

BC Enhanced Traffic Enforcement Program

ANNUAL REPORT 2021

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 2021 Enhanced Traffic Enforcement Program Annual Report, an overview of enhanced traffic enforcement activities targeting our province's top road safety priorities.

The past year was particularly challenging for the province as well as the partners within the provincial Enhanced Traffic Enforcement Program (ETEP). Together, we continued to navigate the impacts of COVID 19 on traffic enforcement and our travelling public, while facing unprecedented forest fire and weather-related events. Throughout the succession of provincial emergencies, ETEP relied upon clear strategic direction and a resilient operational framework to deliver on enhanced traffic's enforcement top goals, including:

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

Effective strategic partnerships proved invaluable to our ongoing road safety efforts as throughout a challenging year, law enforcement found themselves facing shifting pandemic and public safety pressures. While provincial violation outputs declined overall in 2021, enhanced enforcement's contribution to the provincial effort remained consistent.

I want to sincerely acknowledge the valiant efforts that BC traffic enforcement officers, communities and citizens dedicate every day to reducing traffic serious injuries and saving lives. The work of ETEP supports *BC's Road Safety Strategy 2025*. This framework supports a vision for working together to reduce fatalities and serious injuries, but it can only be achieved by the continued efforts of all partners.

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.

Honourable Mike Farnworth

Minister of Public Safety and Solicitor General

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 2021/22, ICBC's MOU contribution was \$26.4 million for enhanced targeted enforcement. The federal government contributed an additional \$10.5 million to the operational policing portion of the ETEP budget, resulting in a total of \$36.9 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 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).

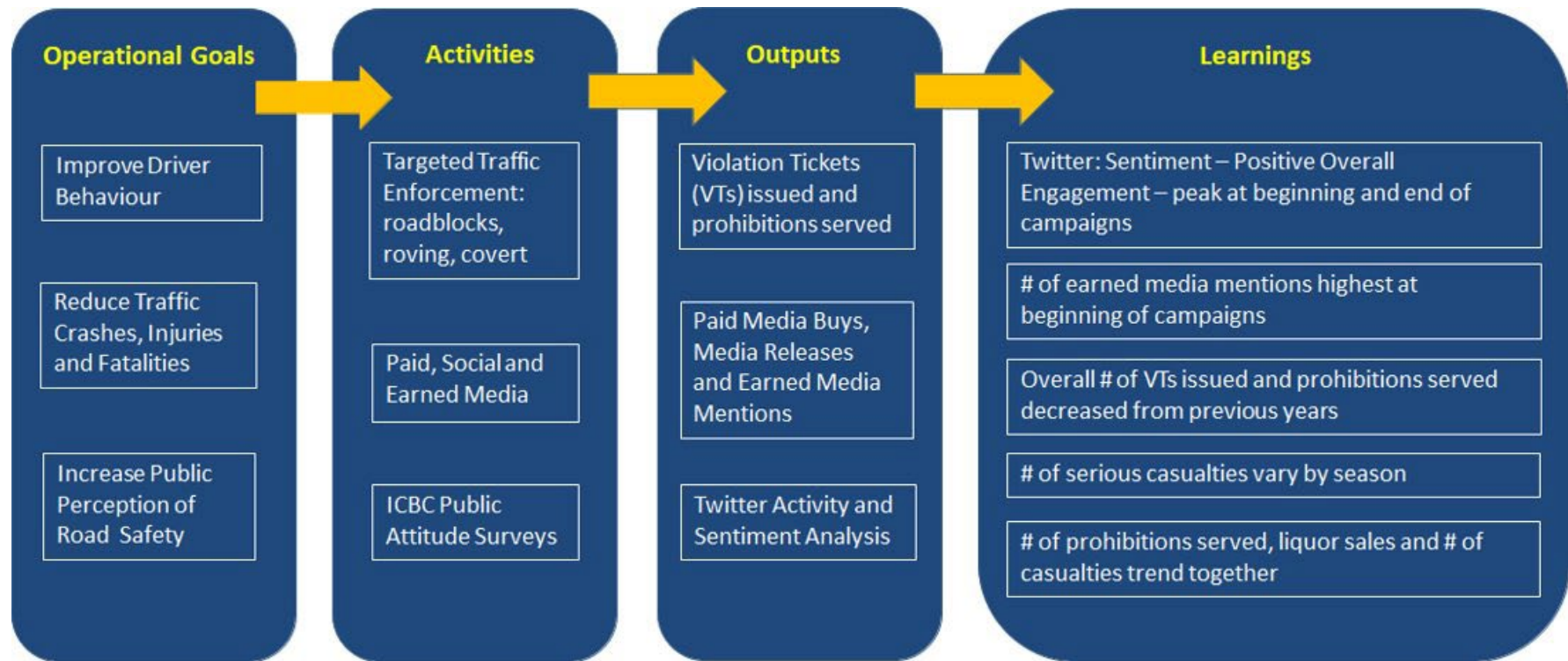
Value Logic Model (VLM)

The VLM Working Group (WG) completed the first iteration of the model in 2021. The WG built a series of dashboards to monitor outputs and to establish a baseline from the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC) traffic enforcement campaigns.

Some highlights from the post-campaign analysis include:

- while several violation types are considered high-risk behaviours in each campaign, specific violation types are charged more often than others;
- after observing a decrease in violation tickets (VTs) issued in the middle of a campaign, a communication from commanders to officers resulted in an immediate increase in VTs issued;

- earned media mentions are highest at the beginning of each campaign; and
- Twitter engagement varies throughout the month and by campaign, but sentiment is positive overall.



For future iterations of VLM, the WG proposes to explore possible relationships between enforcement outputs (e.g. VTs, visible enforcement hours), the public perception of driving in a high risk manner (e.g. surveys, education, media buys), and serious injuries, fatalities and collisions.

The WG also proposes exploring other ETEP program areas, such as training and other integrated units, to see if there are insights that can be gained from tracking activity data within the VLM.

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 accompany the month-long campaigns to help raise public awareness that police are targeting high-risk driving behaviours.

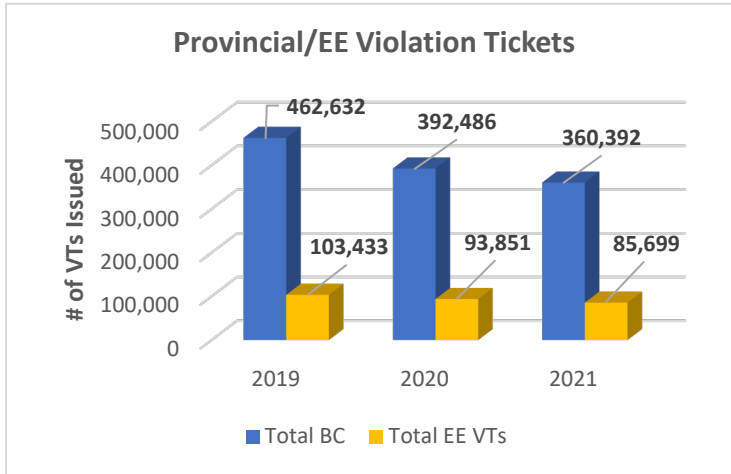
2021	Campaign
March 1 - 31	Distracted Drivers Campaign Occupant Restraint Campaign
May 1 - 31	High-Risk Driving Campaign
July 1 - 31	Summer Impaired Driving Campaign (Alcohol/Drugs)
September 1 - 30	Distracted Drivers Campaign Occupant Restraint Campaign
October 1 - 31	Drive Relative to Conditions Campaign (Speed/Pedestrian)
December 1 - 31	Winter Impaired Driving Campaign (Alcohol/Drugs)

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 RCMP initiative called the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to RCMP units specifically for targeted traffic enforcement. The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as 'enhanced enforcement' (EE). EE targets dangerous driving behaviours that contribute to the majority of fatal and serious injury traffic collisions. Targeted enforcement priorities include speeding, distracted driving, offences at intersections, unrestrained occupants and impaired driving.

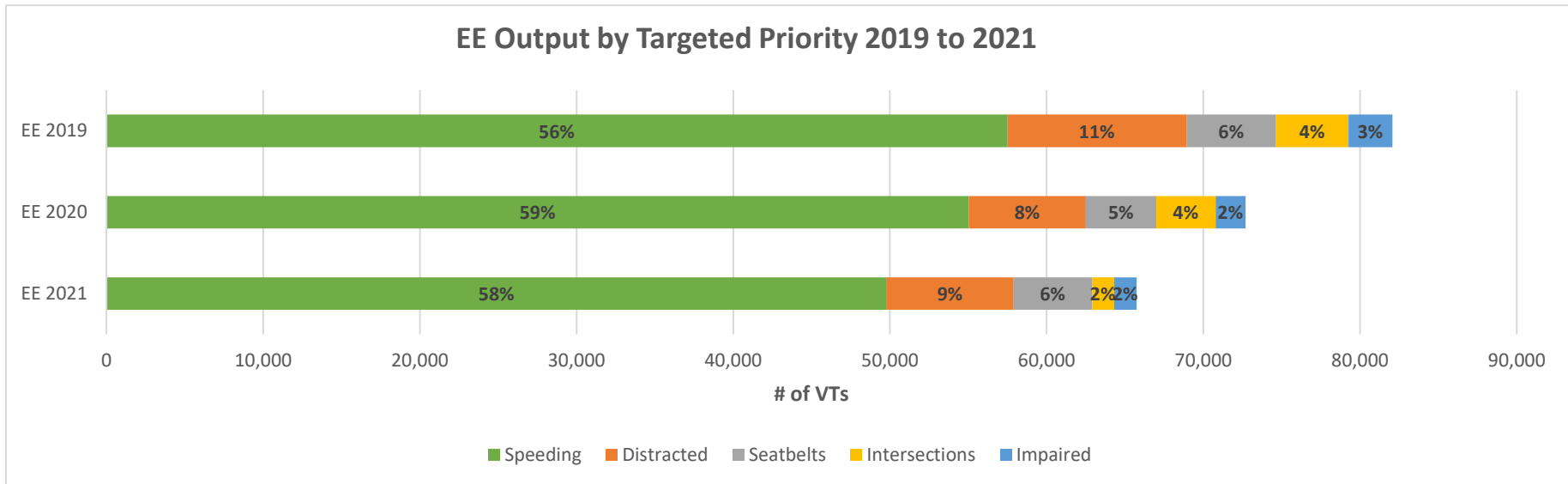
Enhanced Enforcement ¹ Contribution to Provincial ² Violation Ticket Output



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

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

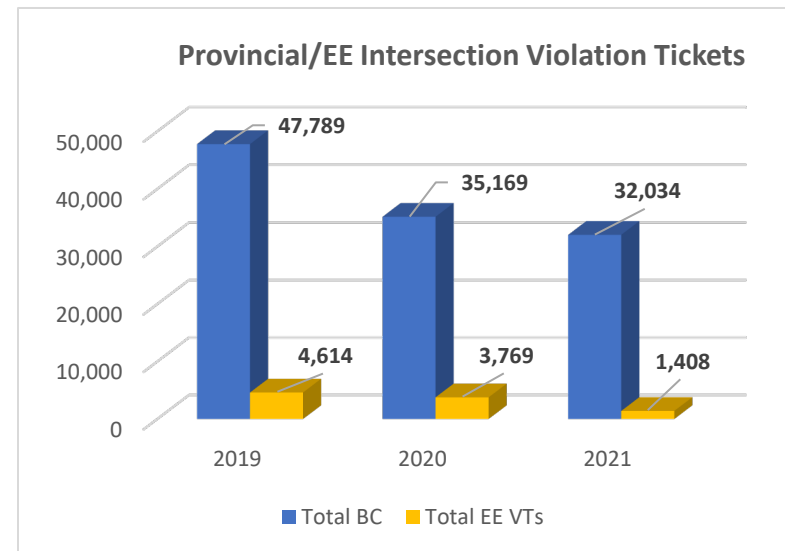
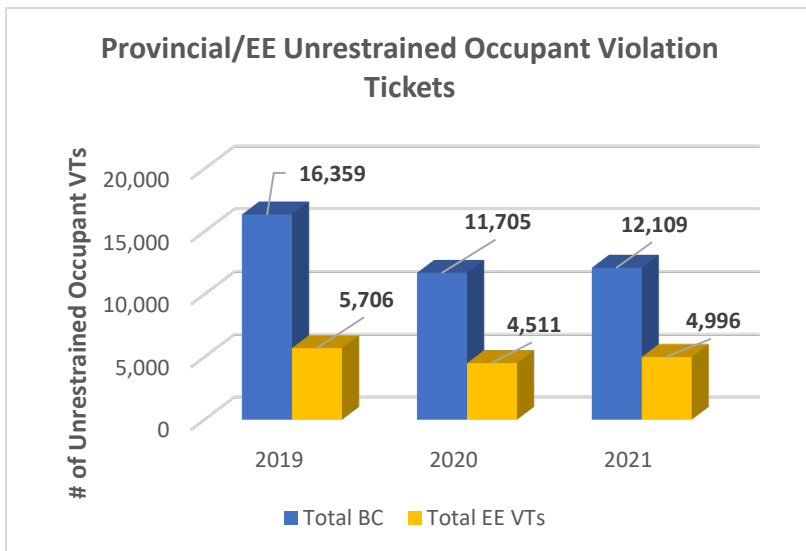
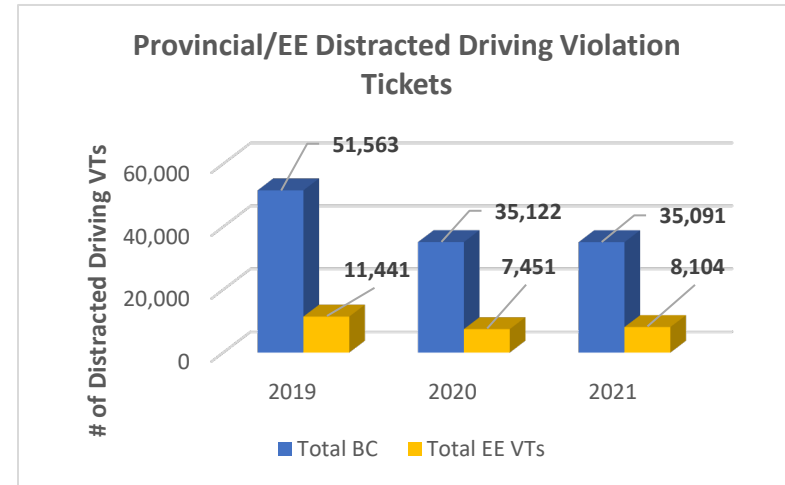
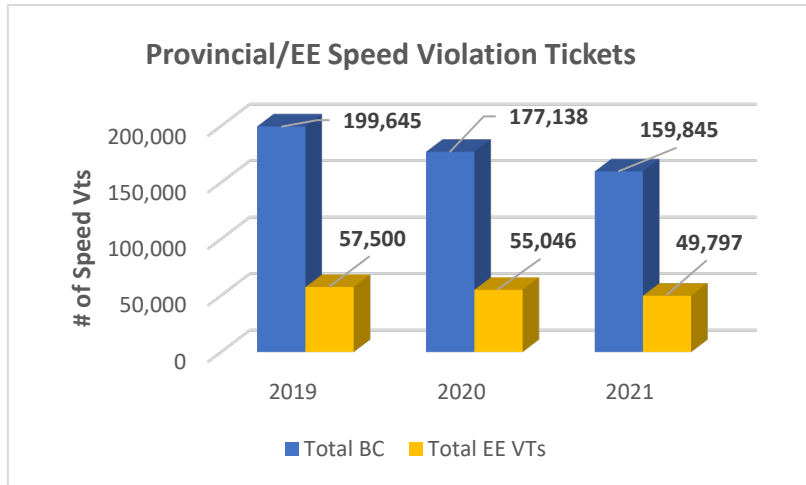
Enhanced Enforcement Output by Targeted Priority

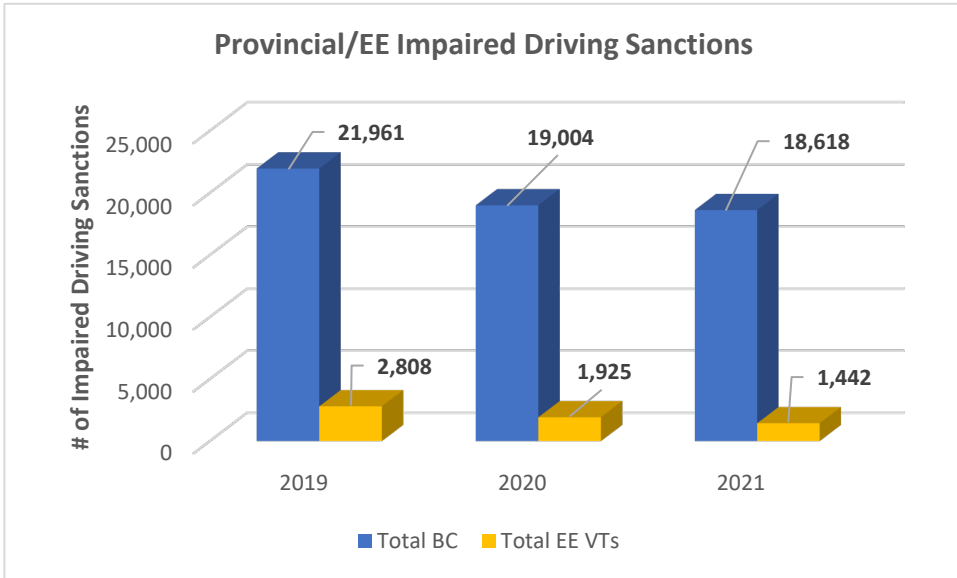


¹ EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.

² 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





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

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. The unit is comprised of experienced subject matter experts in impaired driving investigations who oversee the training and quality of impaired driving enforcement in BC.

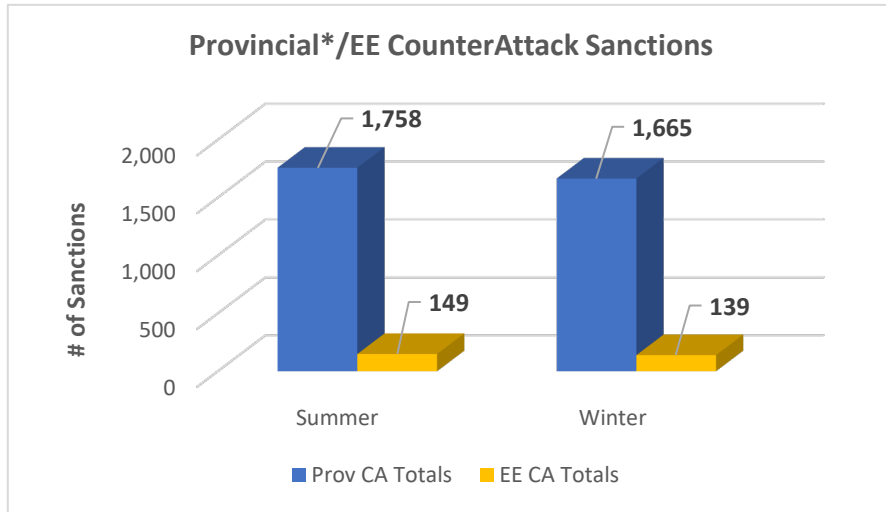
1 Canada's top producing police unit for 2021 in operational DRE evaluations completed.

1 First police unit in Canada to be approved by the International Association of Chiefs of Police (IACP) to conduct DRE training with COVID-19 protocols.

977 Number of operational DRE evaluations reviewed by IIDU to ensure they meet IACP standards.

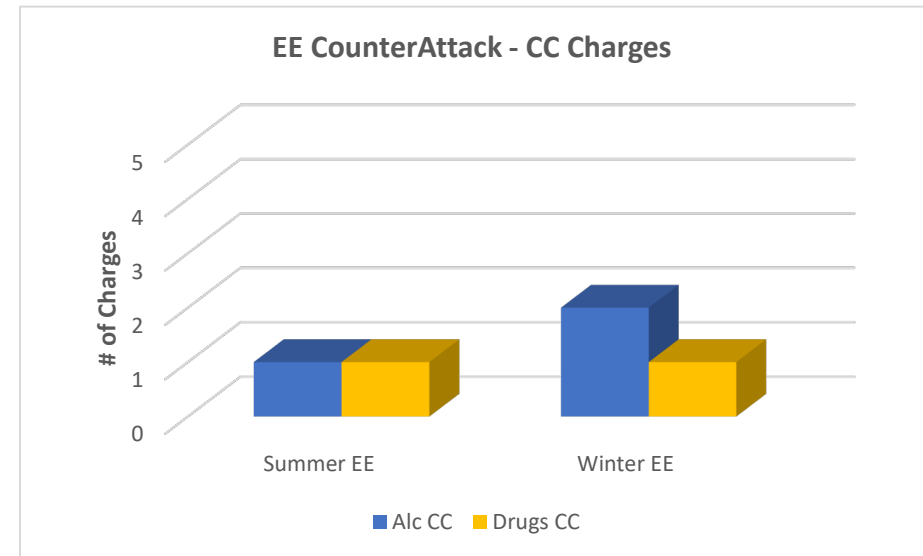
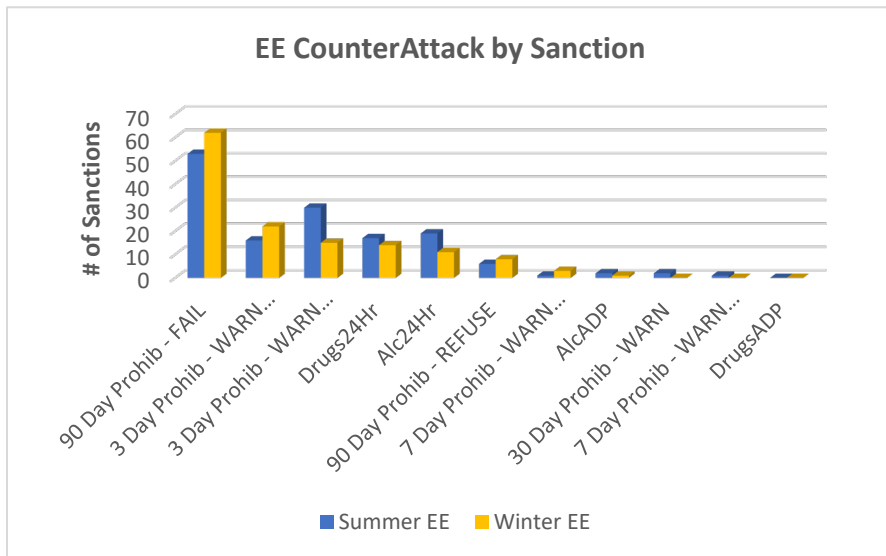
CounterAttack

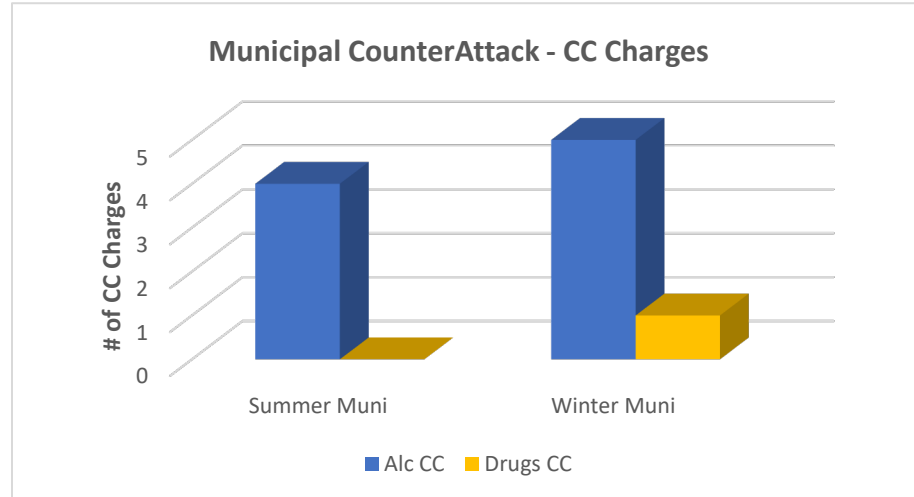
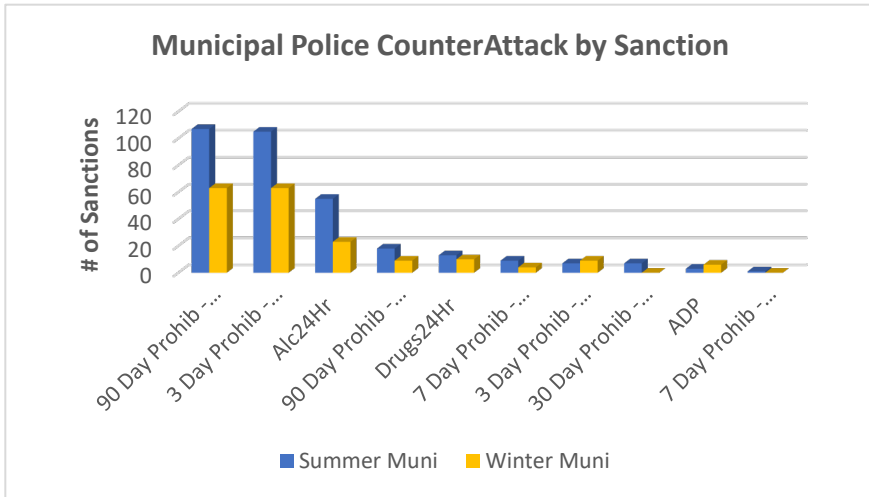
ETEP supports provincial road safety priorities and police efforts to target impaired drivers through dedicated police resources and overtime funding to police for Summer and Winter CounterAttack campaigns.



EE % Contribution to Provincial Total	
Summer	8%
Winter	8%

* Provincial data for this visual was retrieved from the Vehicle Impound Production System (VIPS) on January 6, 2022.





Justice Institute of British Columbia (JIBC)

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

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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.

Automated Licence Plate Recognition

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	2019	2020	2021
Number of plates read	4,254,949	5,613,074	5,402,695
Number of hits	60,296	82,364	144,851
Number of hits responded to ³	11,831	14,372	19,444
Number of charges ⁴ and enforcement actions ⁵	5,052	4,914	4,853

Top Three Charges		Top Three Enforcement Actions	
No Driver's Licence	43%	Serve Driving Prohibition	46%
No Insurance	30%	Vehicle Impound	23%
Driving While Prohibited	15%	Notice and Orders	10%

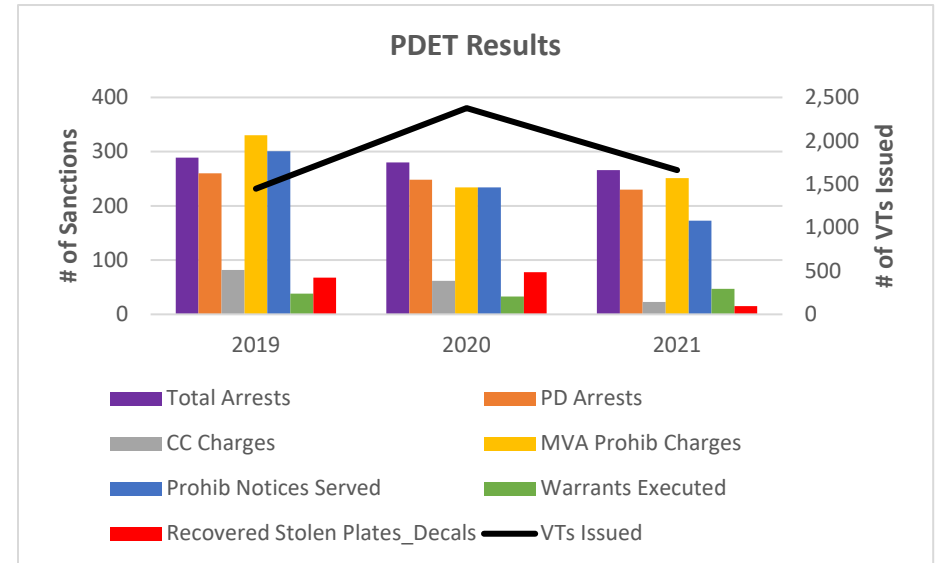
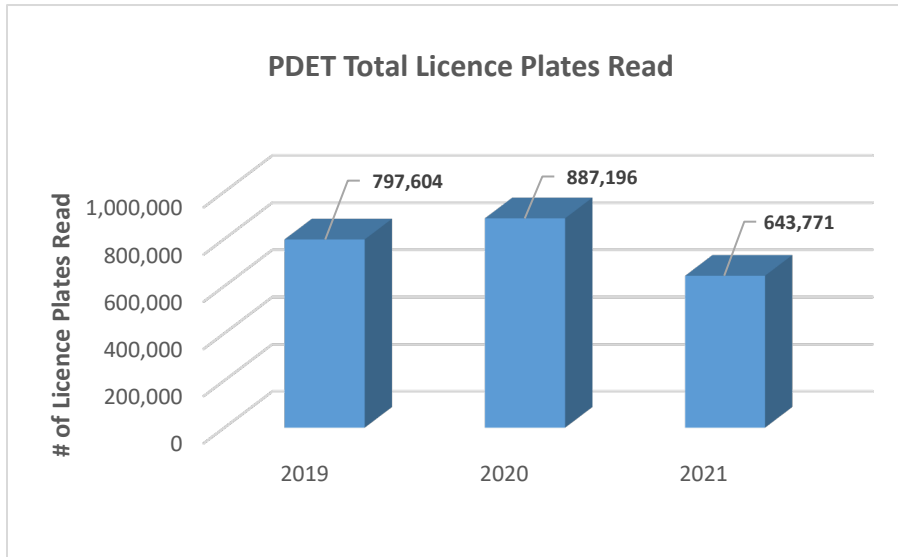
³ Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the CC and/or MVA. Not every response results in an enforcement action or a charge being laid.

⁴ A 'charge' is laid pursuant to the CC and/or the MVA.

⁵ 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.

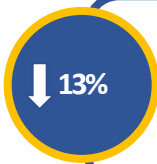
Prohibited Driver Enforcement Team (PDET)

A specialized team of IRSU officers who use ALPR technology to target high-risk prohibited/suspended drivers, who are at a higher risk of being involved in at-fault crashes. Removing these sanctioned drivers from our roadways helps make BC communities and roads safer.



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

IMPACT is an integrated team of 18 specialized auto theft police investigators who develop innovative strategies to reduce vehicle crime in BC. While the COVID-19 pandemic interrupted many regular enforcement practices, IMPACT persevered as its members continued to be out on the road combatting auto crime.



Percentage decrease from 2020 in theft from auto incidents reported in BC.



This year's theme was "Keep in mind, what you leave behind" a reminder to think about how you leave your vehicle after you park it.

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	2019	2020	2021
IMPACT and Bait Car Arrests	139	85	81
Stolen Vehicle Recovery	203	172	106