

Other Provinces

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Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision (RSV) 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of RSV 2010 are to:

- raise public awareness of road safety issues
- improve communication, cooperation and collaboration among safety agencies
- enhance enforcement measures
- improve national collision data quality and collection

The national target for RSV 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seatbelts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in RSV 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of RSV 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of the RSV 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or checking their website at www.tc.gc.ca/roadsafety.

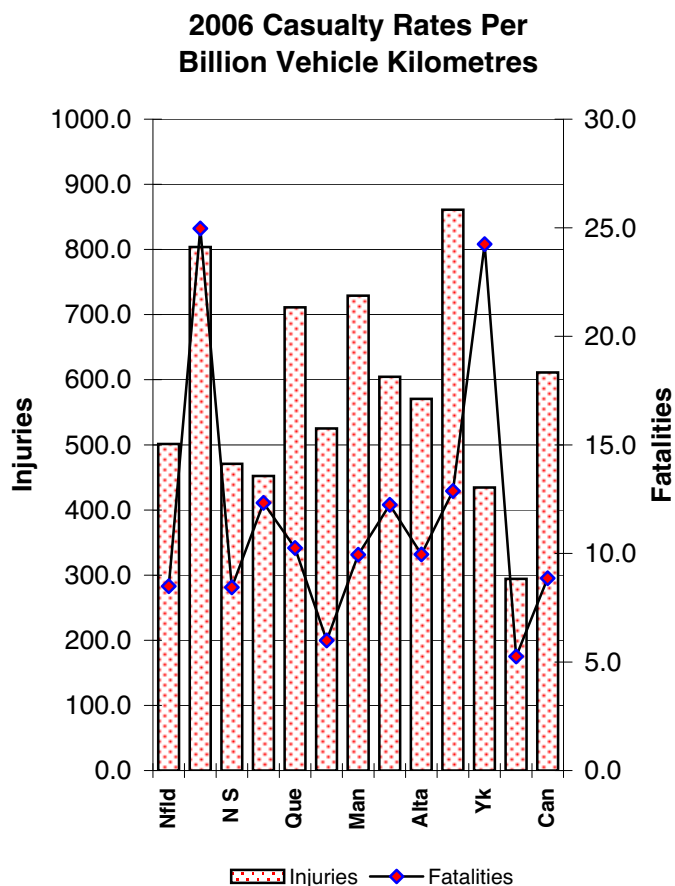
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Table 12.1

Collisions and Casualties in Canada

Year	Casualty	Victims	Victims
	Collisions	Killed	Injured
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,227	3,615	247,594
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	156,645	3,062	227,320
1997	150,155	3,033	217,403
1998	148,188	2,911	213,304
1999	151,295	2,984	218,437
2000	155,842	2,927	222,830
2001	151,393	2,776	216,441
2002	156,444	2,932	222,706
2003	152,960	2,768	216,089
2004	147,686	2,722	206,232
2005	148,162	2,905	204,751
2006	147,360	2,889	199,336

Figure 12.1



1998 - 2006/2007 Seatbelt Use in Canada by Province/Territory

Table 12.2

(% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)

Province	1998	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007
Newfoundland	86.4	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5
Prince Edward Island	82.7	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9
Nova Scotia	88.5	86.6	86.5	88.0	90.5	89.4	88.7	91.0	92.2
New Brunswick	87.9	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5
Quebec	92.3	93	91.4	89	91.2	93.3	90.9	91.1	93
Ontario	89.1	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8
Manitoba	84.4	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1
Saskatchewan	89.7	88.2	90.0	91.7	85.7	85.9	93.7	92.9	93.5
Alberta	82.4	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9
British Columbia	89.7	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8
Yukon	82.1	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9
Northwest Territories	52.6	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0
Nunavut	NA	NA	NA	13.4	22.9	21.8	NA	NA	NA
Canada	88.7	90.1	90.1	89.9	85.0	87.4	90.5	90.8	92.5

* Light-duty vehicles include passenger cars, passenger vans and light trucks.

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003 the survey results are an estimate of both urban and rural areas over a two year period.

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Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

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Collision History on Provincial Highways *

Year	Collisions **				Victims **			Collision Rates			
	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,600	1,144	96	5,840	1,982	119	2,101	6,295	0.93	1.52	0.18
1989	4,874	1,092	81	6,047	1,982	107	2,089	6,242	0.97	1.30	0.17
1990	5,175	1,105	73	6,353	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,642	971	84	6,697	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,723	1,069	67	6,859	1,975	79	2,054	6,447	1.06	1.04	0.17
1993	4,396	1,066	72	5,534	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,437	1,231	70	4,738	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,101	1,074	77	4,252	1,827	88	1,915	7,544	0.56	1.02	0.14
2001	4,101	1,066	68	5,235	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,619 #	1,084	70	6,773	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,153	1,069	76	9,298	1,758	85	1,843	7,559	1.23	1.01	0.14
2004	9,317	1,218	65	10,600	1,965	83	2,048	7,547	1.40	0.86	0.16
2005	9,705	1,132	79	10,916	1,762	95	1,857	7,902	1.38	1.00	0.14
2006	10,490	1,205	77	11,772	1,868	86	1,954	7,559	1.56	1.02	0.16

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Urban Streets*

Year	Collisions **				Victims**		
	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,375	3,497	25	22,897	4,671	27	4,698
1990	18,349	3,353	13	21,715	4,386	16	4,402
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,008	3,567	21	20,596	4,789	21	4,810
2001	15,554	3,068	18	18,640	4,056	18	4,074
2002	19,342 #	3,279	17	22,638	4,343	18	4,361
2003	21,253	3,607	18	24,878	4,722	20	4,742
2004	21,388	3,494	16	24,898	4,554	17	4,571
2005	22,279	3,396	23	25,698	4,408	24	4,432
2006	23,049	3,217	14	26,280	4,196	16	4,212

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

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Collision History on Rural Roads

Year	Collisions *				Victims*			Collision Rates			
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,396	642	26	3,064	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,093	740	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	564	35	2,335	890	38	928	2,035	1.15	1.72	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,402	621	42	3,065	952	45	997	2,179	1.41	1.93	0.28
2002	2,521 #	583	29	3,133	948	31	979	2,159	1.45	1.34	0.27
2003	3,909	629	34	4,572	964	35	999	2,178	2.10	1.56	0.29
2004	4,368	533	21	4,922	807	23	830	2,194	2.24	0.96	0.24
2005	4,008	462	23	4,493	647	24	671	2,195	2.05	1.05	0.21
2006	4,695	495	25	5,215	747	26	773	2,178	2.39	1.15	0.23

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Other Roads

Year	Collisions *				Victims*		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1967	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1968	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	582	157	12	751	241	19	260
2002	1,758 #	172	7	1,937	278	7	285
2003	2,250	149	8	2,407	240	8	248
2004	2,098	157	3	2,258	217	3	220
2005	2,642	194	4	2,840	291	4	295
2006	2,031	157	8	2,196	264	8	272

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.5

Collision History on Rural and Other Roads Combined

Year	Collisions*				Victims**		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1967	4,342	948	65	5,355	1,667	84	1,751
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,655	873	42	4,570	1,387	46	1,433
1992	3,956	801	35	4,792	1,303	39	1,342
1993	2,676	769	34	3,479	1,249	40	1,289
1994	2,841	767	34	3,642	1,238	36	1,274
1995	2,890	690	39	3,619	1,137	44	1,181
1996	2,411	673	24	3,108	1,045	27	1,072
1997	2,441	881	40	3,362	1,396	46	1,442
1998	2,105	692	39	2,836	1,120	42	1,162
1999	2,167	784	37	2,988	1,221	53	1,274
2000	2,241	802	39	3,082	1,244	42	1,286
2001	2,984	778	54	3,816	1,193	64	1,257
2002	4,279 #	755	36	5,070	1,226	38	1,264
2003	6,159	778	42	6,979	1,204	43	1,247
2004	6,466	690	24	7,180	1,024	26	1,050
2005	6,650	656	27	7,333	938	28	966
2006	6,726	652	33	7,411	1,011	34	1,045

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on All Provincial Roads

Year	Collisions *				Victims*		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1967	18,847	4,466	219	23,532	7,227	287	7,514
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,888	5,975	160	34,023	8,740	200	8,940
1989	27,882	5,520	162	33,564	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,283	5,480	134	24,897	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,350	5,443	137	27,930	7,860	151	8,011
2001	22,639	4,912	140	27,691	6,965	167	7,132
2002	29,240 #	5,118	123	34,481	7,313	137	7,450
2003	35,565	5,454	136	41,155	7,684	148	7,832
2004	37,171	5,402	105	42,678	7,543	126	7,669
2005	38,634	5,184	129	43,947	7,108	147	7,255
2006	40,265	5,074	124	45,463	7,075	136	7,211

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Property damage only collisions in 2002 increased due to a change in reporting procedures.

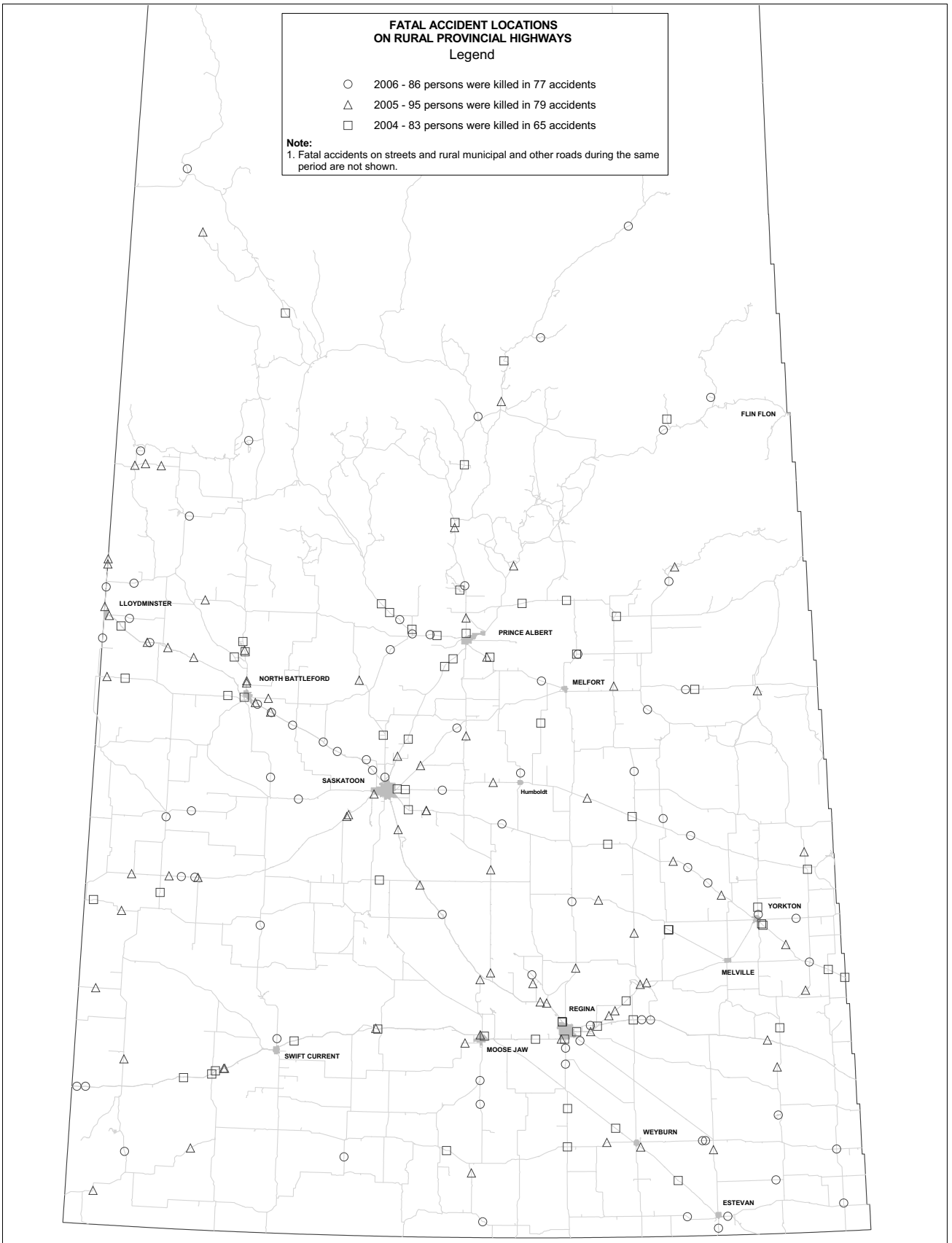
Appendix – A1.7

Collision History Rates - All Provincial Roads

Year	Registered Vehicles *	Licensed Drivers	Sask. Pop.**	Collision Rates			Casualty Collisions	Casualty Collision Rates		
				C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.		C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1967	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.49
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.47
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,580	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,052	0.71	0.76	0.51
2002	721,999	666,374	995,886	4.78	5.17	3.46	5,241	0.73	0.79	0.53
2003	731,891	668,572	994,732	5.62	6.16	4.14	5,590	0.76	0.84	0.56
2004	740,554	669,852	994,898	5.76	6.37	4.29	5,507	0.74	0.82	0.55
2005	750,640	674,870	990,044	5.85	6.51	4.44	5,313	0.71	0.79	0.54
2006	761,011	676,733	987,520	5.97	6.72	4.60	5,198	0.68	0.77	0.53

* Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

** Population - Statistics Canada July 1, 2006 Populations.



G:\Projects\SGI Accidents\MCAUTEN\2006

Appendix – A3 Sask. Motor Vehicle Accident (MVA) Report Form

GENERAL		MOTOR VEHICLE ACCIDENT REPORT FORM										1570106					
1	ACCIDENT CASE NO.	REPORT TYPE	ORIGINAL ACCIDENT CASE NO.	REPORT STATUS	ACCIDENT SEVERITY	POLICE FILE NUMBER											
2	1570106	1. ORIGINAL 2. CONTINUATION 3. AMENDMENT		1. COMPLETE 2. INCOMPLETE, HIT AND RUN 3. INCOMPLETE, OTHER	1. PROPERTY DAMAGE 2. PERSONAL INJURY 3. FATAL												
3	DATE OF ACCIDENT	TIME (24 HOURS)	NUMBER OF VEHICLES	NUMBER INJURED	NUMBER KILLED	SCENE VISITED	LEGAL SPEED	TIME REPORTED									
4	YEAR MONTH DAY	HRS. MIN.				1. YES 2. NO	ADVISORY SPEED	MONTH	DAY	HOURS	MIN.						
5	POLICE JURISDICTION	OWNER OF OTHER PROPERTY					TOTAL ESTIMATED DAMAGES										
6	1. IN 2. NEAR	NAME	ADDRESS			PHONE	1. LESS THAN \$1,000 (NOT REPORTABLE WITHOUT INJURIES OR DEATHS) 2. \$1,000 TO \$5,000 3. \$5,000 TO \$10,000 4. \$10,000 TO \$20,000										
7	ROAD AUTHORITY	URBAN LOCATION					5. \$20,001 TO \$30,000 6. \$30,001 TO \$50,000 7. \$50,001 TO \$100,000 8. OVER \$50,000										
8	URBAN MUNICIPALITY	STREET 1					BLOCK ADDRESS										
9	01. STREET 02. LANE / BACK ALLEY	STREET 2					URBAN GRID										
10	PROVINCIAL HIGHWAYS	HIGHWAY LOCATION					AT KILOMETRE										
11	03. RURAL / URBAN HIGHWAY 04. PROVINCIAL ROAD (900 SERIES) 05. COMMUNITY ACCESS, SERVICE ROAD / OTHER	HIGHWAY	SECTION	SUBSECTION	M	U	A										
12	RURAL MUNICIPALITIES	RURAL LOCATION															
13	06. DESIGNATED GRID ROAD 07. RURAL MUNICIPAL ROAD	RM. NO.	SIDE	QUARTER	SECTION	TOWNSHIP	RANGE	MER									
14	OTHER ROAD AUTHORITIES	LOCATION DESCRIPTION					GPS READING										
15	08. PRIVATE LAND / PARKING LOT 09. FIRST NATIONS, (GRID OR MUNICIPAL ROAD) 10. NORTHERN FOREST ROADS 11. FEDERAL / PROVINCIAL LANDS 12. NOT KNOWN						LATITUDE										
16							LONGITUDE										
17	VEH. NO. 1	DRIVER LICENCE NO.	CLASS	PROV.	J. (U.S.)	VEH. NO. 2	DRIVER LICENCE NO.	CLASS	PROV.	J. (U.S.)							
18	1	GIVEN	SK	SK	1, YES 2, NO	2	GIVEN	SK	SK	1, YES 2, NO							
19	DRIVER NAME LAST	GIVEN					DRIVER NAME LAST	GIVEN									
20	ADDRESS	ADDRESS					ADDRESS	ADDRESS									
21	CITY	PROVINCE	PHONE NO.	CITY			PROVINCE	PHONE NO.	CITY								
22	DATE OF BIRTH	YEAR	MONTH	DAY	SEX	REVIEW REPORT SUBMITTED	1. NO.	3. LICENCE	DATE OF BIRTH	YEAR	MONTH	DAY	SEX	REVIEW REPORT SUBMITTED	1. NO.	3. LICENCE	
23	LICENCE CLASS	LICENCE PLATE NO.	PROV.	YEAR	CLOUR CODE	LICENCE CLASS	LICENCE PLATE NO.	PROV.	YEAR	CLOUR CODE	LICENCE CLASS	LICENCE PLATE NO.	PROV.	YEAR	CLOUR CODE		
24	OWNER NAME	SAME AS DRIVER			VEHICLE MAKE	OWNER NAME	SAME AS DRIVER			VEHICLE MAKE	OWNER NAME	SAME AS DRIVER			VEHICLE MAKE		
25	STREET	CITY	MODEL	STREET			CITY	MODEL	STREET			CITY	MODEL	STREET			
26	PROVINCE	PHONE	PROVINCE			PHONE	PROVINCE	PHONE	PROVINCE			PHONE	PROVINCE	PHONE	PROVINCE		
27	INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)	TOTAL NO. OF AXLES	INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)			TOTAL NO. OF AXLES	INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)			TOTAL NO. OF AXLES	INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)			TOTAL NO. OF AXLES			
28	ADDRESS	DIRECTION OF TRAVEL	ADDRESS			DIRECTION OF TRAVEL	ADDRESS			DIRECTION OF TRAVEL	ADDRESS			DIRECTION OF TRAVEL			
29	TRAILER NO. 1	OWNER NAME	LICENCE PLATE NO.	TRAILER NO. 1	OWNER NAME	LICENCE PLATE NO.	TRAILER NO. 2	OWNER NAME	LICENCE PLATE NO.	TRAILER NO. 2	OWNER NAME	LICENCE PLATE NO.	TRAILER NO. 2	OWNER NAME	LICENCE PLATE NO.		
30	OWNER ADDRESS	PROVINCE	OWNER ADDRESS	PROVINCE	OWNER ADDRESS	PROVINCE	OWNER ADDRESS	PROVINCE	OWNER ADDRESS	PROVINCE	OWNER ADDRESS	PROVINCE	OWNER ADDRESS	PROVINCE	OWNER ADDRESS		
31	INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)	INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)					INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)					INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)					
32	DESCRIPTION OF ACCIDENT	ACCIDENT CONFIGURATION															
33		MULTI VEHICLE															
34		SINGLE VEHICLE															
35		OTHER Attach Diagram															
36		16															
37		15															
38		14															
39		13															
40		12															
41		11															
42		10															
43		9															
44		8															
45		7															
46		6															
47		5															
48		4															
49		3															
50		2															
51		1															
52		0															
53		31															
54		30															
55		29															
56		28															
57		27															
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73		11															
74		10															
75		9															
76		8															
77		7															
78		6															
79		5															
80		4															
81		3															
82		2															
83		1															
84		0															
85	REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT)	ENFORCEMENT AGENCY					CHECKED BY AND DATE SUBMITTED										
86																	

Appendix – A4.1 Sask. MVA Report Form Template Front

LIGHTING Natural 1. Daylight 2. Dark 3. Dusk 4. Dawn Artificial 1. No Lighting 2. Lighting Available and Not On 3. Lighting On		Pre Collision Vehicle Action 01. Going Straight Ahead 02. Turning Left 03. Turning Right 04. Making U-Turn 05. Changing Lanes 06. Merging 07. Reversing 08. Overtaking, Passing on Left or Right 09. Slowing or Stopping on the Roadway, (decelerating) 10. Stopped in Traffic (inc. mechanical breakdown) 11. Starting in Traffic, (accelerating) 12. Starting from Parked Position, Leaving Roadside 13. Entering Parked Position, Stopping On Roadside 14. Parked Legally 15. Parked Illegally 99. Other	
Weather Conditions 1. Clear 2. Cloudy 3. Raining 4. Snowing 5. Sleet / Hail / Freezing Rain 6. Fog / Smoke / Smog 7. Drifting Snow / Dust 8. Strong Winds		Designated Lane of Travel SEE REVERSE SIDE OF TEMPLATE	
Road Surface Condition 1. Dry 2. Wet 3. Loose Snow 4. Packed Snow / Ice 5. Loose Gravel or Sand 6. Muddy 7. Slush 8. Fresh Oil		MAJOR CONTRIBUTING FACTORS Human Conditions 01. Inattentive 02. Distracted 03. Had Been Drinking 04. Impaired 05. Extreme Fatigue 06. Fell Asleep 07. Driver Inexperienced / Confusion 08. Lost Consciousness / Other Illness 09. Physical / Medical Disability 10. Drugs (Prescription or Illegal) 11. Defective Eyesight / Hearing 12. Other Human Conditions Human Action 21. Fail to yield to the Right of Way 22. Traffic Control Device Disregarded 23. Following too Closely 24. Driving too Fast for Road Conditions 25. Exceeding Speed Limit 26. Turning Improper 27. Passing or Lane Usage Improper 28. Backing Unsafely 29. Fail to Signal 30. Driving Wrong Way in One Way Traffic 31. Taking Evasive Action 32. Careless Driving / Stunting 33. Pedestrian Action Contributed 34. Other Human Action	
Road Conditions 1. Normal / Good 2. Potholes, Ruts, Bumps 3. Under Construction / Repair 4. Uneven Pavement Surface / Sharp Drop Off 5. Obscured or Faded Pavement Markings		Vehicle Condition 40. Defective Brakes 41. Defective Lights 42. Defective Exhaust System 43. Load Shifted / Spilled 44. Vehicle Overloaded / Improperly Loaded 45. Defective Steering 46. Defective Suspension / Wheel Failure 47. Defective Tires / Tire Blowout 48. Defective Engine / Power Train / Wiring 49. Jackknife / Trailer Swing 50. View From Vehicle Obstructed 51. Other Vehicle Condition / Defect 52. Lights Not On Environment Conditions 60. Animal Action (Wild) 61. Animal Action (Domestic) 62. Road Condition (Surface or Structure) 63. Excessive Loose Gravel 64. Snow Drift 66. Obstruction / Debris On Roadway 67. View obstructed / Limited Outside The Vehicle 68. Sun Glare 69. Construction Zone 71. Soft or Defective Shoulders 72. Lane Marking Inadequate 73. Traffic Control Device Not Working 74. Weather Conditions 75. Uninvolved Vehicle 76. Uninvolved Pedestrian 77. Other Environmental Condition	
Accident Site 01. Non-Intersection 02. Intersection With Provincial Highway 03. Intersection With Grid / Municipal Road 04. Intersection With Street 05. Intersection With Private Approach, Driveway 06. Intersection With Lane or Alley 07. Railroad Level Crossing 08. Bridge or Overpass 09. Tunnel or Underpass 10. Parking Lot or Parking Garage 11. Passing Lane or Climbing Lane 12. Ramp 13. Off Roadway (Within Right of Way) 14. Other		No Apparent Contributing Factor 99. Did not cause / Contribute to the Accident	
Road Character 1. Undivided – One Way 2. Undivided – Two Way 3. Divided – Raised Median 4. Divided – With Depressed or Painted Median 5. Other		SEQUENCE OF EVENTS Movable Objects 01. Another Road Vehicle 02. Animal 03. Pedestrian 04. Railroad Train 05. Other Movable Object Fixed Objects 20. Approach 21. Traffic Barricade 22. Building / Wall 23. Bridge Structure 24. Crash Cushions / Impact Attenuator 25. Culvert 26. Curbing 27. Delineator Post 28. Ditch Bottom / Back Slope 29. Debris on Roadway 30. Fence 31. Fire Hydrant, Parking Meter, Utility Box 32. Gravel Pile 33. Guard Rail 34. Lamp Support (Traffic Signals, Street Light) 35. Raised Median / Barrier 36. Power / Telephone Pole 37. Rock Face, Rocks on Road 38. Sign Post 39. Snow Bank / Drift 40. Tree / Bush 41. Other Fixed Object	
Roadway Alignment Horizontal Alignment 1. Straight 2. Curved 3. Dead End Vertical Alignment 1. Level or Near Level 2. Steep Incline or Decline 3. Top of Hill (Crest) 4. Bottom of Hill (Sag)		Charges Laid – SEE BACK OF TEMPLATE	
Traffic Control 01. No Control Present 02. Traffic Signals Fully Operational 03. Traffic Signals in Flashing Mode 04. Flashing Beacon – Amber 05. Flashing Beacon – Red 06. Stop Sign 07. Yield Sign 08. Marked Pedestrian Crosswalk 09. Flagman / Police Officer 10. RR Crossing – With Automatic Controls 11. RR Crossing – With No Automatic Controls 12. School Bus – Stopped With Flashing Light 13. School Crossing 14. Reduced Speed Zone 15. No Passing Zone 16. Construction Zone		Vehicle Damage 1. No Visible Damage 2. Light / Superficial Damage 3. Moderate – Unsafe for Further Use 4. Severe – Not Drivable 5. Demolished – Write Off	
Vehicle Identification 01. Automobile (passenger car) 02. Pick-up Truck 4500 kg and Under 03. Panel van 4500 kg and under (includes Mini Van) 04. Trucks over 4500 kg 05. Power Units for Semi-Trailers (Road Tractor) 06. Transit Bus (Urban) 07. Inter City Bus 08. School Bus – Standard Large Type 09. School Bus – Van Type 10. Other Bus – Unspecified / Private 11. Motorcycle 12. Moped / Power Bicycle 13. Bicycle 14. Ambulance / Police / Fire 15. Snowmobile 16. Construction / Maintenance Equipment (Road Tractor) 17. Unregistered Farm Equipment 18. Off Highway Vehicle (3 or 4 Wheel ATV's) 19. Motorhome 99. Other Vehicle		Non-Collision Events 50. Ran off Road 51. Overturned 52. Fire / Explosion 53. Submersion 54. Skidding / Sliding / Spinning 55. Load Spill 56. Jack-knife / Trailer Swing 57. Other Non-Collision Event	
Type of Trailer 01. Camper / Holiday Trailer 02. Boat / Other Rec. Trailer 03. Utility / Home Made Trailer 04. Farm Equipment 05. Maintenance / Construction Equipment 06. Towed Motor Vehicle 07. Single Trailer / Tanker (semi) Double Trailer (Semi) Units with Second Trailer Attached By: 08. A Single Hitch Drawbar (" A " Train) 09. A Double Hitch Drawbar (" C " Train) 10. A Fifth Wheel (" B " Train) 11. Overdimensional Vehicle With Escort 12. Other Types of Trailer (Including Triple Trailers)		Vehicle Occupant Ejection 1. Not Ejected 2. Ejected 3. Partially Ejected 4. Not a Vehicle Occupant (pedestrians and cyclists)	
DANGEROUS GOODS CLASS 0 None Involved 1 Class 1 Explosives 2 Class 2 Compressed Gases 3 Class 3 Flammable Liquids 4 Class 4 Flammable Solids 5 Class 5 Oxidizers & Organic Substances 6 Class 6 Poisonous and Infectious Substances 7 Class 7 Radioactive Material 8 Class 8 Corrosive Substance 9 Class 9 Miscellaneous Substances		Special Studies 66 67	
DANGEROUS GOODS SPILL 1 Yes 2 No		Name of Victims Injured or Killed (last name, given names)	
Position In / On Vehicle 1 Driver, Includes Cyclists and Motor Cyclists 2 & 3 Front Seat Passengers and Cyclists Seated Behind Driver 4, 5 & 6 Rear Seat Passengers 7 Occupants in the Load Area of a Truck or Van, Third Seat Passenger in Station Wagons or Vans and all Bus Passengers 8 Persons Riding or Hanging on the Outside of the Vehicle 9 Pedestrians		Age 20 21 22 23 24 25 26 27 28 29 30	
Safety Equipment 1. Lap or Lap and Shoulder Belt 2. Lap and Shoulder Belt With Air Bags 3. Child Restraint, Rear Facing 4. Child Restraint, Front Facing With Tether Straps 5. Child Restraint, Front Facing Without Tether Straps 6. Child Booster Seat 7. Helmets Worn 8. Safety Equipment Not Used or Improperly Used		Injury Region 0. No Injury 1. Head 2. Neck 3. Face 4. Chest 5. Extremities 6. Back 7. Abdomen / Pelvis 8. Entire Body	
Injury Code 0. Not Injured 1. Minor 2. Moderate 3. Non-Incapacitating 4. Major-Incapacitating 5. Fatal - (death within 30 days)		Injury Treatment 0. Not Injured 1. Minor-None Required 2. Treated at Scene 3. Transported to Hospital / Clinic	
Which Vehicle Occupied code 0 for pedestrians Position In / On Vehicle 1 2 3 4 5 6 7 8 9		Diagram L O C A T I O N 01 02 03 12 11 10 09 08 07 04 05 06 14 - Undercarriage 15 - Interior	

Appendix – A4.2 Sask. MVA Report Form

Template Back

DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

MULTI LANE

SINGLE LANE

TWO WAY TRAFFIC

MULTI LANE

SINGLE LANE

INTERSECTIONS

Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An "X" can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one "x" at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle accident report for all collisions that involve bodily injury or death, hit and run, where the driver is impaired by alcohol or drugs, where a motor vehicle must be towed from the scene or collisions involving an out-of-province vehicle.
Motor Vehicle Collision Captured By Claims	An incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of \$1,000 in property damage, not including damage to cargo and has not been reported by police.
Incident	Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	Means "in motion or being operated" on a roadway. Harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.

Glossary

Urban Streets

Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

Street: Any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

Lane/Back Alley: Any alley or lane within an urban area intended for use by the public and maintained by the local government.

Provincial Highways

Any rural/urban highway, provincial road, community access or service road, or other highway as described below.

Rural/Urban Highway: Any numbered provincial highway in a rural area or urban area with a population less than 1,000 that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

Provincial Roads (900 series highways): Any public highway with a highway number greater than 900.

Community Access, Service Road/Other: Roads built and maintained by Saskatchewan Highways and Transportation providing access to communities, industrial plants and/or land parcels.

Rural Roads

Any designated grid, municipal or other road as defined below.

Designated Grid Road: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).

Municipal/Other Rural Road: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).

Other Roads

Any location not identified under urban, highway or rural road locations.

First Nation Grid or Municipal Road: Any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation.

Northern Forest Road: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc.

Not Known: This code is intended for use only when a general location is definitely not known.

Private Property	Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are not recorded on TAIS.
Property Damage Only Collisions	A motor vehicle collision resulting in total damages over the prescribed amount as defined in <i>The Traffic Safety Act</i> (\$1,000) with no personal injuries or deaths.
Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has a blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed \$1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

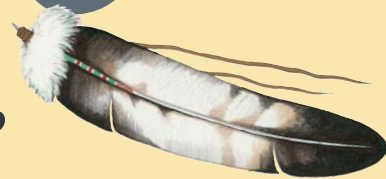
Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of May 2008. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

*Your life is a gift from the Creator.
It's worth the extra few seconds it takes to buckle your seat belt.*



SEAT BELTS
save
lives.



You may think you don't need a seat belt if you're only travelling on the reserve or a quiet rural road. But Owen Pelletier was driving down a

quiet road when he lost control of his car and it rolled several times. Luckily, Owen is still alive today because he was wearing his seat belt.

SG////
Take care out there.



Keep
Them
Safe

For more information contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Regina Operations Centre
5104 Donnelly Cres.
P.O. Box 1580
Regina, SK S4P 3C4

Phone: (306) 775-6668
Fax: (306) 775-6222
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