



RoadSafetyBC

# Motor Vehicle Related Crashes, Injuries and Fatalities 10-year Statistics for British Columbia, 2012-2021

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# Introduction

This report presents the preliminary police-reported data on motor vehicle crashes in British Columbia for the ten-year period 2012-2021. The report is updated every year and is valuable in measuring the province's progress towards achieving Vision Zero for fatalities and injuries. Along with data produced by the Insurance Corporation of BC (ICBC), BC Coroners Service (BCCS) and other stakeholders, this information supports road safety programs, enforcement campaigns and policy development, and is used to evaluate various provincial road safety initiatives.

The main data source for this report is police-reported MV6020 forms completed by police soon after a motor vehicle crash and manually entered into the Traffic Accident System (TAS), managed by ICBC. Other motor vehicle crash information is from the "loss event" database, also maintained by ICBC, containing motor vehicle insurance claims data. Canada and Ontario Fatal Victims per 100,000 population is from [Transport Canada](#).

The 2021 data is preliminary, and motor vehicle fatality and injury counts may change slightly should new or adjusted data be received after the publication of this report. Any amendments will be reflected in subsequent annual reports but are not expected to affect general trends. Police-reported crashes resulting in property damage only are still being entered into TAS for 2021. Crashes where a fatality and/or injury occurred are prioritized for manual data entry into TAS over crashes where a fatality and/or injury did not occur. Accordingly, the total number of police-reported crashes for 2021 is expected to increase significantly and stats such as crash rates are only being reported up to 2020.

Crash data also differ from ICBC crash claims data as police-reported TAS data only represents the most serious motor vehicle crashes, while ICBC crash claims data represents nearly all crashes involving British Columbia road users. In the ten-year period between 2012-2021, there were an average of 286,500 ICBC reported crashes per year. Police completed reports for approximately 11% of all motor vehicle crashes reported to ICBC from 2012-2020.

Efforts are made to reconcile TAS data with BC Coroners Service data. Fatality data may differ between TAS and the Coroners Service due to the fact that Coroners Service data also includes fatalities that occur more than 30 days after an injury was sustained as a result of a motor vehicle crash.

Road safety data is affected by many factors, including legislative and policy changes, the cumulative number of vehicle kilometers driven and licensed drivers, enforcement practices and policies, seasonal weather, random variation, road conditions and roadway characteristics and design.

Notes about the data:

- Data is as of **October 13, 2022**.
- When comparing this fatality report with editions published in a different year, counts may differ due to further development of data, rounding, late reporting or corrections.
- Long-term trends may differ from the 10-year trends presented on the graphs.
- This year's update contains less detail regarding various contributing factors, vehicle types and occupants as these details are now presented in an interactive filterable format on [ICBC's Quick Statistics](#).

# Summary

**Table 1: Key Figures**

Year	Fatalities	Injuries in Police-Reported Crashes	Injuries in ICBC-Reported Crashes	Police-Reported Crashes* **	ICBC-Reported Crashes***	% of ICBC-Reported Crashes with a Corresponding Police Report* **
2012	281	20,257	82,000	35,622	260,000	14%
2013	269	20,789	85,000	34,399	265,000	13%
2014	289	21,209	83,000	34,992	280,000	12%
2015	295	22,510	83,000	36,949	300,000	12%
2016	288	22,109	91,000	38,262	325,000	12%
2017	287	21,209	94,000	37,704	335,000	11%
2018	299	19,809	95,000	35,486	315,000	11%
2019	270	16,113	93,000	25,510	300,000	9%
2020	253	12,577	63,000	20,058	225,000	9%
2021	296	13,924	71,000		260,000	

\* Police-Reported Crash data and related % of claims with a corresponding police report for the most recent year are omitted until next year, when manual data entry will be finalized.

\*\* Police-Reported Crashes is calculated as the total number of unique motor vehicle crashes recorded in TAS. Since 2008, there have been several legislative changes regarding the reporting of motor vehicle crashes to/by a police officer. This has led to a decrease in the number of police-attended crash reports submitted to ICBC, particularly for crashes that do not involve fatalities.

\*\*\* As of September 2019, multiple counting of a small number of crashes has been adjusted. Crash counts for years 2013 or later may be slightly lower than previously published.

**Fatality:** Refers to a road user who dies within 30 days after an injury sustained in a crash involving at least one motor vehicle on a 'highway' as defined in the Motor Vehicle Act (largely any public roadway).

**Injury:** Refers to a road user who has reported any injury, at any level of severity, resulting from a motor vehicle crash occurring on a 'highway' as defined in the Motor Vehicle Act. This includes serious injuries where a road user was admitted to hospital for an overnight stay.

**Road User:** Refers to a driver, passenger, pedestrian or cyclist who is travelling on a 'highway' as defined in the Motor Vehicle Act.

**Data for the most recent year is preliminary and is subject to change.**

Data does not include crashes on roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Fatal victims of off-road snowmobile crashes, homicides, natural cause deaths, and suicides are also excluded.

The significant drop in fatal victims seen in 2020 is likely attributable in part to reduced traffic volumes related to the COVID-19 pandemic. Example dataset detailing the traffic reduction:

<https://theimtc.com/border-data/2021-traffic-volumes/>

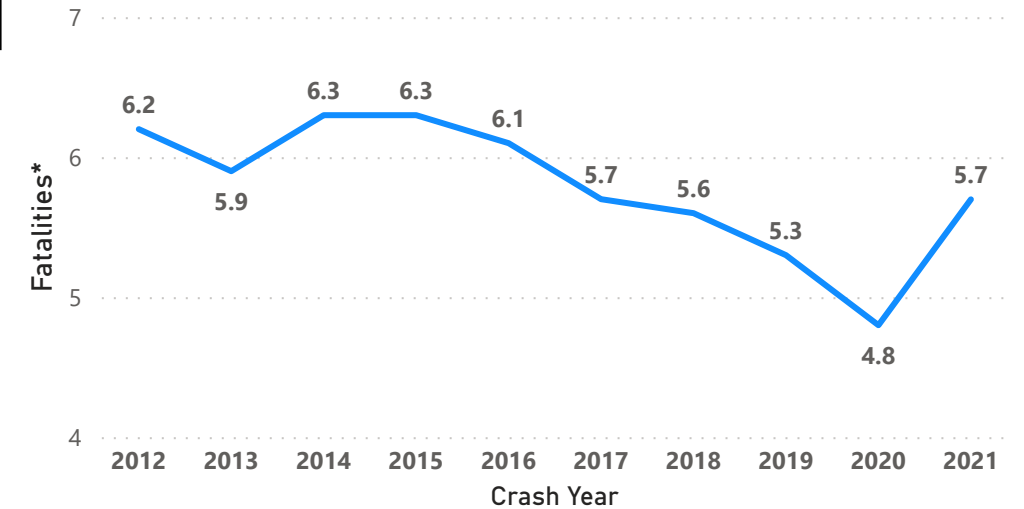
<https://maps.vancouver.ca/portal/home/search.html?t=content&q=tags%3A%22Traffic%20Counts%22>

# Road Safety Key Performance Indicators

**Table 2: Key Performance Indicators - Police-Reported Crashes**

Year	Per 100,000 population			Per 100,000 Licensed Drivers		
	Fatalities*	Injuries*	Crashes**	Fatalities per Licenced Drivers*	Injuries per Licenced Drivers*	Crashes per Licenced Drivers**
2012	6.2	444.5	780.0	8.8	629.1	1,108.8
2013	5.9	445.6	742.9	8.3	627.5	1,056.2
2014	6.3	455.5	743.4	8.9	644.7	1,066.8
2015	6.3	478.9	773.6	8.8	669.5	1,099.6
2016	6.1	463.0	787.4	8.5	644.1	1,118.5
2017	5.7	437.4	764.3	7.9	605.3	1,081.5
2018	5.6	393.4	707.4	8.0	555.7	1,002.7
2019	5.3	315.2	501.2	7.5	446.1	709.7
2020	4.8	243.1	389.7	6.8	344.0	550.4
2021	5.7	268.1		7.9	370.8	

**Figure 1: Fatalities per 100,000 Population, BC**



**Table 3: Fatality and Injury Rate Comparison with National, Provincial and Global Leaders**

Year	Fatalities per 100,000 population				Injuries per 100,000 population			
	BC	Canada*	Ontario*	Sweden***	BC Injuries	Canada Injuries*	Ontario Injuries*	Sweden Injuries***
2012	6.2	6.0	4.2	3.0	444.5	475.3	442.3	238.9
2013	5.9	5.5	3.5	2.7	445.6	470.2	440.4	210.1
2014	6.3	5.2	3.5	2.8	455.5	421.7	347.4	179.8
2015	6.3	5.2	3.6	2.6	478.9	451.6	401.1	199.4
2016	6.1	5.2	4.0	2.7	463.0	442.1	396.2	186.7
2017	5.7	5.0	4.1	2.5	437.4	421.9	362.2	194.3
2018	5.6	5.2	4.2	3.2	393.4	412.4	356.9	180.8
2019	5.3	4.7	3.9	2.1	315.2	374.5	318.2	171.6
2020	4.8	4.6	3.6	2.0	243.1	267.0	213.9	147.9
2021	5.7			2.0	268.1			152.4

\*Data from Transport Canada Annual Report: Canadian Motor Vehicle Traffic Crash Statistics. Except for the most recent year, which is calculated using TAS fatality and injury counts and BC stats population data.

\*\*Police-Reported Crash rate calculated using TAS data and BC Stats population data. Police-Reported Crash data for the most recent year is omitted until next year, when manual data entry will be finalized.

\*\*\*Sweden road safety data is provided by their government's Transport Analysis agency.

<https://www.trafa.se/en/road-traffic/road-traffic-injuries/>