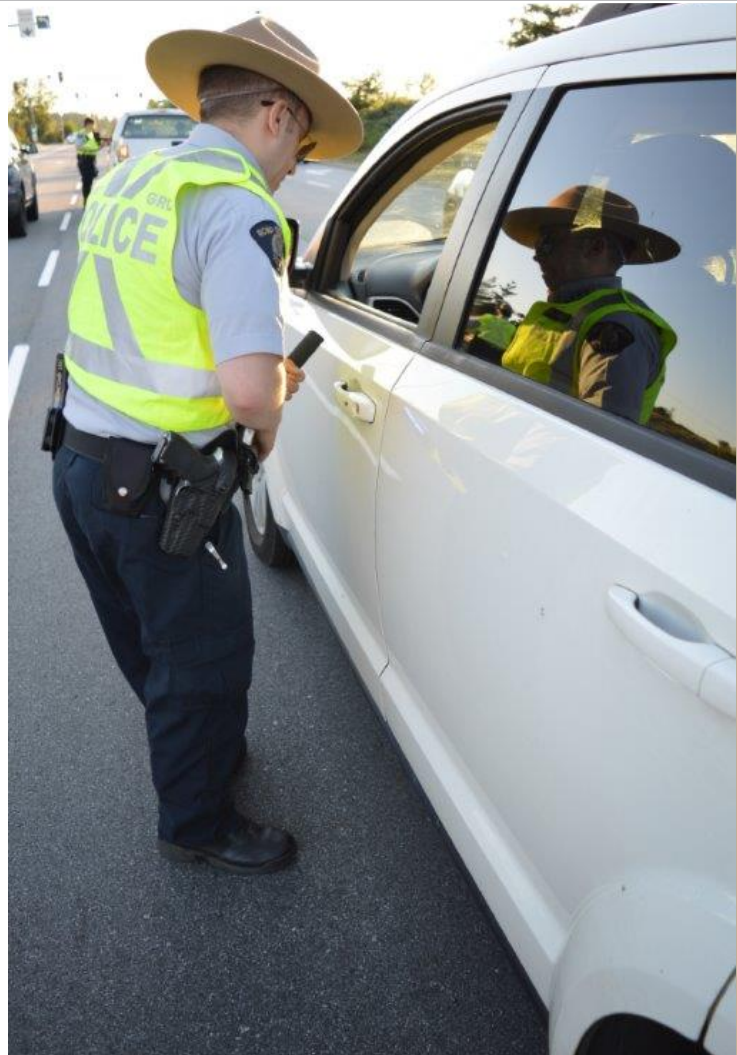




# 2017 ANNUAL REPORT

A partnership between  
Ministry of Public Safety and  
Solicitor General, Policing and  
Security Branch, the Insurance  
Corporation of British  
Columbia, “E” Division, Royal  
Canadian Mounted Police and  
independent municipal police  
departments



Ministry of Public Safety  
and Solicitor General

ENHANCED TRAFFIC  
ENFORCEMENT PROGRAM

## TABLE OF CONTENTS

List of Figures.....	2
List of Tables.....	2
List of Acronyms .....	3
Minister’s Message.....	4
Enhanced Traffic Enforcement Program Mandate .....	5
Program Overview.....	5
Program Strategic Goals and Principles .....	6
Program Governance.....	6
Goal 1: Target and Reduce High Risk Road User Behaviours .....	7
Integrated Road Safety Units (IRSUs).....	7
Enhanced Traffic Enforcement Contribution to Provincial Violation Ticket Output.....	7
BC Association of Chiefs of Police Provincial Enforcement Campaign Calendar.....	8
Speed Enforcement.....	8
Distracted Driving Enforcement .....	9
Unrestrained Occupant Enforcement .....	10
Intersection Enforcement.....	10
Intersection Safety Camera Program .....	11
Impaired Driving Enforcement .....	12
CounterAttack .....	14
Automated Licence Plate Recognition .....	15
ALPR Prolific Prohibited Driver Project.....	17
Goal 2: Minimize the Impact of Vehicle Crime.....	18
Integrated Municipal Provincial Auto Crime Team .....	18
BaitCar Program .....	19
Goal 3: Support Road User Behavioral Change .....	20
Justice Institute of British Columbia.....	20
Leadership on Road Safety Training and Capacity Development on Drug Impaired Driving Enforcement ..	20
Media and Public Awareness .....	21
Goal 4: Foster Communication and Collaboration .....	22
BC Association of Chiefs of Police Traffic Safety Committee .....	22
ETEP Go-Forward Plan 2018-2021.....	23
Road Safety Partnerships and Stakeholder Relations .....	23

## LIST OF FIGURES

Figure 1: Governance Model.....	6
Figure 2: Provincial Violation Tickets (2015-2017).....	8
Figure 3: Speed Violation Tickets (2015-2017) .....	9
Figure 4: Provincial Violation Tickets - Distracted Driving (2015-2017).....	9
Figure 5: Provincial Violation Tickets - Unrestrained Occupants.....	10
Figure 6: Provincial Violation Tickets - Intersections (2015-2017).....	10
Figure 7: ISC Violation Tickets (2015-2017) .....	11
Figure 8: Provincial Breakdown of Impaired Driving Sanctions (2015-2017) .....	13
Figure 9: Provincial Impaired Sanctions - MVA (2015-2017) .....	14
Figure 10: Provincial Impaired Charges - CCC (2015-2017).....	14
Figure 11: ALPR Charges - Top Three .....	16

## LIST OF TABLES

Table 1: BCACP Provincial Enforcement Campaign Calendar 2017 .....	8
Table 2: ISC Prosecution Statistics 2017.....	12
Table 3: ALPR Statistics (2015-2017).....	16
Table 4: IMPACT Arrests and Recovery of Stolen Vehicles (2015-2017) .....	18

## LIST OF ACRONYMS

ACEM	Auto Crime Enforcement Month
ADP	Administrative Driving Prohibition
ALPR	Automated Licence Plate Recognition
BAC	Blood Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCAMCP	British Columbia Association of Municipal Chiefs of Police
BCP	BaitCar Program
CCC	<i>Criminal Code of Canada</i>
CCMTA	Canadian Council of Motor Transportation Administrators
DRE	Drug Recognition Expert
EE	Enhanced Enforcement
ERSEI	Enhanced Road Safety Enforcement Initiative
ET	Enforcement Team
ETEP	Enhanced Traffic Enforcement Program
HOV	High Occupancy Vehicle
ICBC	Insurance Corporation of British Columbia
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
ISC	Intersection Safety Camera
ISCO	Intersection Safety Camera Officer
IT	Investigative Team
JIBC	Justice Institute of British Columbia
LMD	Lower Mainland District
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MPSSG	Ministry of Public Safety and Solicitor General
MVA	<i>Motor Vehicle Act</i>
PRTC	Pacific Regional Training Centre
RCMP	Royal Canadian Mounted Police
RSU	Road Safety Unit
TSC	Traffic Safety Committee (BC Association of Chiefs of Police)
TSH	Traffic Safety Helicopter
UBCM	Union of British Columbia Municipalities
VSLs	Variable Speed Limit System
VT	Violation Ticket

## MINISTER'S MESSAGE



It is my pleasure to present the 2017 Enhanced Traffic Enforcement Program Annual Report, featuring BC's enhanced traffic enforcement initiatives, targeting our province's priority road safety enforcement issues. Program enforcement efforts are strongly aligned with the objectives of BC's provincial *Road Safety Strategy: Moving to Vision Zero*.

The Enhanced Traffic Enforcement Program (ETEP) continued to improve its data-driven, intelligence-led approaches in support of enhanced traffic enforcement's strategic goals:

- Reducing incidents of high risk driving and road user behaviours, including distracted driving, and alcohol and drug impaired driving
- Minimizing the impact of vehicle crimes
- Supporting road user behavioural change, and
- Fostering communication and collaboration.

In 2017, program partners began implementing full activation of the red light camera program – from six hours a day, up to 24/7 – to help reduce deaths and serious injuries on the province's roads. Additional funding from the provincial government was provided to support this program expansion. The full activation of these cameras was long overdue and an important step for public safety on some of our busiest roadways.

I also want to sincerely acknowledge the tremendous efforts that BC traffic enforcement officers, stakeholders and citizens dedicate every day to saving lives and reducing traffic injuries.

In the year ahead, I commit to continue working with enforcement and all our provincial road safety partners to help make British Columbia's roads safer for all. It is through strategic enforcement, innovation, legislative reforms and public education that together we can reach Vision Zero in BC.

Honourable Mike Farnworth

Minister of Public Safety and Solicitor General

## ENHANCED TRAFFIC ENFORCEMENT PROGRAM MANDATE

**To reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts**

### Program Overview

British Columbia's Enhanced Traffic Enforcement Program (ETEP) has been in place for over a decade<sup>1</sup>. ETEP is the only program of its kind in Canada and is a collaborative effort between Policing and Security Branch, Ministry of Public Safety and Solicitor General (MPSSG), the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP) "E" Division. Independent municipal police departments are represented as key partners through ETEP's Governance Council, Joint Management Teams and front-line police officers.

Under the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* (MOU), ETEP annual funding is provided by ICBC with additional funds to operational enforcement through the Provincial Police Service Agreement for police resources.

Policing and Security Branch's Road Safety Unit (RSU) is responsible for administration and oversight of BC's ETEP. The RSU works closely with its funding partner ICBC and its primary program delivery partner RCMP "E" Division Traffic Services. The RSU's responsibilities consist of: administrative and financial oversight of the program, including the Integrated Road Safety Units (IRSUs), the Integrated Municipal Provincial Auto Crime Team (IMPACT) and BaitCar; operation of the Intersection Safety Camera (ISC) Program; direct funding to municipal police departments for CounterAttack targeted impaired driving enforcement; funding for enhanced traffic training; and secretariat support for the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC).

Enhanced enforcement resources and efforts are aligned to support provincial road safety goals and priorities while reflecting unique characteristics of BC's diverse regions. RCMP "E" Division Traffic Services manages the police operations portion of the budget on behalf of the program. Under the Provincial Police Service Agreement, provincial policing costs are shared 70 percent by the Province and 30 percent by the federal government.

The 2017/18 annual gross program budget contribution by ICBC through the MOU was \$22,144,359. The federal government contributed \$8,333,301 for operational policing, resulting in a total ETEP budget of \$30,477,660 for enhanced traffic enforcement and road safety programming in BC.

<sup>1</sup> The first MOU was signed in December 2003. Please refer to the [Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding](#) between ICBC and the Minister of Public Safety and Solicitor General.

## Program Strategic Goals and Principles

ETEP focuses program efforts and resources on priorities aligned with the goals set out in the ETEP Strategic Plan 2012-2017<sup>2</sup>:

- Support enforcement efforts to reduce high risk road user behaviours
- Minimize the impact of vehicle crime
- Affect and support road user behavioural change
- Foster communication and collaboration

The strategic principles governing ETEP are:

- Evidence-based enforcement strategies
- Sustainable and accountable program delivery
- Effective monitoring, measurement and evaluation
- Support for road safety systems improvements, integrated policing and partnerships
- Promoting public awareness of road safety enforcement activities

These principles guide the development, delivery and evaluation of enhanced road safety enforcement initiatives with the aim of making BC roads the safest roads in North America by 2020.

## Program Governance

ETEP governance and accountability processes are transparent, reflect the responsibilities of the key partners, and ensure that obligations are upheld and objectives are achieved. Membership on the Governance Council is comprised of four executive representatives or their delegates from the following organizations:

- Executive Director and Deputy Director of Police Services (Chair), MPSSG
- ICBC Director of Communications, Stakeholder Engagement and Road Safety
- BC Association of Municipal Chiefs of Police (BCAMCP) representative
- RCMP Assistant Commissioner Criminal Operations - CORE Policing

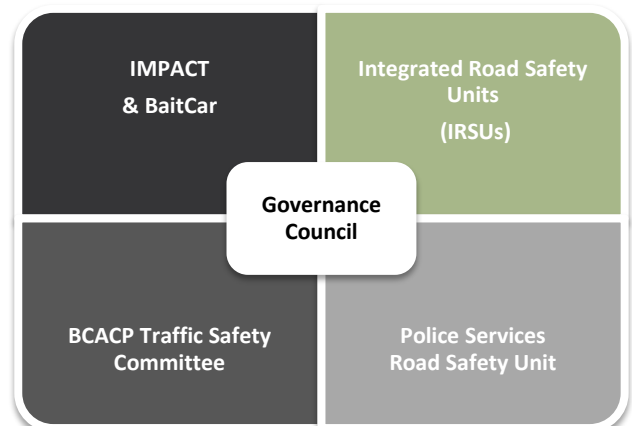


Figure 1: Governance Model

The duties and responsibilities of the Governance Council are: to provide advice to Policing and Security Branch (Road Safety Unit) on the implementation of the ETEP strategic plan; review and endorse ETEP Operations Plans, including annual program budgets, and Annual Reports. As well, the Governance Council monitors the performance of ETEP towards the approved strategic objectives set out in the annual Operations Plan and, where appropriate, recommends changes to the structure and delivery ETEP.

<sup>2</sup> 2012-2017 Enhanced Traffic Enforcement Program Strategic Plan <http://www2.gov.bc.ca/assets/gov/law-crime-and-justice/criminal-justice/police/publications/road-safety/enhanced-traffic-enforcement-strategic-plan-2012-17.pdf>



## GOAL 1: TARGET AND REDUCE HIGH RISK ROAD USER BEHAVIOURS

### Supporting enforcement efforts to reduce high risk user behaviours

#### Integrated Road Safety Units (IRSUs)

IRSUs are comprised of officers from both the RCMP and independent municipal police departments. IRSUs are located in each district across BC: Lower Mainland District (which includes the Fraser Valley and Greater Vancouver regions), Southeast District, North District and Vancouver Island District. IRSU officers enhance existing baseline traffic resources across BC by providing dedicated resources above and beyond the traffic services funded through the RCMP “E” Division and independent municipal police departments. In addition to the IRSUs, the MOU provides funding for IRSU overtime and a separate, dedicated initiative referred to as the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to the RCMP and is usually applied towards CounterAttack and other targeted campaigns.

#### Enhanced Traffic Enforcement Contribution to Provincial Violation Ticket Output



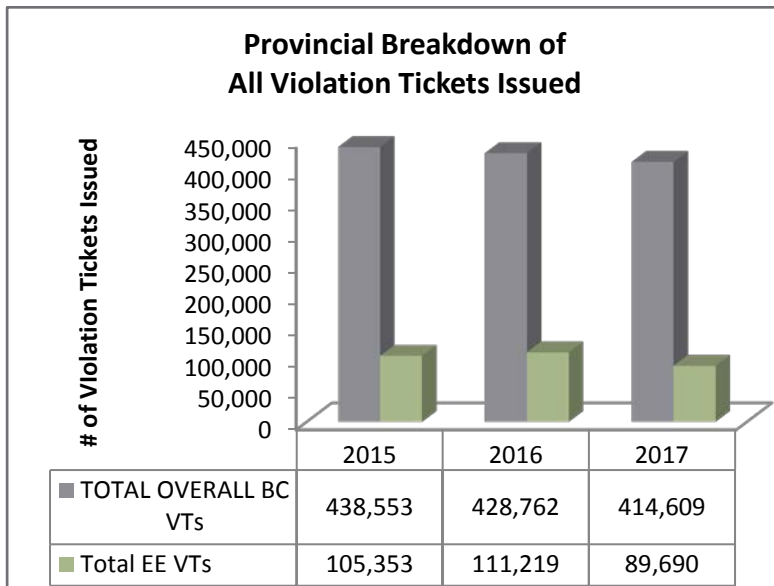
The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as ‘enhanced enforcement’ (EE). The contribution of EE<sup>3</sup> is typically measured in comparison to the overall provincial output<sup>4</sup> or the number of violation tickets (VTs) that are issued by baseline traffic services. In 2017, four RCMP units that previously reported through ETEP were realigned to “E” Division Traffic Services and baseline traffic enforcement. On average for three years (2014 to 2016), the four provincial units contributed 13 percent to the Total EE VTs. As a result of this reporting shift, there was a notable decrease in the VTs issued by ETEP in 2017 compared to previous years; however the total provincial traffic effort was not affected. EE targets the dangerous driving behaviours that contribute to the majority of traffic collisions resulting in fatalities and serious injuries. Targeted enforcement priorities include speeding, distracted driving, intersections, unrestrained occupants and impaired driving.

In the summer of 2017, many police officers across the province, including IRSU and Traffic Services members, were redeployed to provide priority support and resources in combating British Columbia wildfires during the provincial state of emergency. This also resulted in decreased violation ticket outputs during the summer months. There was no impact on ETEP budget as the province paid for the redeployment.

<sup>3</sup> EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.

<sup>4</sup> Provincial data is retrieved from ICBC’s Business Information Warehouse (“Contraventions Report”) and is current as of March 31, 2018.





**Figure 2: Provincial Violation Tickets (2015-2017)**

EE outputs accounted for approximately 22 percent of total provincial violation tickets outputs in 2017. The three-year average (2015-2017) EE contribution to the provincial violation ticket output was 24 percent. The number of violation tickets issued by EE decreased by 19 percent in 2017 compared to 2016.

## BC Association of Chiefs of Police Provincial Enforcement Campaign Calendar

2017	Campaign
March 1 - 31	Distracted Drivers Campaign Occupant Restraint Campaign
May 1 - 31	High Risk Driving Campaign
July 1 - 31	Summer Impaired Driving Campaign (Alcohol/Drugs)
September 1 - 30	Distracted Drivers Campaign Occupants Restraint Campaign
October 1 - 31	Drive Relative to Conditions Campaign (Speed/Pedestrian)
December 1– December 31	Winter Impaired Driving Campaign (Alcohol/Drugs)

**Table 1: BCACP Provincial Enforcement Campaign Calendar 2017**

The provincial enforcement campaign calendar is planned, endorsed and implemented through the BC Association of Chiefs of Police Traffic Safety Committee membership and all BC police agencies with the endorsement of the BCACP. ETEP's focus in 2017 supported traffic enforcement efforts to reduce high risk road user behaviour. Enhanced traffic enforcement is delivered primarily through IRSUs, dedicated to targeting dangerous driving behaviours which most frequently cause injuries and deaths.

## Speed Enforcement

The BCACP Provincial Enforcement Campaign Calendar supports provincial enforcement efforts to target speed related infractions during the months of May and October. In May, enhanced enforcement focuses on speed violations, as such behaviour is considered 'high risk driving'. October efforts are more closely focused towards speeding relative to conditions; this campaign encourages drivers to operate motor vehicles safely in adverse or changing weather and road conditions. EE efforts for targeted speed enforcement include issuing violation tickets for exceeding the posted speed limit, unsafe speed and excessive speed, which also includes vehicle impoundment.

EE contributed approximately 24 percent of speed violation ticket outputs to the provincial total in 2017. On average, from 2015 to 2017, EE contributed 25 percent to the total violation tickets issued for speeding in the province. The number of speed-related violation tickets, issued by EE decreased by about 13 percent in 2017 compared to 2016.

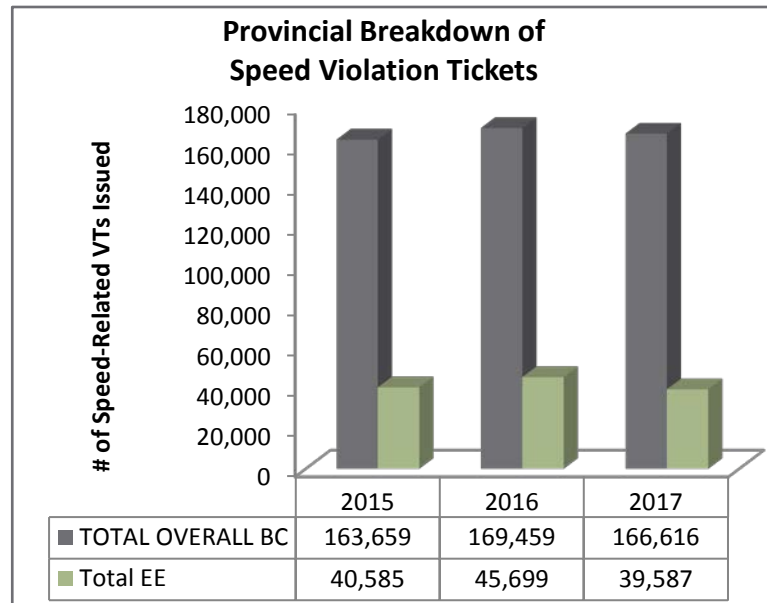


Figure 3: Speed Violation Tickets (2015-2017)

## Distracted Driving Enforcement



Photo Credit: ICBC

The BCACP Provincial Enforcement Campaign Calendar dedicated the months of March and September to target distracted drivers across BC by reminding people not to use handheld electronic devices while operating a motor vehicle. EE distracted driving efforts target drivers who talk or text using handheld devices, such as cellular phones and tablets, while driving.

EE contributed approximately 22 percent of distracted driving violation ticket outputs to the provincial total in 2017. On average, from 2015 to 2017, EE contributed 26 percent to the total provincial distracted driving violation tickets. The number of distracted driving violation tickets issued by EE decreased by about 25 percent in 2017 compared to 2016.

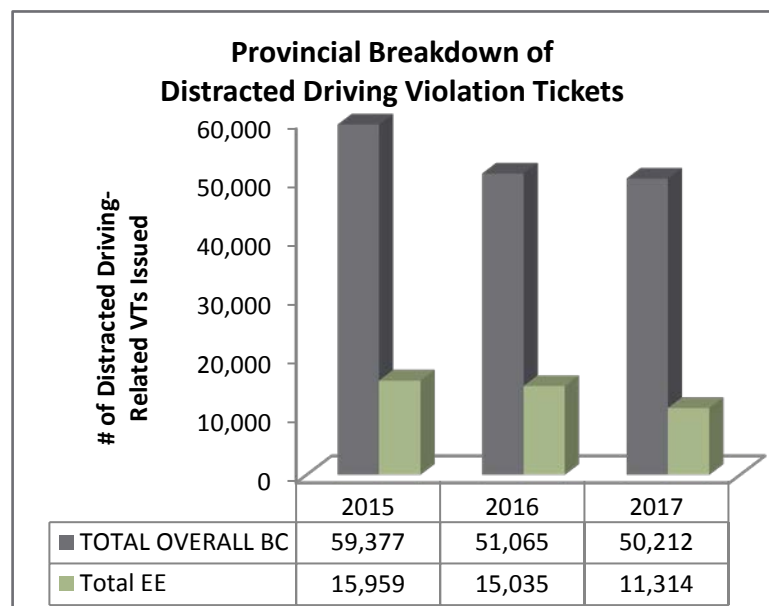


Figure 4: Provincial Violation Tickets - Distracted Driving (2015-2017)

## Unrestrained Occupant Enforcement

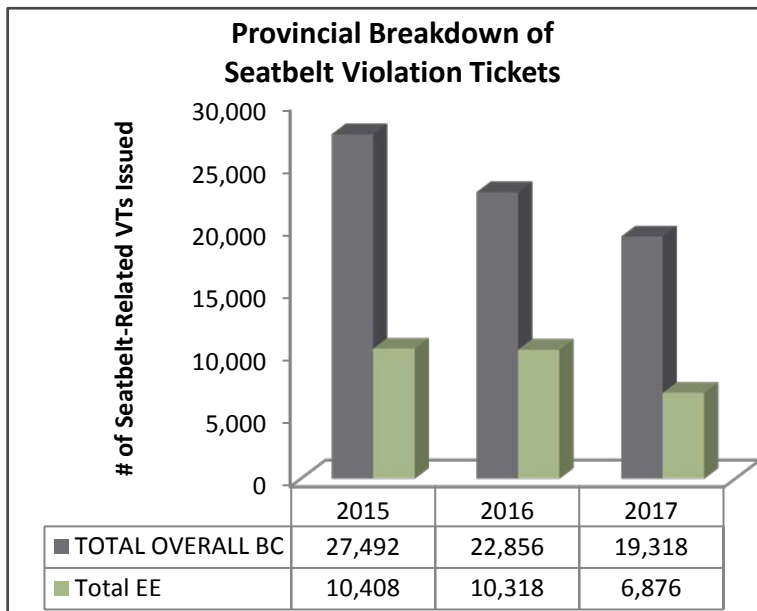


Figure 5: Provincial Violation Tickets - Unrestrained Occupants (2015-2017)

In addition to year-round enforcement, officers across the province target unrestrained occupants during the months of March and September following the BCACP Provincial Enforcement Campaign Calendar. The term 'unrestrained occupants' typically refers to individuals who are not wearing seatbelts and also includes infant and/or child restraint systems and booster seats violations.

EE contributed approximately 35 percent of unrestrained occupant violation ticket outputs to the provincial total in 2017. On average, from 2015 to 2017, EE contributed 40 percent to the total

provincial unrestrained occupant violation tickets. The number of unrestrained occupant violation tickets issued by EE decreased by 33 percent in 2017 compared to 2016.

## Intersection Enforcement

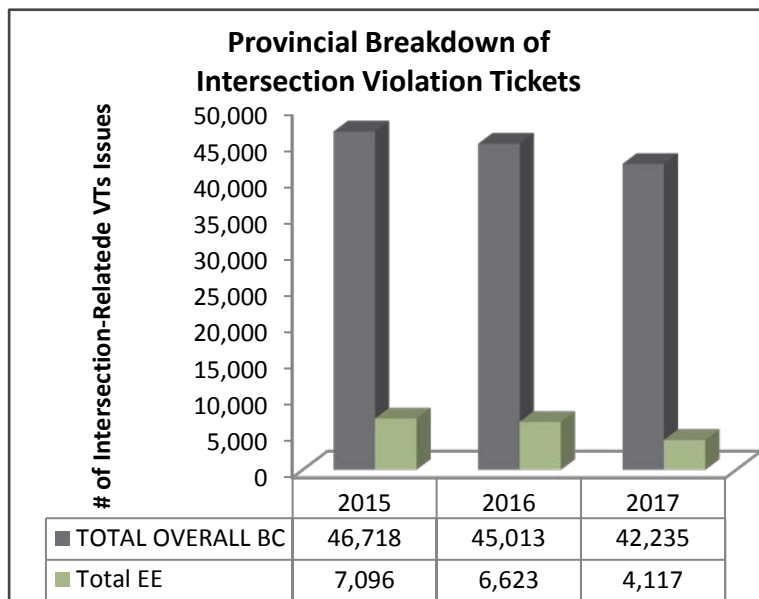


Figure 6: Provincial Violation Tickets - Intersections (2015-2017)

Intersection enforcement is not specifically included as a campaign in the BCACP Provincial Enforcement Campaign Calendar. However, intersection offences are targeted during the month of May, which is a 'high risk driving month' in the BCACP Provincial Enforcement Campaign Calendar. Police-issued intersection-related violations include disobeying a traffic light, failure to stop and improper turning.

Intersection safety is also reinforced year-round through automated enforcement provided by the Intersection Safety Camera Program.

Violation tickets issued by this program are reported separately and not included in Figure 6. EE contributed approximately 10 percent of intersection-related violation ticket outputs to the provincial total in 2017. On average from 2015 to 2017, EE contributed 13 percent to the total provincial

intersection-related tickets. The number of intersection-related violation tickets issued by EE decreased by about 38 percent in 2017 compared to 2016.

## Intersection Safety Camera Program



Photo Credit: ISC Program

BC's Intersection Safety Camera (ISC) program is an automated enforcement initiative designed to reduce motor vehicle crashes at intersections, and the subsequent injuries and fatalities. This program is a partnership between the Ministry of Public Safety and Solicitor General (MPSSG), the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP) and has been in operation since 1999. The program operates 140 digital cameras installed at high-risk intersections throughout BC.

Intersection Safety Camera Officers (ISCOs) are responsible for reviewing and charging all red light camera offences. The ISCOs are appointed as Special Provincial Constables under Section 9 of the *BC Police Act*, and are trained on the prescribed technology and further represent the program in Provincial Traffic Court. The ISCO verifies the authenticity of image evidence and offence data, and reviews the images to determine if a charge may be laid. Images that are deemed chargeable fall under Section 129(1) of the *BC Motor Vehicle Act* — 'disobey red light at intersection' and a Violation Ticket (VT) is issued to the registered owner of the vehicle. The ISCOs are also responsible for prosecuting the violation tickets in traffic courts around the province.

In 2017, the program continued to deliver a high level of efficiency and effectiveness. A total of 32,864 ISC VTs were mailed, which represents a six percent decrease over 2016. The lower tickets number was in part due to inclement weather in the months of November and December, as well as Vancouver, Delta and Surrey road projects. Total camera activation hours were 300,673.

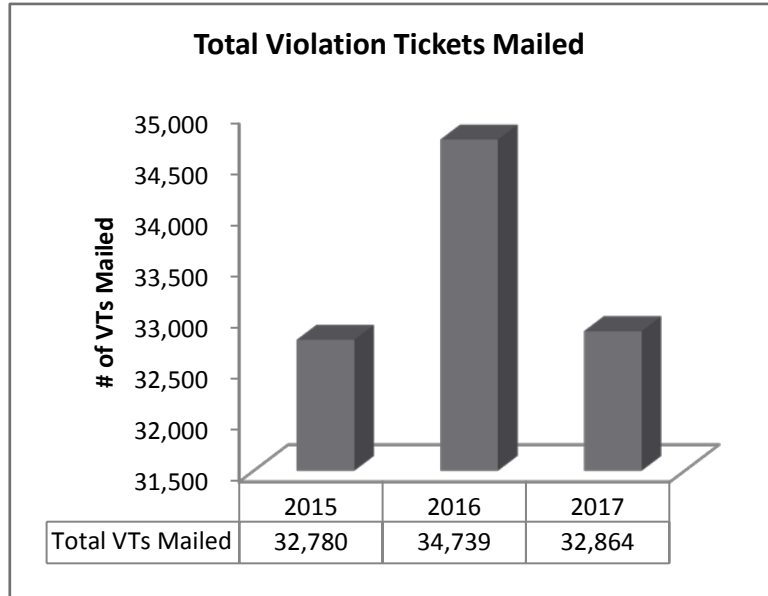


Figure 7: ISC Violation Tickets (2015-2017)

The annual charge rate was 45 percent on target with the 2016 rate. Payment rate for violation tickets in 2017 was 90 percent, which is one percent higher than 2016 rate.

Summary of ISC Prosecution Statistics			
Outcome	2015	2016	2017
No Show	655	519	539
Guilty Plea	690	523	646
Trial Guilty	154	116	145
Trial Not Guilty	11	10	15
Other <sup>5</sup>	260	155	145
Total Disputes	1,770	1,323	1,490

**Table 2: ISC Prosecution Statistics 2017**

According to 2017 prosecution statistics, a total of 1,490 disputes were scheduled to be heard in court. Of these total disputes, 36 percent (539 people) didn't show up to their court date and 43 percent (646 people) pleaded guilty in Traffic Court. Based on the defendants who elected to dispute their ticket, another 10 percent (145 people) were found guilty by the Judicial Justice, compared to one percent (15 people) found not guilty.

In addition to image review and time spent in court prosecuting VTs, ISCOs responded to approximately 3,500 telephone inquiries in 2017.

On September 5, 2017, the Province announced the active enforcement rate of red light Intersection Safety Cameras would be increased from 25 percent to 100 percent. This is part of the Province's multi-faceted strategy to reduce crash rates and improve ICBC's operations. The increase was implemented in a phased approach starting November 30, 2017 with the target of reaching full activation 100 percent by the fall of 2018. The impact of this increase in enforcement levels will continue to be monitored to assess changes in red light running behaviours and intersection safety impacts.

## Impaired Driving Enforcement



**Photo Credit: ICBC**

The BCACP Provincial Enforcement Campaign Calendar supports provincial enforcement efforts to target alcohol and drug impaired driving during July and December. ETEP supports alcohol and drug impaired driving enforcement through year-round enforcement conducted by IRSUs, which is further enhanced by Summer and Winter CounterAttack overtime campaigns aligned with the provincial calendar.

Dedicated overtime funds are also available for the Drug Recognition Expert (DRE) call-out initiative. When a suspected drug-impaired driver is identified by police, police can request the assistance of a trained DRE to conduct a specialized investigation. Funding for DRE call-out is available to all police agencies through ETEP in support of enforcement of drug impaired driving.

Alcohol and drug impaired driving outputs consist of the following sanctions, notices and charges:

- *Motor Vehicle Act (MVA)* sanctions for impaired contraventions:
  - Immediate Roadside Prohibitions (IRP)
  - 24 hour alcohol and 24 hour drug suspensions
  - 12 hour alcohol-related suspensions
  - Notices of Administrative Driving Prohibitions (ADP)

<sup>5</sup> Other category consists mostly of withdrawn tickets

- *Criminal Code of Canada (CCC)* charges for alcohol and drug impaired driving

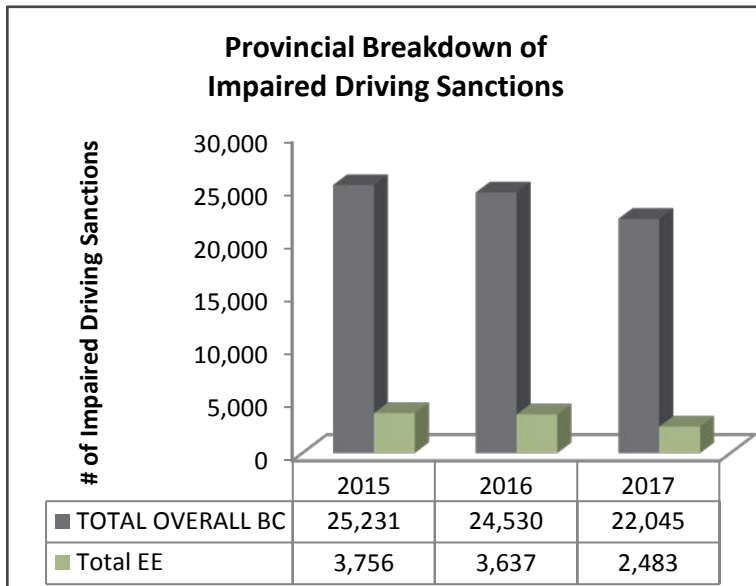


Figure 8: Provincial Breakdown of Impaired Driving Sanctions (2015-2017)

EE contributed approximately 11 percent of impaired driving outputs to the provincial total in 2017<sup>6</sup>. On average, from 2015 to 2017, EE contributed 14 percent to the total provincial alcohol and drug impaired driving outputs. The number of impaired driving outputs issued by EE decreased by about 32 percent in 2017 compared to 2016.

*MVA* sanctions include impaired driving-related provisions associated with alcohol and drugs. The impaired provisions most frequently used by police in the *MVA* are the IRP sections. IRPs may be issued to drivers who have a level of impairment in the 'warn' range of

0.05-0.08 blood alcohol content (BAC); drivers who exceed the legal limit of 0.08 BAC; and drivers who refuse to provide a breath sample for testing. IRP sanctions include 3 day, 7 day, 30 day and 90 day immediate roadside prohibitions. A 90 day Administrative Driving Prohibition (ADP) may be issued in addition to *MVA* sanctions or CCC charges to drivers who fail a breath test, drivers who exceed the legal limit of 0.08 BAC, or to drivers who are sanctioned for 24 hour suspension for breath sample refusal. An ADP is not considered a contravention but a notice, and is issued with either a *MVA* sanction or a CCC charge. CCC charges include charges against drivers for operating a motor vehicle while impaired by alcohol or drugs. Since 2010, when IRP provisions were introduced, CCC impaired charges have decreased dramatically and continued to drop in 2017.



Photo Credit: ICBC

<sup>6</sup> Data include sanctions under the *MVA*, charges under the CCC and ADP notices issued under the *MVA*.



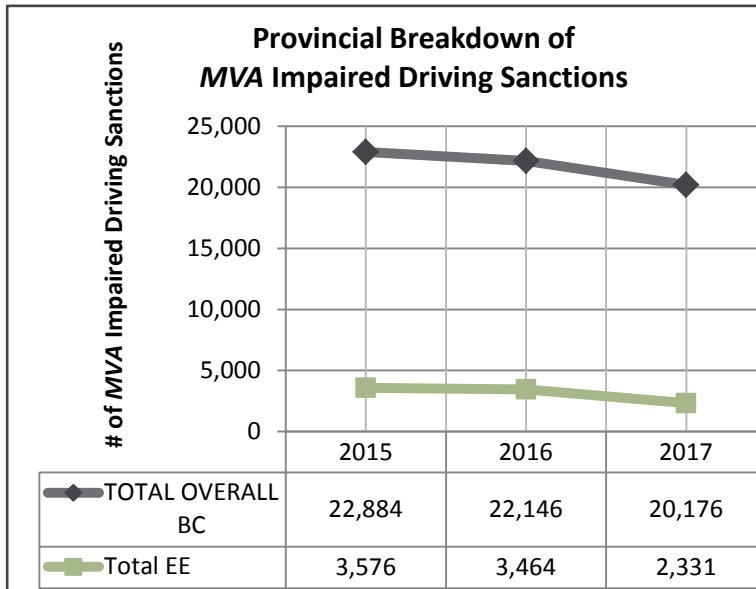
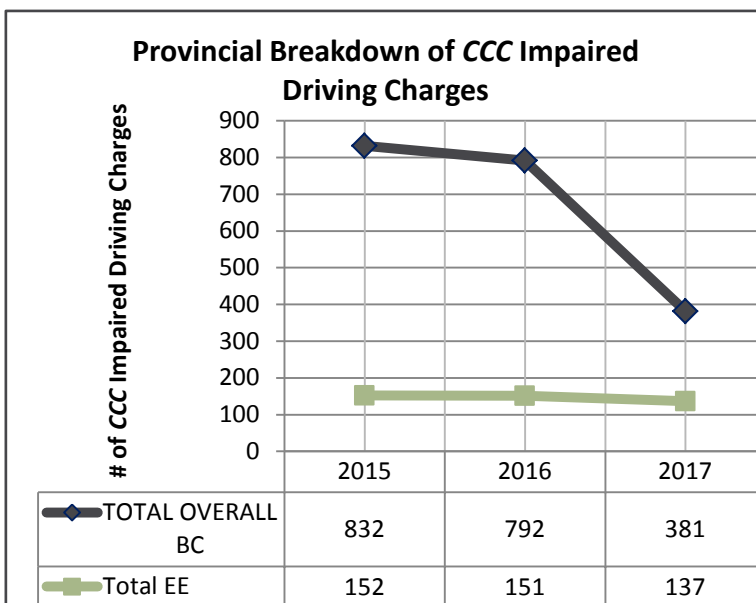


Figure 9: Provincial Impaired Sanctions - MVA (2015-2017)

EE contributed approximately 11 percent of impaired driving sanctions to the provincial MVA impaired driving total sanctions in 2017<sup>7</sup> and 36 percent of impaired driving charges to the provincial CCC impaired driving total in 2017<sup>8</sup>. The number of MVA impaired driving sanctions issued by EE decreased by nine percent in 2017 as compared to 2016.



The number of CCC impaired charges issued by EE decreased by 33 percent in 2017 as compared to 2016.

Note: The provincial CCC impaired charges data settles up over time due to the longer time required for these charges take to go through the court system.

Figure 10: Provincial Impaired Charges - CCC (2015-2017)

## CounterAttack

Every year, the Enhanced Traffic Enforcement Program makes special overtime funding available to police in support of CounterAttack impaired driving enforcement campaigns (Summer and Winter); these are accompanied by public awareness and enforcement advertising. In fiscal year 2017/18, a total of \$520,380 was provided to eleven independent municipal police departments who delivered 4,956 hours of additional impairment-related enforcement during the Summer and Winter campaigns.

<sup>7</sup> ADP notices are excluded.

<sup>8</sup> ADP notices are excluded.



Eleven independent municipal police departments use dedicated CounterAttack funds to mount impaired driving roadblocks and targeted enforcement. The RCMP also participates in Summer and Winter CounterAttack campaigns by dispersing overtime funds through the Enhanced Road Safety Enforcement Initiative (ERSEI) directly to RCMP detachments and units through “E” Division Traffic Services. Together, ETEP funded enforcement makes important contributions to the provincial alcohol-related driving reduction target.

CounterAttack activity and output statistics are collected from the municipal police departments based on the CounterAttack funding agreements. Statistics below do not include RCMP outputs.

Across two campaigns in 2017, out of all the breath tests administered to drivers by independent municipal police during road checks, an average of:

- 85% of all drivers passed the breath test on a roadside screening device
- 9% blew warnings (over 0.05% BAC)
- 6% failed the breath test (over 0.08% BAC)



Photo Credit: ICBC

If a driver produces a “Fail” result on a breath test or refuses to provide a breath sample, a police officer may issue a 90-day Immediate Roadside Prohibition (IRP) or, at the officer’s discretion, proceed by way of a *Criminal Code* charge. Across the two campaigns in 2017, 196 drivers were issued 90-day IRPs and two drivers were criminally charged with impaired driving by municipal officers. The CounterAttack outputs for 2017 are on a level with outputs in 2015 and 2016.

Visible police enforcement, including CounterAttack road checks, helps keep the issue of impaired driving in the public consciousness and supports an increased risk of apprehension.

## Automated Licence Plate Recognition



Photo Credit: RCMP

ETEP has been utilizing the deployment of Automated Licence Plate Recognition (ALPR) technology in police vehicles for traffic enforcement since 2006. ALPR helps make BC roads safer by rapidly identifying licence plates associated with stolen vehicles, prohibited and suspended drivers, unlicensed drivers, uninsured vehicles, stolen vehicles and vehicles linked to persons subject to a *Criminal Code of Canada* arrest warrant.

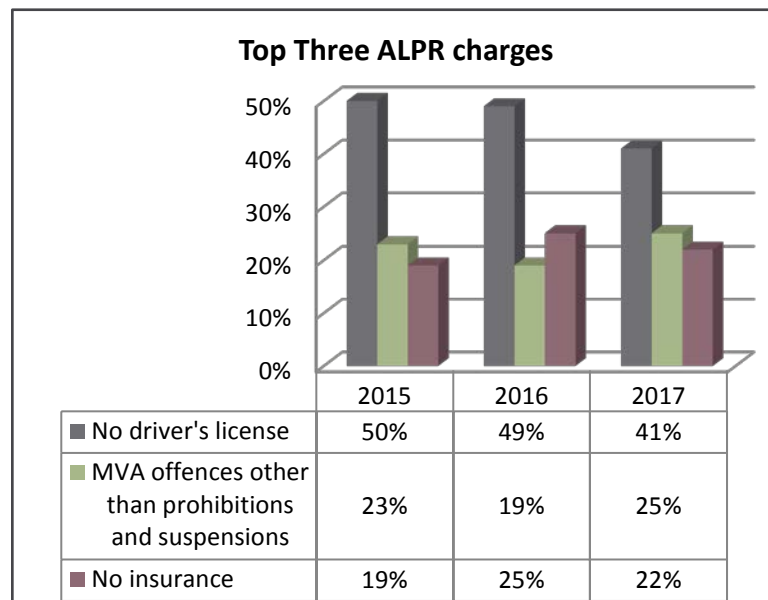
RCMP “E” Division Traffic Services is responsible for the management and delivery of the ALPR program for all police agencies in BC using this technology for traffic enforcement. ALPR consists of cameras mounted in or on police vehicles to capture images of vehicle licence plates and instantly check the

licence plates against a secure police database. When a scanned licence plate matches a licence plate in the police database, the system issues an alarm indicating a 'hit'; this confirms that the licence plate is associated with someone wanted by police, suspended/prohibited from driving, driving without insurance, and/or driving without a licence. When the hit is confirmed the officer will respond, if appropriate to do so. Fifty ALPR systems were in use in BC in 2017<sup>9</sup>.

Summary of ALPR Statistics			
Outcome	2015	2016	2017
Number of plates read	3,469,558	3,126,925	3,595,395
Number of hits	39,326	39,948	59,818
Number of hits responded to <sup>10</sup>	10,953	9,974	12,805
Number of charges <sup>11</sup> and enforcement actions <sup>12</sup>	4,525	4,314	5,622

Table 3: ALPR Statistics (2015-2017)

In 2017, just over three and a half million licence plates were read by ALPR systems which constitutes a 15 percent increase compared to 2016. Close to 60,000 hits were registered, which constitutes a 50



percent increase compared to 2016. Of these 60,000 hits police officers responded to, approximately 13,000 hits and over 5,600 responses resulted in a charge or an enforcement action by a police officer. On average, about two percent of all licence plates read resulted in a 'hit' with an average of 21 percent of the hits resulting in an officer's response, such as pulling a vehicle over for an additional check; 30 percent of responses resulting in charges being laid, such as driving without a valid license and 12 percent of officers' responses resulted in an

Figure 11: ALPR Charges - Top Three

<sup>9</sup> For more information on the use of ALPR by traffic enforcement in BC see <http://www2.gov.bc.ca/gov/content/justice/criminal-justice/policing-in-bc/road-safety-auto-crime/auto-licence-plate-recognition>

<sup>10</sup> Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the *Criminal Code* and/or *Motor Vehicle Act*. Not every response results in an enforcement action or a charge being laid

<sup>11</sup> A 'charge' is laid pursuant to the *Criminal Code* and/or the *Motor Vehicle Act*

<sup>12</sup> An 'enforcement action' is an action other than a charge pursuant to the *Criminal Code* and/or *Motor Vehicle Act*, such as property recovery/seizure, vehicle impound and also includes MVA sanctions such as Immediate Roadside Prohibition or Administrative Driving Prohibition

enforcement action other than a *CCC* or *MVA* charge, such as serving a notice of driving prohibition.

The top three charge categories for the period of 2015 to 2017 were: no driver's licence, *MVA* offences other than prohibitions or suspensions, and no insurance.

The top three enforcement actions categories were: Serving Notice of Driving prohibitions – 33 percent; Vehicle Impounds – 28 percent; and Notices and Orders (written warnings) – 13 percent.

The ongoing deployment of ALPR in traffic enforcement improves roadside efficiency, as well as public and officer safety in removing unlawful drivers from BC roads.

### **ALPR Prolific Prohibited Driver Project**

There are over 2,500 prohibited drivers in the Greater Vancouver area and many of them have multiple negative contacts with police beyond traffic offences. In 2016, RCMP "E" Division Traffic Services conducted a specialized nine-week Prolific Prohibited Driver Pilot Project. The objective of the project was to target prohibited and high risk drivers and remove them from the roadways, making the communities and roads safer.

Following a promising pilot, this project continued to grow in 2017 and is now in operation full-time. The project is conducted in partnership with RCMP "E" Division Lower Mainland (LMD) municipal traffic detachments and the LMD Integrated Road Safety Unit, along with the Air One Traffic Safety Helicopter, the BC Civil Forfeiture Office, local probation offices, as well as municipal police departments. Prohibited drivers are identified through police data analysis.

In the course of 11 months of deployment in 2017 (February to December), there were:

- 476,529 plates read
- 200 arrests conducted, of which 151 were prohibited drivers
- 137 charges under the *Criminal Code* and 202 charges under the *Motor Vehicle Act*
- 48 arrest warrants executed
- 4 search warrants drafted and executed
- 634 violation tickets issued
- 168 driving prohibition notices served
- 22 stolen vehicles recovered
- 35 stolen licence plates recovered

Ongoing ALPR data analysis demonstrates that ALPR is valuable technology, assisting police in removing suspended, prohibited and other unlawful drivers from our roadways. It supports both the increased likelihood and the perceived likelihood of a driver being caught by the police for driving while suspended or prohibited, and may contribute to reducing such behaviours in future.

## GOAL 2: MINIMIZE THE IMPACT OF VEHICLE CRIME

Reducing vehicle crimes through strategic enforcement, education partnerships and prevention programs

### Integrated Municipal Provincial Auto Crime Team

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. IMPACT enforcement consists of the Enforcement Team (ET), Investigative Team (IT)<sup>13</sup> and the BaitCar Program (BCP).



The Integrated Municipal Provincial Auto Crime Team (IMPACT) Policy Board provides strategic direction to the team and is comprised of senior representatives from "E" Division Major Crimes, BCAMCP, as well as ICBC, Criminal Justice Branch, and Policing and Security Branch. The Policy Board meets regularly to review IMPACT strategies and provide policy guidance to the provincial integrated auto crime program.

In 2017, the IMPACT Strategic Plan 2018-2023 was endorsed by the Policy Board with new key performance indicators reflecting expanded operational reporting and operational targets.

IMPACT's current operational model follows the recommended actions of a 2012 forward-looking program review which included: supporting a new five-year Strategic Plan; increasing involvement in long-term, integrated investigations of chronic auto crime offenders; expanding operational reporting; ensuring BC's BaitCar fleet is kept current with vehicle crime trends; and fulfilling IMPACT's role as a provincial unit. In 2017, the IMPACT IT obtained multiple Judicial Authorizations – Tracking Warrants for the purpose of locating auto crime offenders. These warrants assisted IMPACT and partner agencies in multiple arrests of prolific auto crime offenders.

In 2017, the ET has continued to use its strategic targeting to identify areas of significant crime by focusing on known chronic offenders. The program relies on collaboration with partner agencies including auto crime and street enforcement teams across the province.

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	2015	2016	2017
Enforcement Team Arrests	79	59	63
BaitCar Program Arrests	56	63	36
Total IMPACT Arrests	135	122	99
Stolen Vehicle Recovery	214	271	233

Table 4: IMPACT Arrests and Recovery of Stolen Vehicles (2015-2017)<sup>14</sup>

<sup>13</sup> The IT was introduced as part of implementation of recommendations from *IMPACT Review* (2012).

Arrests were slightly higher than in 2016, which is a significant achievement since a number of resource hours were rededicated to wildfire protection throughout the province in the summer of 2017.

Members of the IMPACT Enforcement Team were active training other jurisdictions in the use of tracking devices under the stolen vehicles. The GPS initiative which continues to be the most effective strategy used by the Enforcement Team and other police in combatting auto theft, and is also showing a growing usefulness in combatting theft from vehicles.



Photo Credit: ICBC

The recent area of growth at IMPACT is education. The use of social media to reach vehicle owners is a high priority for IMPACT. During 2017, IMPACT partnered with the Langara College marketing program to develop an auto crime outreach strategy, providing interactive content and helping spread prevention messages throughout the province.

IMPACT is working to increase this approach, including leveraging partners' social media networks to further increase the program's profile and raise public awareness.

In 2017, IMPACT continued to focus earned media and public attention on prevention of vehicle crimes through Auto Crime Enforcement Month (ACEM). April's ACEM was launched on March 28, 2017 with its key message directed towards pickup truck owners. "Who's Picking Up Your Pickup?" helped focus attention on this population as 50 percent of the top ten stolen vehicles are pickup trucks.

## BaitCar Program

The BaitCar Program (BCP) continued to catch auto thieves across the province in 2017. Bait vehicles and bait property were provided to various police agencies across BC to deploy in "hot spots" identified through intelligence-led policing. In 2017, there were 110 bait car activations<sup>15</sup> in BC. Out of 36 arrests made by the BCP, 26 were for theft of auto and 10 were for theft from auto.

The BaitCar Program underwent a significant technology renewal in 2017, requiring a temporary interruption of service in April and May of 2017. After a period of rebuilding, service levels have now surpassed previous operations. The upgrade included new tracking equipment and a Graphics User Interface for the BaitCar service providers also enabling the program to expand their enforcement and operations data collection.

The BCP also provides training to every new BaitCar liaison<sup>16</sup> that joins the BCP; five training sessions were completed in five BC policing jurisdictions in 2017.

---

<sup>14</sup> Data from IMPACT program

<sup>15</sup> Bait Car activation occurs when someone interferes with the vehicle, requiring a police response to check the status. Activation may happen when a concerned citizen or a security guard opens a door to look for registration or to check if the vehicle has been stolen.

<sup>16</sup> Bait Car liaison is the municipal or RCMP point person responsible for determining local "hot spots" and deploying a bait vehicle. Liaison is also local "expert" responsible for evidence continuity, vehicle maintenance and assistance to the General Duty members with their Report to Crown Counsel in case of an arrest.

## GOAL 3: SUPPORT ROAD USER BEHAVIORAL CHANGE

Providing leadership on road safety enforcement research and policy

### Justice Institute of British Columbia



JUSTICE  
INSTITUTE  
of  
BRITISH  
COLUMBIA

ETEP provides funding to the Justice Institute of British Columbia (JIBC) principally for municipal police officers to receive specialized traffic-related training.

Relevant knowledge enhances the quality of traffic enforcement and supports officers in their efforts to affect road user behavioural change through effective enforcement tactics and in their encounters with drivers. The JIBC and the RCMP Pacific Regional Training Centre (PRTC) work together to maximize traffic training efficiencies, including offering more timely access to enhanced traffic training courses. This has resulted in some RCMP IRSU officers accessing JIBC courses and some municipal officers attending PRTC courses to maximize course offering and enhance specific traffic enforcement skills. A total of 104 officers accessed ETEP-funded traffic training in 2017.

The JIBC program provides advanced traffic training on areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing
- Blood Alcohol Content (BAC) testing certification
- On scene collision investigation
- Commercial Vehicle Police Enforcement
- Drug Recognition Expert

### Leadership on Road Safety Training and Capacity Development on Drug Impaired Driving Enforcement

ETEPs integrated funding and delivery model ensures the program plays an active role in partnership issues and stakeholder relationships, as well as in fostering collaboration across agencies.

A key example is, following the announcement by the federal government to legalize recreational cannabis and introduction of Bill C-45 and Bill C-46, the Government of Canada advanced the expectation that one third of all provincial frontline officers should be trained in Standard Field Sobriety Test (SFST) by year three of the initiative, and half should be trained by year five.

Because of unique subject matter expertise within ETEP, RSU was tasked with working with police agencies and supporting partner agencies to assess impacts and capacity requirements of drug impaired driving enforcement. ETEP partners have been involved in collecting information for RCMP and independent police agencies on current Standard Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) capacity, future training needs, and estimates for additional SFST/DREs needs in BC in order to successfully enforce drug impaired driving.



Further, ETEP has been collaborating with the Cannabis Secretariat, Policing and Security Branch, the Justice Institute of British Columbia Academy (JIBC) and the Pacific Regional Training Centre (PRTC) to identify capacity and required resources to support provincial training strategy to deliver the SFST/DRE training necessary to meet the projected targets for BC.

ETEP will continue to support the provincial traffic training strategy and capacity development, including identifying traffic enforcement requirements for ongoing consultations with Public Safety Canada regarding oral screening devices, blood demands and laboratory analysis services.

## Media and Public Awareness

ETEP supports road safety enforcement public awareness through earned media efforts and paid advertising aligned with the BCACP Provincial Enforcement Calendar. In 2017, in an effort to explore better ways of reaching 16-34 year olds who are less likely to be listening to the radio than older demographic groups, the RSU worked with the BCACP Traffic Safety Committee to plan and implement an enhanced public awareness approach.

This included a first venture into advertising on Spotify's non-subscription music streaming service, as well as developing targeted social media content for campaigns aligned with radio messaging. A mix of radio and Spotify ads aired during both the 'impaired driving' and 'distractions' provincial campaigns, providing new and broader public outreach opportunities.

All 2017 radio/streaming campaigns achieved their Gross Rating Points (GRP) which measure advertising impact by calculating a percent of the reached target market multiplied by the exposure frequency.

In addition to paid and social media, the RSU also helps coordinate MPSSG's ministerial and police leadership road safety messaging, and participates in campaign media events.



Photo Credit: ICBC

The RSU worked with BC road safety partners to surpass its 2017 goal of generating six earned media activities, by engaging in 12 proactive earned media activities promoting enhanced enforcements efforts and the activities of the BCACP Traffic Safety Committee. The objective of these advertising and media strategies is to increase awareness among drivers that risky behaviours are being targeted by enforcement. Targeted efforts help raise the public's perception of the risk of apprehension and are a leading practice in road safety harm reduction.



## GOAL 4: FOSTER COMMUNICATION AND COLLABORATION

Working with partners to identify opportunities for collaboration to improve efficiencies

### BC Association of Chiefs of Police Traffic Safety Committee

The RSU provides funding and secretariat support for executive and general meetings of the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC). The BCACP TSC general membership, which is comprised of traffic police and road safety partners, met in October 2017. In its role as secretariat, the RSU is responsible for:



- planning and coordinating regular meetings of the executive and general membership
- supporting communications on behalf of the Chair
- preparing and distributing minutes and formal motions from all Committee meetings
- managing the business and financial affairs of the Committee

The TSC's work is supported by three sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. Additionally, a special working group, the Impaired Driving Advisory Committee, addresses matters related to impaired driving enforcement and reports through the Legal, Procedural and Technical Sub-Committee. Together, these working forums serve to study, advance and help address road safety enforcement issues.

The RSU supports the work of BCACP TSC members and executive in arranging opportunities for technical presentations, networking, and sharing innovative solutions and strategies.

In 2017, the following two motions of the BCACP TSC were submitted to the BC Association of Chiefs of Police for consideration:

- Requesting that the provincial government strengthen the sanctions for "use of an electronic device while driving" provisions in the *Motor Vehicle Act*, to include vehicle impound for repeat infractions.
- Endorsing the 2018 provincial enforcement campaign schedule.

During the 2017 meeting, the general membership identified the themes of drug impaired driving and distracted driving as their enforcement focus for the year. The officer safety theme identified by the membership was: "Tactical Common Sense: Saving Lives with Seat Belts and Traffic Safety Vests".

General membership meetings support ongoing information and knowledge exchange, professional engagement and advancing policy positions.

## ETEP Go-Forward Plan 2018-2021

A deliverable of the 2017 Memorandum of Understanding was an assessment of the recommendations and an implementation plan for the Forward-Looking Review of Enhanced Traffic Services conducted in 2016.

Working with an independent contractor, ETEP partners assessed the 2016 review's recommendations and with input from the Governance Council developed the 'Go-Forward Plan 2018-2021' to validate ETEP's future direction and establish a plan to strengthen the program's ability to support BC's provincial road safety strategy.



Photo Credit: CRD IRSU

Overall, the recommendations of the 2016 Forward-Looking Review were still found to be relevant. When known and anticipated changes were considered, the recommendations and proposed actions of the 2016 report were updated to focus on: Implementing Intelligence-Led Enforcement Management; Enhancing Performance Tracking and Reporting; Improving Resource Management; and Improving/Aligning Partnership and Stakeholder Relations.

The final ETEP Go-Forward Report sets out high-level action plans for proposed projects; the Governance Council is responsible for reviewing and approving any action plans and additional resources that may be recommended to complete a targeted project.

## Road Safety Partnerships and Stakeholder Relations



The Enhanced Traffic Enforcement Program is supported by a network of road safety professionals, partnerships and stakeholders. The RSU is actively engaged with groups and agencies in support of improved road safety, including:

- BC Road Safety Strategy – led by RoadSafetyBC, supported by the efforts of five inter-disciplinary working committees, and governed by a Steering Committee in which the MPSSG Executive Director of Policing and Security Branch participates. In 2017, RSU participated in the Safe Road Users, Data and Research, and Education and Awareness Working Committees.
- Data and Measurement Committee – an inter-ministerial working group responsible for addressing road safety data quality issues, including ongoing traffic fatality reconciliation and release of the *2007 – 2016 Motor Vehicle Fatalities in British Columbia: Statistics Report*. A new data sharing agreement between ICBC and RoadSafetyBC, now ensures these annual reports include information on injuries and crashes, not just fatalities, as well as more robust rate-based calculations and analysis of causal factors. Fatality data are regularly used by the Province to evaluate road safety initiatives and identify possible future actions. The data are also used by police and stakeholders to inform enforcement, intervention and awareness strategies.

- Road Safety Initiative – a provincial e-ticketing initiative led by RoadSafetyBC. In 2017, RSU participated at all levels of this initiative – governance, working group, stakeholder relations, enforcement and policy advisory committees – to ensure successful piloting of this project to modernize the provincial Motor Vehicle violation ticketing/ payment process.
- Rate Affordability Action Plan (RAAP) – in 2017, the Province initiated an inter-ministerial working committee approach to help address the challenging financial and operating pressures facing ICBC, the provincial auto insurer. All levels of the RSU have been involved in leadership and working groups, identifying key road safety initiatives that could be initiated in the short and medium term to help address identified road safety problems. Increased activation of the Intersection Safety Cameras was announced in the fall of 2017 and is being implemented under the RAAP process, as well as a distracted driving technology pilot involving IRSU officers.
- BC Injury Prevention Alliance – a provincial multi-disciplinary group focused on injury prevention. The RSU participates in meetings and webinars focusing on road safety issues which in 2017 included cycling safety and vulnerable road users, automated road safety analysis using traffic conflict techniques, cannabis and traffic crashes and safe environments for Active School Transportation.
- Canadian Association of Road Safety Professionals (CARSP) – a national, interdisciplinary road safety organization which promotes excellence in road safety research and applied interventions. The RSU is a long-standing CARSP member and in 2017 participated in a number of professional development webinars, including cannabis and road safety, connected vehicle technology, and a cross-province comparison of road traffic-related hospitalization and death rates in children and youth.
- Canadian Council of Motor Transport Administrators (CCMTA) – a national non-profit organization that coordinates administration, and regulation of motor vehicle transportation and highway safety. In 2017, the RSU participated in the CCMTA's Annual General Meeting in Yellowknife, Northwest Territories, actively contributing to the Road Safety Research and Policy Standing Committee, jurisdictional research and best practices, as well as seminars on research and leading practices in cannabis impaired driving.