

# BC Enhanced Traffic Enforcement Program

ANNUAL REPORT 2020

A PARTNERSHIP BETWEEN ROADSAFETYBC, THE INSURANCE CORPORATION OF BRITISH COLUMBIA,  
“E” DIVISION ROYAL CANADIAN MOUNTED POLICE AND INDEPENDENT MUNICIPAL POLICE.

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## Glossary

ACEM	Auto Crime Enforcement Month	ICBC	Insurance Corporation of British Columbia
ADP	Administrative Driving Prohibition	IIDU	Integrated Impaired Driving Unit
ALPR	Automated Licence Plate Recognition	IMPACT	Integrated Municipal Provincial Auto Crime Team
ASD	Approved Screening Device	IRP	Immediate Roadside Prohibition
BAC	Blood Alcohol Content	IRSU	Integrated Road Safety Unit
BC	British Columbia	JIBC	Justice Institute of British Columbia
BCACP	British Columbia Association of Chiefs of Police	MOU	Memorandum of Understanding
BCACP TSC	British Columbia Association of Chiefs of Police Traffic Safety Committee	MVA	<i>Motor Vehicle Act</i>
BCAMCP	British Columbia Association of Municipal Chiefs of Police	PSSG	Ministry of Public Safety and Solicitor General
BCP	BaitCar Program	PDET	Prohibited Driver Enforcement Team
CC	<i>Criminal Code</i>	RCMP	Royal Canadian Mounted Police
DRE	Drug Recognition Expert	RSBC	RoadSafetyBC
EE	Enhanced Enforcement	RSU	Road Safety Unit
ERSEI	Enhanced Road Safety Enforcement Initiative	SFST	Standard Field Sobriety Testing
ETEP	Enhanced Traffic Enforcement Program	VLM	Value Logic Model
GC	Governance Council	VT	Violation Ticket

## Minister's Message



It is my pleasure to present the 2020 Enhanced Traffic Enforcement Program Annual Report, an overview of enhanced traffic enforcement initiatives targeting our province's top road safety priorities.

Looking back, 2020 was a dynamic and challenging year for provincial partners within the Enhanced Traffic Enforcement Program (ETEP) as together, we navigated the impacts of COVID 19 on traffic enforcement and our travelling public, and the continued challenges of forest fires. Throughout, ETEP relied upon clear strategic direction and a resilient framework designed to deliver on enhanced traffic's enforcement top 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 improved communication and collaboration.

In July 2020, with funding from the provincial government, program partners completed implementation of automated speed enforcement in BC. Through the Intersection Safety Camera Program, 35 of its 140 existing red light cameras were upgraded to also enforce speed, further helping to reduce speed-related deaths and serious injuries at high-risk intersections in BC. These partnership efforts proved invaluable to our ongoing road safety efforts as throughout a challenging year, law enforcement found themselves facing shifting pandemic and public safety pressures.

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

In the year ahead, I commit to continue working with law enforcement and our provincial road safety partners to help make British Columbia's roads safer for all.

Sincerely,

Mike Farnworth  
Minister of Public Safety and Solicitor General  
and Deputy Premier

## Program Overview

The Enhanced Traffic Enforcement Program (ETEP) provides tools, technology, and additional officers to help target high-risk driving behaviours and issues related to road safety.

Annual ETEP funding is provided by the Insurance Corporation of British Columbia (ICBC) to RoadSafetyBC (RSBC) through the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* (MOU). BC Highway Patrol manages ETEP police budgets and operations. Under the Provincial Police Service Agreement, provincial policing costs are shared 70 percent by the Province and 30 percent by the federal government.

In 2020/21, ICBC's MOU contribution was \$23.9 million for enhanced targeted enforcement. The federal government contributed an additional \$9.4 million to the operational policing portion of the ETEP budget, resulting in a total of \$33.3 million invested in enhanced traffic enforcement road safety programming in BC.

The ETEP Governance Council (GC) monitors program performance under the MOU and reviews and endorses the ETEP Strategic and Operations Plans, program budget and Annual Reports. The ETEP GC membership is comprised of representatives from RSBC, ICBC, BC Highway Patrol, BC Association of Municipal Chiefs of Police (BCAMCP) and the Ministry of Public Safety and Solicitor General Policing and Security Branch (PSSG PSB).

## Integrated Road Safety Units (IRSUs)

ETEP is delivered primarily through Integrated Road Safety Units (IRSUs), comprised of officers from both RCMP and independent municipal police departments and located in jurisdictions across BC. IRSU officers enhance existing baseline traffic enforcement above and beyond regular traffic services funded through police.

In addition to IRSUs, the MOU provides funding for IRSU overtime and a separate, dedicated initiative called the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to the RCMP and is applied towards targeted enforcement. The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as 'enhanced enforcement' (EE). 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, offences at intersections, unrestrained occupants and impaired driving.

## COVID-19 Impacts on ETEP

Following the drafting and approval of the ETEP 2020/21 Operations Plan in March 2020, the COVID-19 pandemic began impacting many planned ETEP activities, including availability of police resources for regular IRSU duties and overtime, capacity of police to safely deliver targeted enhanced campaigns, new operational requirements for Personal Protective Equipment (PPE) and other enhanced safety measures while conducting roadside enforcement, reduced police training course offerings, provincial Traffic Courts closure and then backlog recovery following courts reopening, and the ability to convene the Annual General Meeting of the BCACP Traffic Safety Committee General Membership in the traditional manner.

The ETEP Governance Council was kept up to date on any required or proposed changes to major IRSU or ETEP planned activities and deliverables. This annual report reflects the activities and outputs for this unprecedented year in public and road safety.

### EE

#### Enhanced Enforcement (EE)

ETEP continued to contribute a quarter of the province's violation ticket (VT) outputs in 2020, even though there was 9% decrease in EE VTs as compared to 2019. This may be attributed to changes in traffic patterns and operational changes caused by COVID-19 mitigation measures. For example, during the lockdown in Spring 2020, proactive enforcement was reduced dramatically to reduce the potential for exposure to COVID-19.

### IIDU

#### Integrated Impaired Driving Unit (IIDU)

As training and certification of Drug Recognition Experts (DREs) was paused due to COVID-19, unit members went back on the road to perform operational enforcement using their specialized skill set to target impaired driving.

### JIBC

#### Justice Institute of British Columbia (JIBC)

Standard Field Sobriety Testing (SFST) training, funded through the federal Drug Impaired Driving agreement, did not take place at the JIBC in 2020.

### IMPACT

#### Integrated Municipal Provincial Auto Crime Team (IMPACT)

IMPACT saw an overall decrease in auto thefts, thefts from auto, Bait Car activations, arrests and stolen vehicle recovery.

### ALPR

#### Automated Licence Plate Recognition (ALPR)

The number of charges and enforcement actions remained steady as compared to previous years.

### PDET

#### Prohibited Driver Enforcement Team (PDET)

Despite lockdowns, PDET continued to run special projects in the Spring and Fall of 2020 targeting prolific offenders, resulting in 2,377 VTs issued (+64% from 2019).

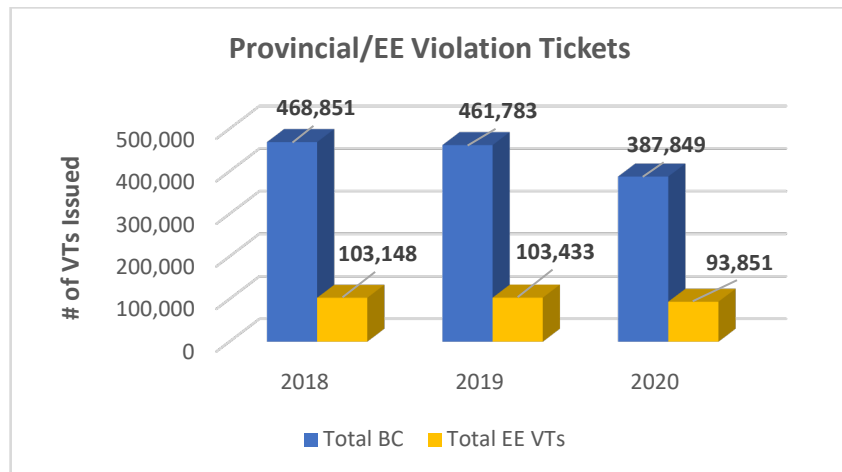
## BC Association of Chiefs of Police Provincial Enforcement Campaign Calendar

The British Columbia Association of Chiefs of Police (BCACP) Provincial Enforcement Campaign Calendar is planned, endorsed and implemented through the BCACP Traffic Safety Committee (BCACP TSC) membership and all BC police agencies.

Provincial radio and social media messaging raise awareness of police targeting high-risk driving behaviours accompany the month-long campaigns.

2020	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 Occupant Restraint Campaign
October 1 - 31	Drive Relative to Conditions Campaign (Speed/Pedestrian)
December 1 - 31	Winter Impaired Driving Campaign (Alcohol/Drugs)

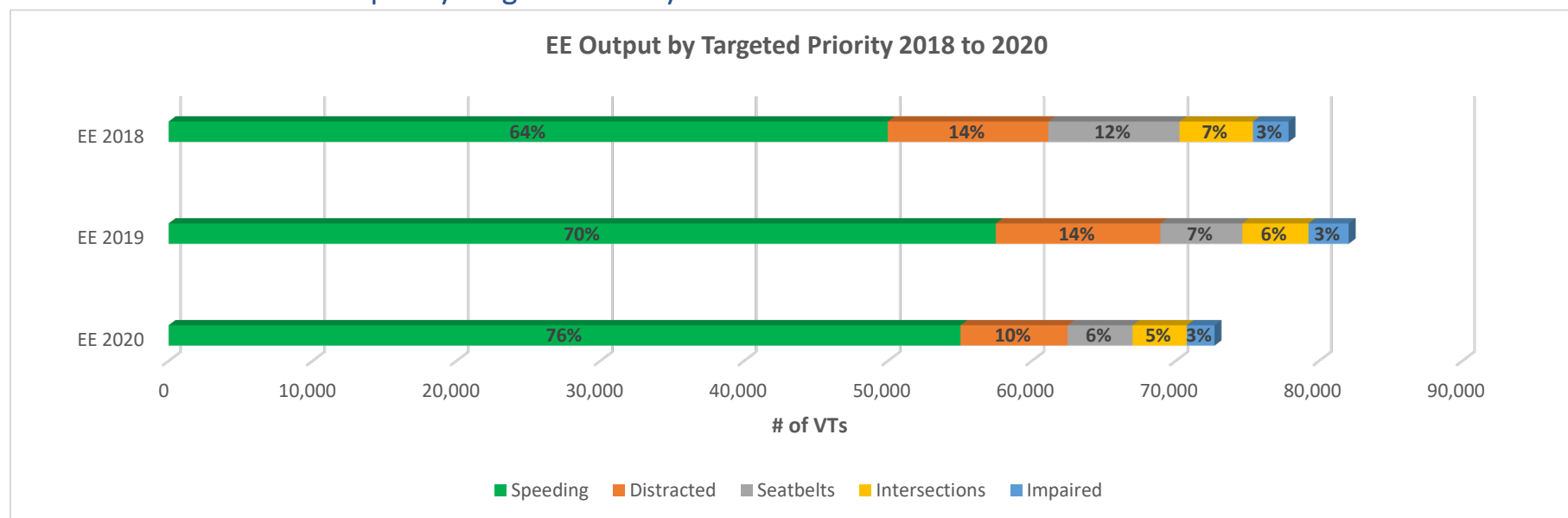
## Enhanced Enforcement <sup>1</sup> Contribution to Provincial <sup>2</sup> Violation Ticket Output



The contribution of Enhanced Enforcement (EE) is typically compared to the overall provincial output of violation tickets issued by all traffic services.

Percentages in the graph below are contributions by targeted enforcement priority to total EE enforcement effort.

## Enhanced Enforcement Output by Targeted Priority



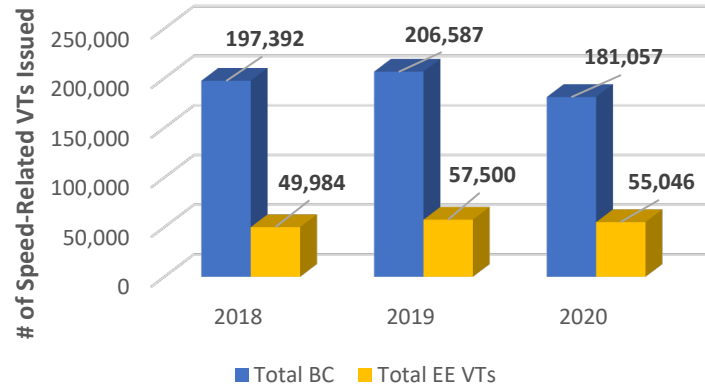
<sup>1</sup> EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.

<sup>2</sup> Provincial data is retrieved from ICBC's Business Information Warehouse ("Contraventions Report") and is current as of March 31, 2021.

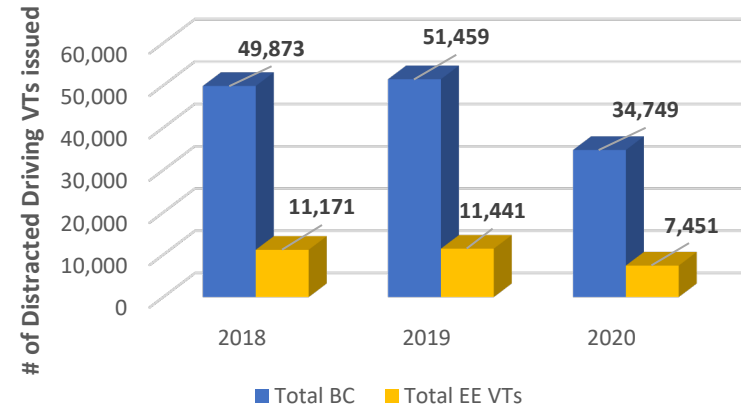


## EE Contribution by Targeted Dangerous Driving Behaviours

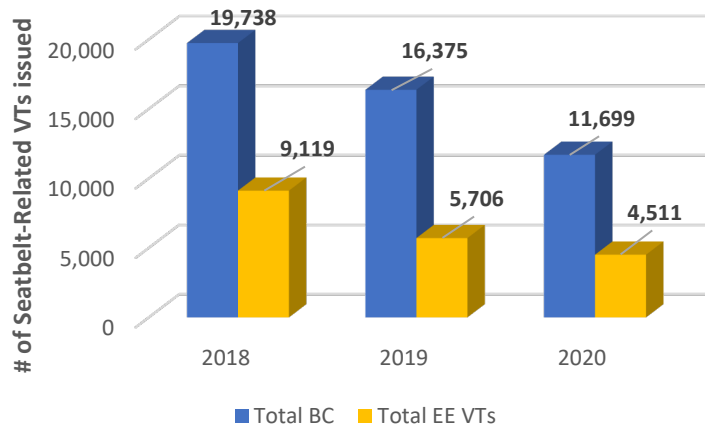
Provincial/EE Speed Violation Tickets



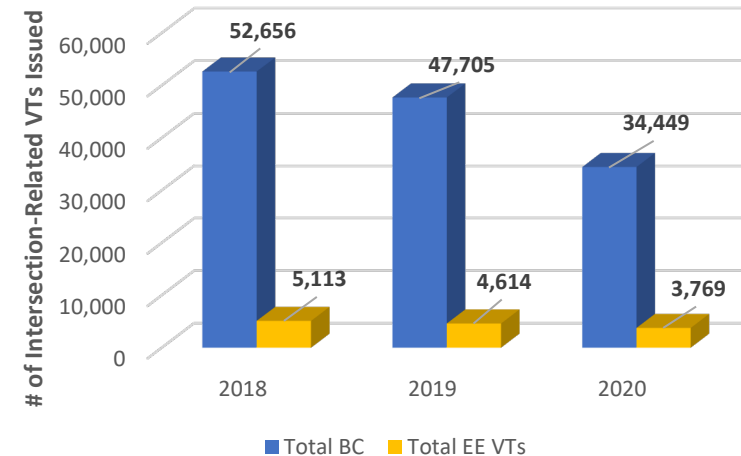
Provincial/EE Distracted Driving Violation Tickets

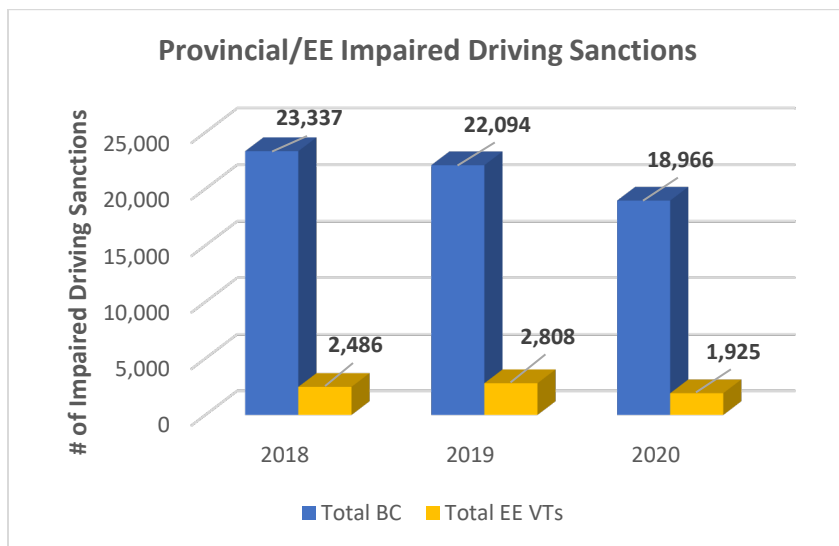


Provincial/EE Unrestrained Occupant Violation Tickets



Provincial/EE Intersection Violation Tickets





Impaired driving sanctions are: Immediate Roadside Prohibitions (IRPs), Administrative Driving Prohibitions (ADPs) and *Criminal Code* (CC) offences.

EE % Contribution to Provincial Total	
Speeding	30%
Distracted	21%
Seatbelts	39%
Intersections	11%
Impaired	10%

## Integrated Impaired Driving Unit (IIDU)

An integrated team of Drug Recognition Expert (DRE) - certified police officers from both the RCMP and other BC police agencies experienced subject matter experts in impaired driving investigations who oversee impaired driving enforcement in BC.

9

Number of DRE-certified members in IIDU.

898

Number of operational DRE evaluations reviewed by IIDU to ensure they meet International Association of Chiefs of Police (IACP) standards.

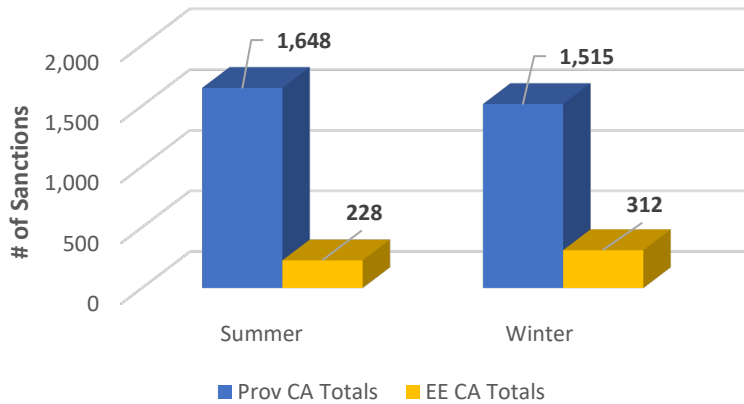
171

Number of operational DRE evaluations completed by IIDU, the highest number completed by an integrated unit in Canada since program inception in 1995.

## CounterAttack

ETEP supports provincial road safety priorities and police efforts to target impaired drivers through dedicated police resources and overtime funding to police for Summer and Winter CounterAttack campaigns.

**Provincial\*/EE CounterAttack Sanctions**

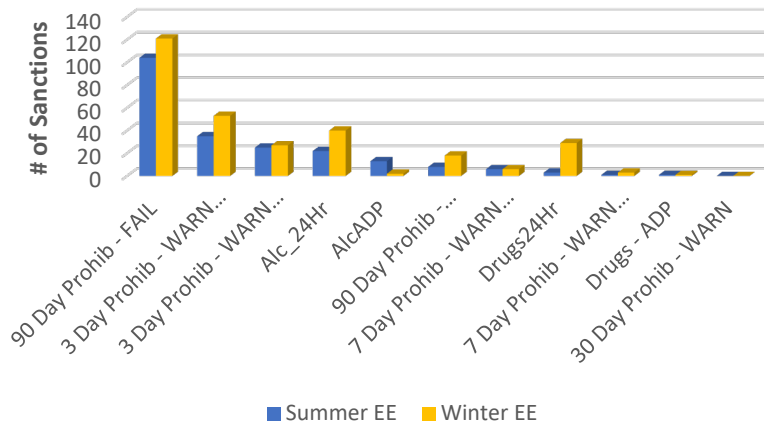


**EE % Contribution to Provincial Total**

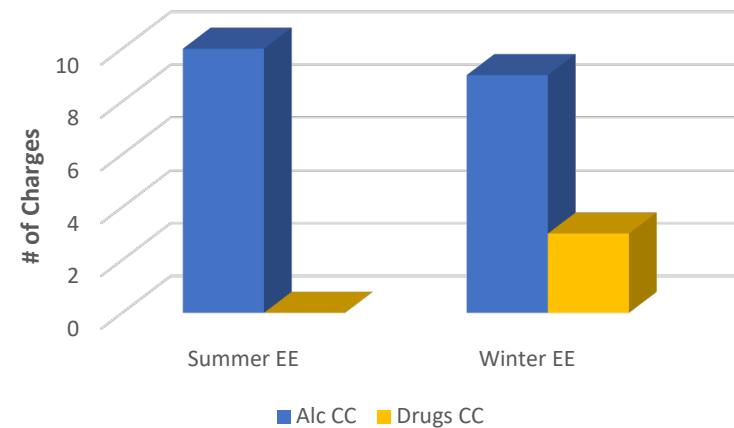
<b>Summer</b>	14%
<b>Winter</b>	21%

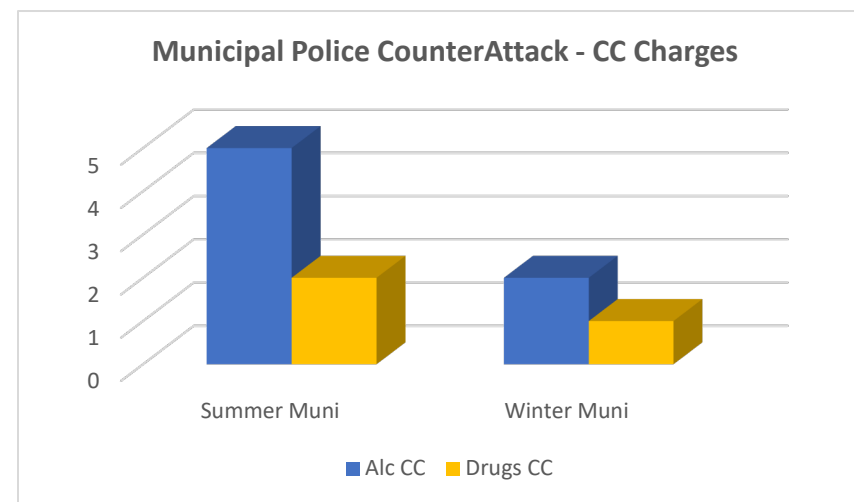
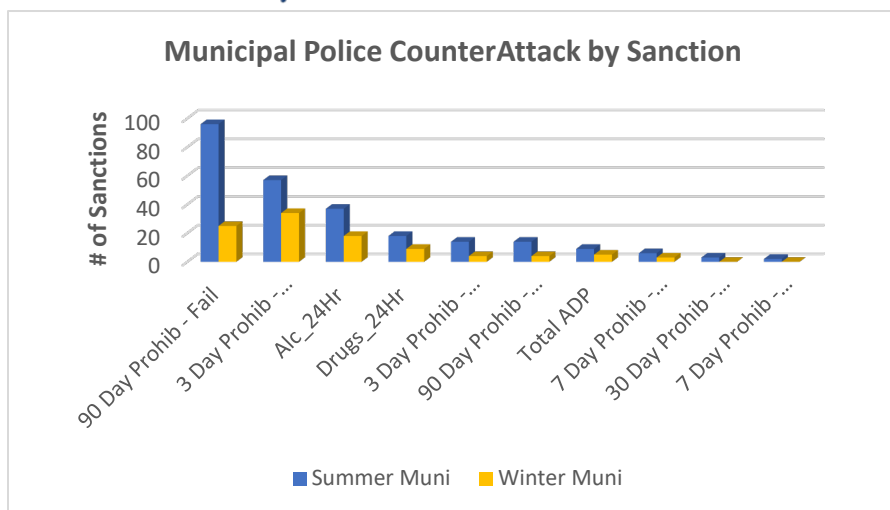
\* Provincial data for this visual was retrieved from the Vehicle Impound Production System (VIPS) on January 4, 2021.

**EE CounterAttack by Sanction**



**EE CounterAttack - CC Charges**





## Automated Licence Plate Recognition (ALPR) <sup>3</sup>

ALPR is a police tool that improves roadside enforcement efficiency by rapidly identifying licence plates associated with stolen vehicles; prohibited/suspended drivers; unlicensed drivers; and vehicles linked to persons subject to *Criminal Code* (CC) arrest warrants.

Summary of ALPR Statistics			
Outcome	2018	2019	2020
Number of plates read	3,822,947	4,254,949	5,613,074
Number of hits	65,517	60,296	82,364
Number of hits responded to <sup>4</sup>	14,476	11,831	14,372
Number of charges <sup>5</sup> and enforcement actions <sup>6</sup>	5,097	5,052	4,914

Top Three Charges		Top Three Enforcement Actions	
No Insurance	42%	Serve Driving Prohibition	36%
No Driver's Licence	33%	Vehicle Impound	25%
Driving While Prohibited	16%	Recover Stolen Vehicle	10%

<sup>3</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>.

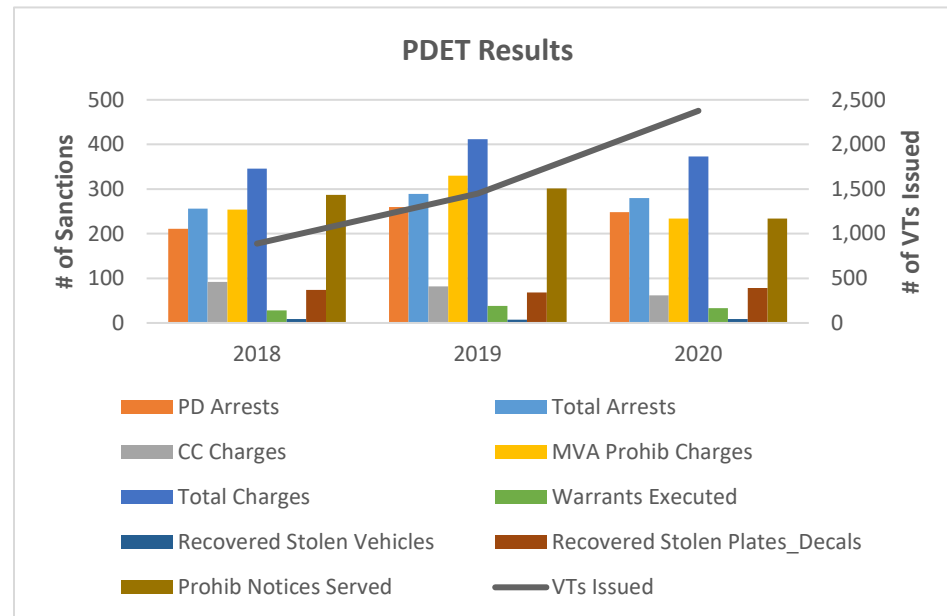
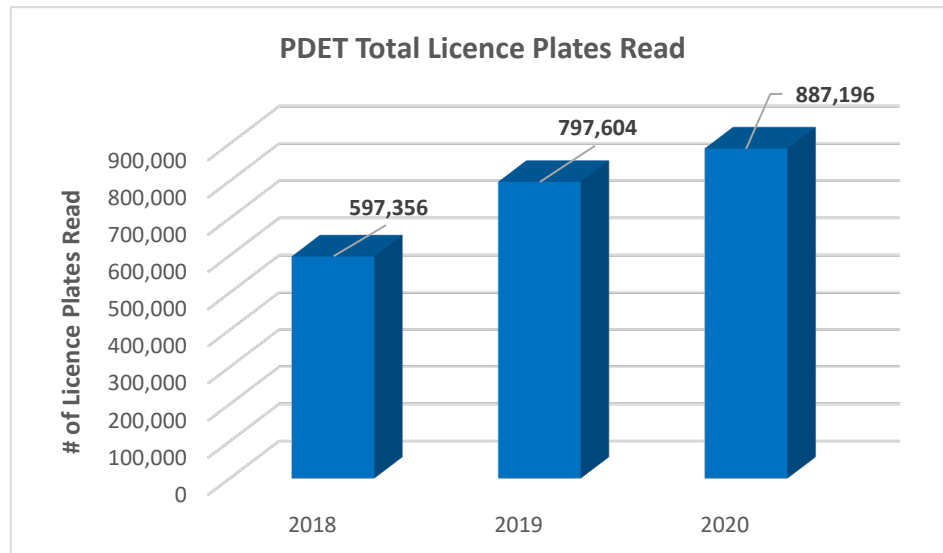
<sup>4</sup> Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the CC and/or MVA. Not every response results in an enforcement action or a charge being laid.

<sup>5</sup> A 'charge' is laid pursuant to the CC and/or the MVA.

<sup>6</sup> An 'enforcement action' is an action other than a charge pursuant to the CC and/or the MVA, such as property recovery/seizure, vehicle impound, IRP or ADP.

## Prohibited Driver Enforcement Team (PDET)

A specialized team of IRSU officers who use ALPR technology to target high-risk prohibited/suspended drivers, removing them from roadways making BC communities and roads safer.



## Justice Institute of British Columbia (JIBC)

ETEP provides funding to JIBC principally for municipal police officers to receive specialized traffic-related training.

34

The number of police officers that accessed ETEP-funded training in the areas of BAC testing certification, DRE certification, on-scene collision investigation and commercial vehicle police enforcement.

## Integrated Municipal Provincial Auto Crime Team (IMPACT) and Bait Car

An integrated team of 18 specialized auto theft police investigators who develop innovative strategies to reduce auto crime in BC.

↓ 26%

Percentage decrease in theft from auto incidents reported in BC, from an all-time high in 2019. This marks the first decrease in incidents since 2015.

45,869

The lowest number of theft from auto incidents reported since 2010.

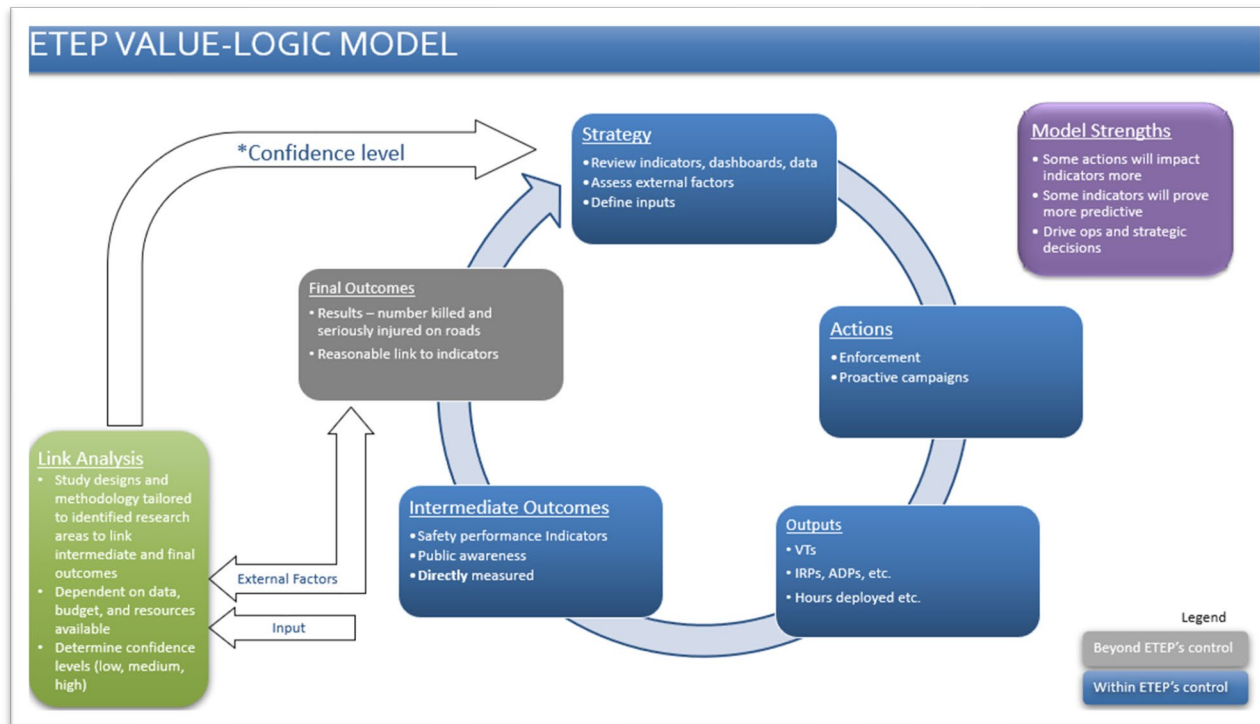
ACEM  
2020

This year's theme was **T.H.I.N.K.** About Auto Crime: **T**ake your valuables; **H**ide valuables out of plain sight; **I**mmobilize your vehicle; **N**ever idle unattended; and **K**ey security (keep track of your keys).

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	2018	2019	2020
IMPACT and Bait Car Arrests	127	139	85
Stolen Vehicle Recovery	220	203	172

## Value Logic Model (VLM)

The VLM is a data-driven tool that monitors those enhanced enforcement activities and partner efforts that contribute the most value and have the greatest impact on ETEP road safety priorities. Business intelligence tools create a platform to interpret operational data, set anticipated outputs and assess enforcement strategies, ensuring partner alignment with priority high-risk driving behaviours. By incorporating e-ticketing data and other reliable data sets, the VLM helps ensure ETEP decisions are based on current and accurate data.



In September 2020, the VLM working group started capturing enforcement activity aligned with the BCACP traffic enforcement campaigns. The working group collected baseline data, such as the number of violation tickets issued and prohibitions served, as well as earned, paid and social media mentions. Public attitude surveys on awareness and self reported behaviours inform post campaign analysis. The data will be used to build a series of dashboards to monitor and assess campaign effectiveness.

The VLM will help inform future decision-making on strategies, resourcing and tactics that support BC's road safety priorities.

## Media and Public Awareness Efforts

In 2020, RSU worked with BC road safety partners to help generate 19 proactive earned media opportunities promoting enhanced enforcements efforts and the activities of the BCACP Traffic Safety Committee, including targeted distracted driving, impaired driving, unrestrained occupants and speed relative to conditions campaigns. Coordinated awareness efforts help raise the public's perception of the risk of apprehension and are a leading practice in road safety harm reduction.

## BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC)

The BCACP TSC Executive met three times in 2020 and the Fall general membership was the first combined live/virtual event, held safely for 44 in-person and an average of 25 virtual participants in October 6-8, 2020. The agenda focused on the challenges of traffic enforcement during COVID, updates from the sub-committees, policy and legal developments, as well as updates from partners such as ICBC on the changes to BC's insurance model. The Executive also puts motions forward to government to improve road safety enforcement. This year's motions were: an amendment to the *MVA* to include vehicle impoundment for failing to stop for police, a recommendation to research and implement legislation to address sobriety of supervisors of drivers holding a learner's permit and an amendment to a Ministerial Order to allow for a qualified forensic laboratory and technician, other than just RCMP Forensic Laboratory Services, to analyze toxicological samples for use in administrative driving sanctions.