

Motor Vehicle Related Crashes, Injuries and Fatalities 10-year Statistics for British Columbia, 2014-2023

RoadSafetyBC

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Introduction

This report presents police-reported data on motor vehicle crashes in British Columbia for the ten-year period 2014-2023. The report is updated every year and is valuable in measuring the province's progress towards achieving Vision Zero for fatalities and injuries.

The MV6020 form is the primary data source for this report. MV6020 forms are 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. The statistics for Canada and Ontario Fatal Victims per 100,000 population is from [Transport Canada](#).

Police-reported TAS data only represents the most serious motor vehicle crashes. ICBC crash claims data represents nearly all crashes involving British Columbia road users. In the ten-year period between 2014-2023, there were an average of 292,700 ICBC reported crashes per year. Police completed MV6020 forms for approximately 10% of all motor vehicle crashes.

Various factors influence road safety data such as legislative and policy changes, the total number of vehicle kilometers driven and licensed drivers, enforcement practices and policies, seasonal weather, road conditions and roadway characteristics and design.

Additional Information:

- Data is as of **December 20, 2024**.
- 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.
- Statistics on crash contributing factors, vehicle and occupant types are available on [ICBC's Quick Statistics](#).

Road Safety Summary

Table 1: Key Figures

| Year | Fatal Victims | 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 ** |
|------|---------------|---------------------------------------|-------------------------------------|----------------------------|---------------------------|--|
| 2014 | 289 | 21,200 | 83,000 | 35,000 | 280,000 | 13% |
| 2015 | 295 | 22,500 | 83,000 | 37,000 | 300,000 | 12% |
| 2016 | 288 | 22,100 | 91,000 | 38,300 | 325,000 | 12% |
| 2017 | 287 | 21,200 | 94,000 | 37,700 | 335,000 | 11% |
| 2018 | 299 | 19,800 | 95,000 | 35,500 | 316,000 | 11% |
| 2019 | 270 | 16,100 | 92,700 | 25,500 | 297,800 | 9% |
| 2020 | 253 | 12,600 | 63,600 | 20,000 | 225,000 | 9% |
| 2021 | 295 | 14,000 | 72,700 | 21,800 | 263,400 | 8% |
| 2022 | 304 | 12,800 | 70,300 | 20,200 | 291,400 | 7% |
| 2023 | 315 | 12,900 | 67,100 | 19,600 | 293,500 | 7% |

*, **, *** See Data Notes page for more detail.

Police-Reported Crash data for the most recent calendar year is omitted until manual data entry is finalized.

The significant drop in fatal victims seen in 2020 may be 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/> and <https://vancouver.ca/streets-transportation/traffic-count-data.aspx>.



Road Safety Key Performance Indicators

Table 2: Key Performance Indicators Police-Reported Crashes

| Per 100,000 Population | | | Per 100,000 Licensed Drivers | | | |
|------------------------|--------------------|----------------------|------------------------------|--------------------------------------|------------------------------------|---------------------------------|
| Year | Fatal Victims **** | Injured Victims **** | Crashes ** | Fatalities per Licenced Drivers **** | Injuries per Licenced Drivers **** | Crashes per Licenced Drivers ** |
| ▲ 2014 | 6.3 | 455.5 | 743.6 | 8.9 | 644.7 | 1,067.1 |
| 2015 | 6.3 | 478.9 | 774.6 | 8.8 | 669.5 | 1,101.1 |
| 2016 | 6.1 | 463.0 | 788.2 | 8.5 | 644.1 | 1,119.6 |
| 2017 | 5.7 | 437.4 | 764.8 | 7.9 | 605.3 | 1,082.2 |
| 2018 | 5.6 | 393.4 | 708.5 | 8.0 | 555.7 | 1,004.8 |
| 2019 | 5.3 | 315.2 | 500.5 | 7.5 | 446.1 | 709.1 |
| 2020 | 4.8 | 243.1 | 387.9 | 6.8 | 344.0 | 548.7 |
| 2021 | 5.7 | 269.9 | 419.0 | 7.9 | 370.8 | 580.7 |
| 2022 | 5.6 | 238.2 | 379.7 | 7.9 | 334.5 | 529.8 |
| 2023 | 5.7 | 233.7 | 355.1 | 7.9 | 334.5 | 501.7 |

** , **** See Data Notes page for more detail.

Police-Reported Crash data for the most recent calendar year is omitted until manual data entry is finalized.

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:

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Jurisdictional Rate Comparison

Table 3: Fatality and Injury Rate Comparison (National, Provincial and Global Leaders)

| Fatalities per 100,000 population | | | | | Injuries per 100,000 population | | | | |
|-----------------------------------|-----|--------------|-------------|---------|---------------------------------|-----------------------|----------------------|------------------|--|
| Year | BC | Ontario **** | Canada **** | Sweden^ | BC Injuries **** | Ontario Injuries **** | Canada Injuries **** | Sweden Injuries^ | |
| 2014 | 6.3 | 3.5 | 5.2 | 2.8 | 455.5 | 347.4 | 421.7 | 179.8 | |
| 2015 | 6.3 | 3.6 | 5.2 | 2.6 | 478.9 | 401.1 | 451.6 | 199.4 | |
| 2016 | 6.1 | 4.0 | 5.2 | 2.7 | 463.0 | 396.2 | 442.1 | 186.7 | |
| 2017 | 5.7 | 4.1 | 5.0 | 2.5 | 437.4 | 362.2 | 421.9 | 194.3 | |
| 2018 | 5.6 | 4.2 | 5.2 | 3.2 | 393.4 | 356.9 | 412.4 | 180.8 | |
| 2019 | 5.3 | 3.9 | 4.7 | 2.1 | 315.2 | 318.2 | 374.5 | 171.6 | |
| 2020 | 4.8 | 3.6 | 4.6 | 2.0 | 243.1 | 213.9 | 267.0 | 147.9 | |
| 2021 | 5.7 | 3.8 | 4.7 | 2.0 | 269.9 | 216.4 | 284.0 | 152.4 | |
| 2022 | 5.6 | 4.0 | 5.0 | 2.2 | 238.2 | 235.5 | 305.2 | 145.0 | |
| 2023 | 5.7 | | | 2.2 | 233.7 | | | 139.4 | |

****, ^ See Data Notes page for more detail.

Data Notes

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). NOTE: Efforts are made to reconcile Traffic Accident System (TAS) data with BC Coroners Service data. Fatality data may differ between TAS and the Coroners Service because 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.

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.

* Raw data rounded to the nearest hundred.

** Raw data rounded to the nearest hundred. 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. Crash counts in the most recent year are not included to allow time for data entry and settling.

*** Raw data rounded to the nearest hundred. As of September 2019, multiple counting of a small number of crashes has been adjusted. Crash counts for years 2014 or later may be slightly lower than previously published.

**** Data from Transport Canada Annual Report: Canadian Motor Vehicle Traffic Crash Statistics. Except for BC Injuries which is calculated using TAS fatality and injury counts and BC stats population data. Data for 2023 are unavailable for Canada and Ontario at this time.

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

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