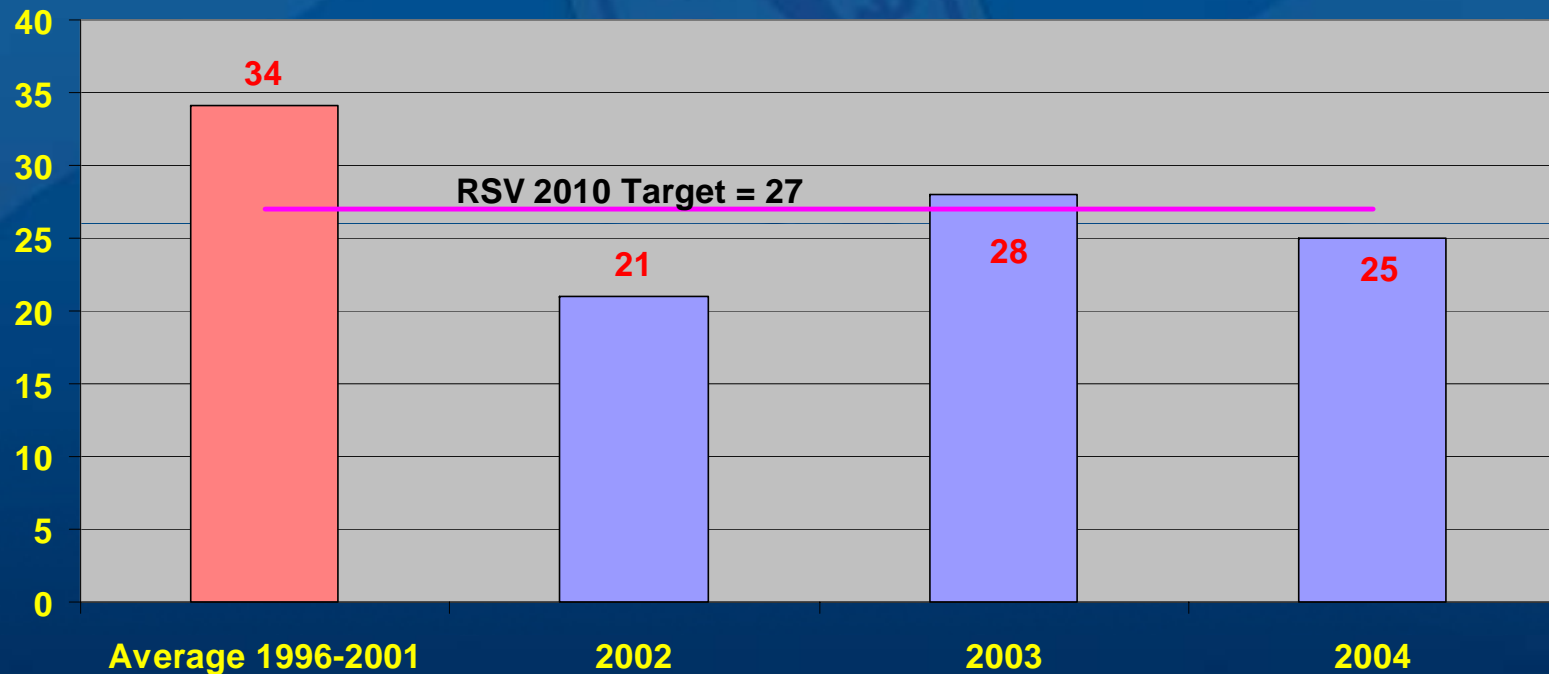
Young Drivers / Riders Killed or Seriously Injured in Crashes



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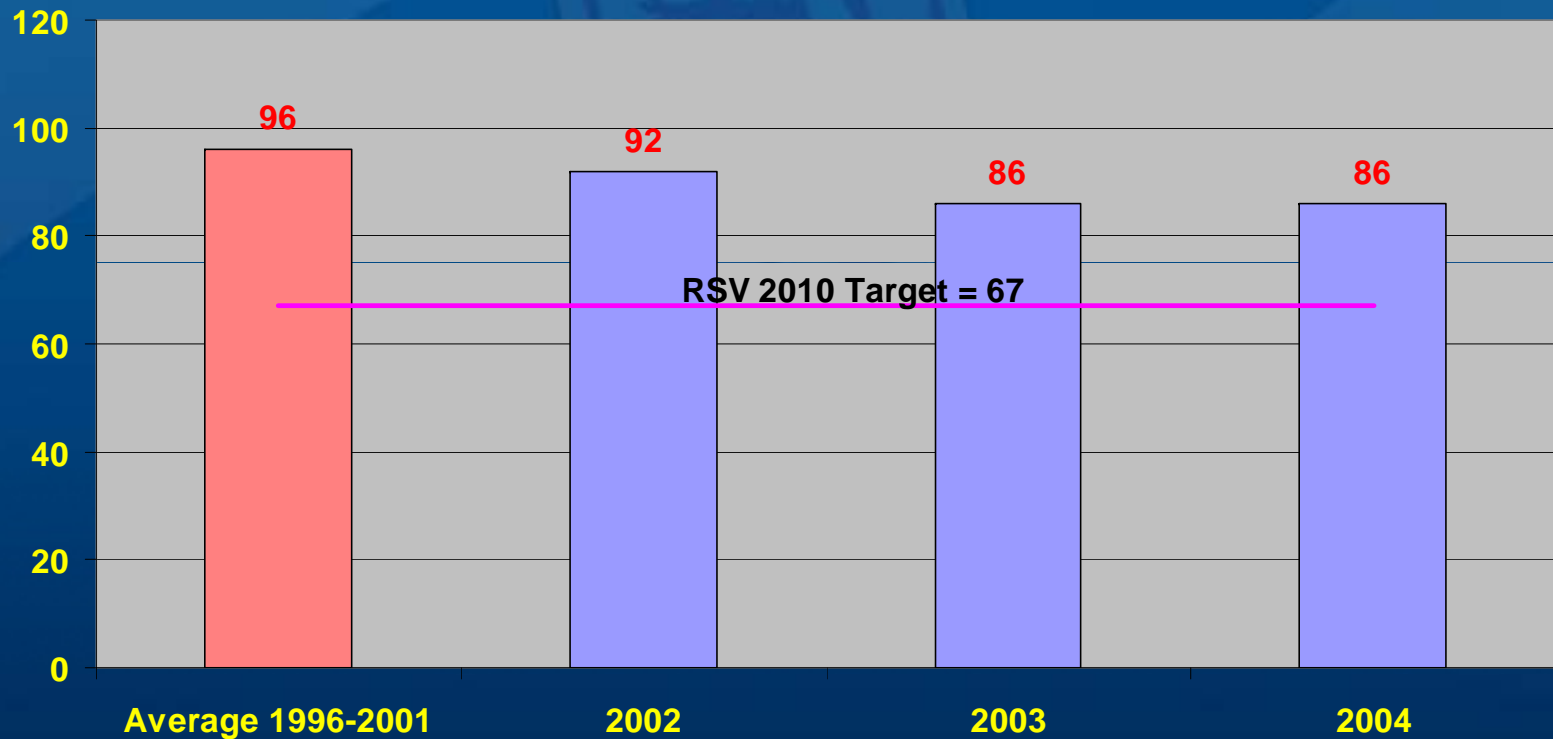
Road Users Killed or Seriously Injured in Crashes Involving Commercial Carriers



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Vulnerable Road Users Killed or Seriously Injured



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Road Users Killed or Seriously Injured on Rural Roadways

