

BC Enhanced Traffic Enforcement Program ANNUAL REPORT 2022

A partnership between RoadSafetyBC, the Insurance Corporation of British Columbia, "E" Division Royal Canadian Mounted Police & Independent Municipal Police

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Glossary

ACEM	Auto Crime Enforcement Month	IACP	International Association of Chiefs of Police
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	JFO	Joint Force Operation
BCHP	British Columbia Highway Patrol	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	VIPS	Vehicle Impound and Prohibitions System
ICBC	Insurance Corporation of British Columbia	VT	Violation Ticket

Minister's Message



It is my pleasure to present the 2022 Enhanced Traffic Enforcement Program Annual Report, an overview of enhanced traffic enforcement activities targeting our province's top road safety priorities.

The past year continued to be challenging for the province, police and partners within the provincial Enhanced Traffic Enforcement Program (ETEP). Together, we continued to navigate the impacts of COVID, major forest-fire and weather events on our travelling public, as well as police resourcing pressures on traffic enforcement. Throughout this ongoing change, ETEP relied upon its robust governance, clear strategic direction and a resilient operational framework to help:

- reduce incidents of high-risk driving and dangerous road user behaviours, including distracted driving, speeding, and alcohol and drug impaired driving,
- minimize the impact of vehicle crimes,
- support road user behavioural change, and
- foster improved communication and collaboration.

Effective strategic partnerships, such as ETEP, are invaluable to addressing our ongoing road safety efforts. While provincial violation outputs declined overall in 2022, enhanced enforcement's contribution to the provincial traffic effort remained strong, strategic and consistent. In the past year, the Fraser Coast Integrated Road Safety Unit was successfully relocated and fit up, ahead of time and under budget.

In 2022, the Insurance Corporation of British Columbia and the Province successfully renegotiated a new three-year funding agreement to support ETEP's ongoing vision of road safety excellence through partnerships, strategic enforcement and innovation.

I want to sincerely acknowledge the vital efforts that BC traffic enforcement officers, communities and citizens dedicate every day to road safety. Your work directly advances *BC's Road Safety Strategy 2025* of working together to reduce fatalities and serious injuries.

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 dedicated 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 2022/23, ICBC's MOU contribution was \$24.5 million for enhanced targeted enforcement. The federal government contributed an additional \$9.7 million to the operational policing portion of the ETEP budget, resulting in a total of \$34.2 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)

VLM

The VLM Working Group works with an interdisciplinary team to develop and deliver pre- and post-enforcement campaign analytics, assist police and partners in their planning and operations. In 2022, the working group plotted police-reported crashes along with historical campaign enforcement outputs, providing insights to help enforcement optimize efforts with crash times and locations. Partners also worked together to coordinate road safety messaging and boost the general deterrence value of targeted traffic enforcement.

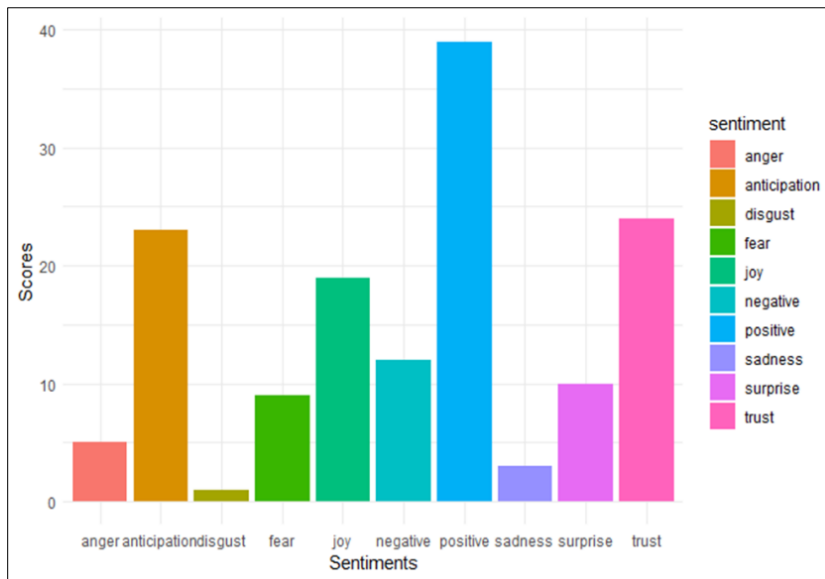
BC Association of Chiefs of Police Provincial Enforcement Campaign Calendar

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, audio streaming ads, and social media messaging accompany the month-long campaigns to help raise public awareness that police are targeting high-risk driving behaviours.

2022	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)

Social Media Tracking Insights



Basic analysis shows public sentiment to BCACP road safety messaging is affirmative overall. Top sentiments are positive, trust, anticipation and joy.

Sentiments change throughout campaigns, depending on the crash picture, weather, and social factors.

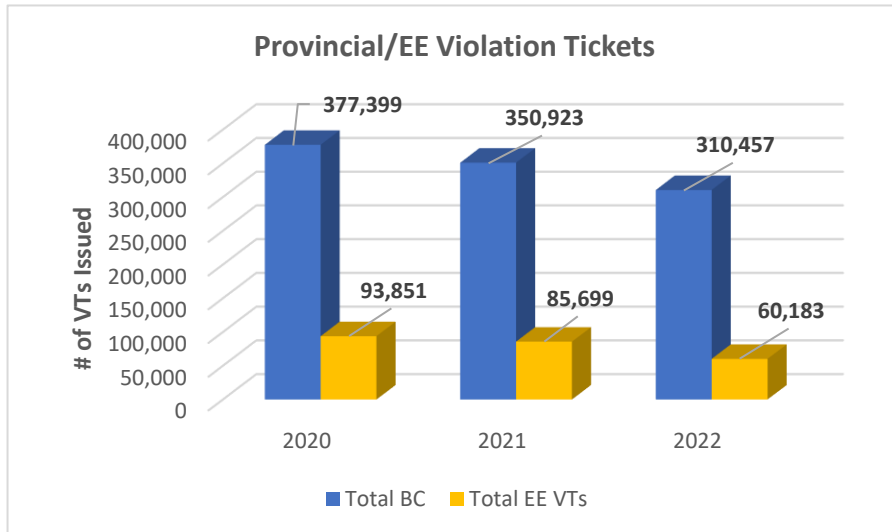
Figure (left): Twitter Sentiment to Traffic Enforcement Social Media

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. IRSU officers enhance existing baseline traffic enforcement above and beyond regular traffic services funded through police.

In addition to IRSUs, the MOU provides overtime funding through a separate, dedicated RCMP arrangement 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: speeding, distracted driving, offences at intersections, unrestrained occupants and impaired driving.

Enhanced Enforcement ¹ Contribution to Provincial ² Violation Ticket Output



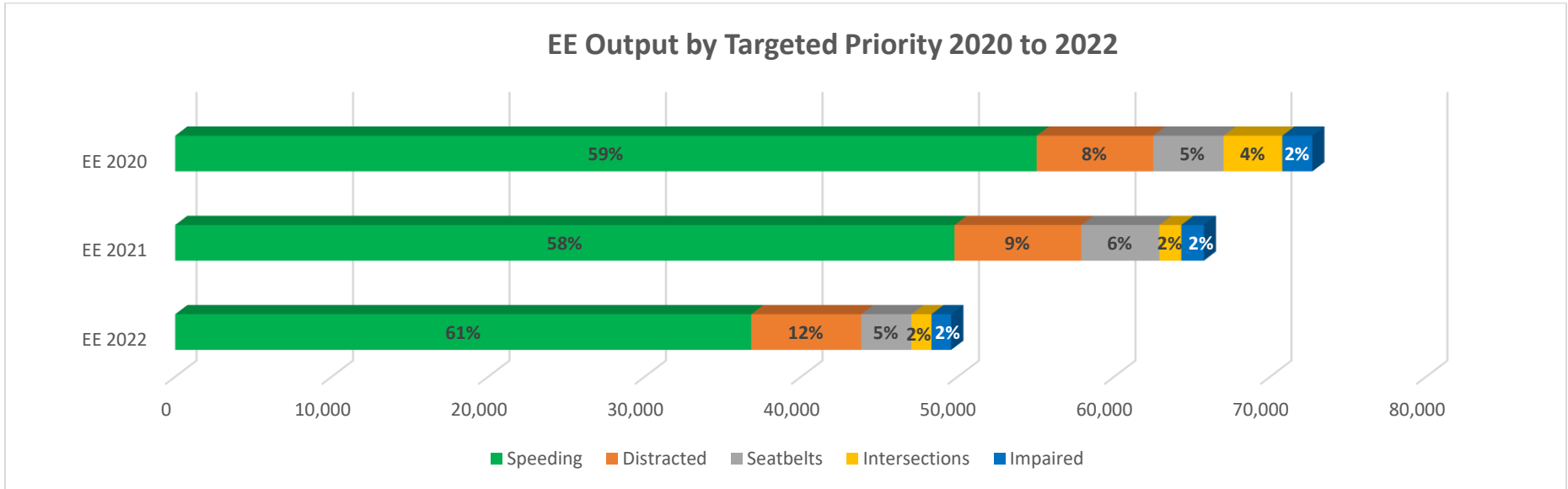
The contribution of Enhanced Enforcement (EE) is regularly compared to the overall provincial output of violation tickets issued by all police services.

Percentages in the graph (left) are contributions by targeted enforcement priority to total EE enforcement effort.

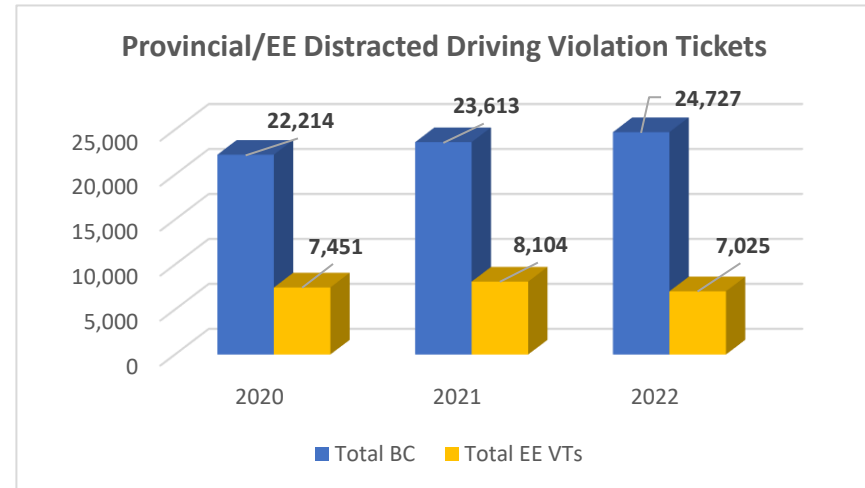
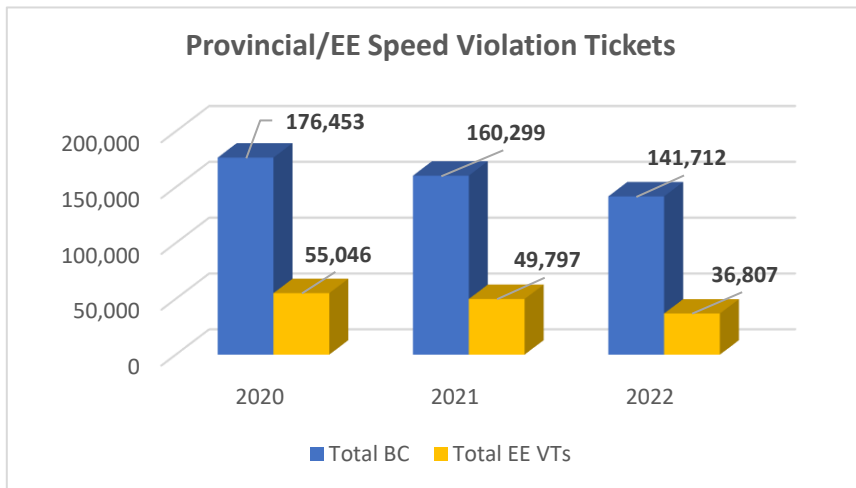
¹ EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.

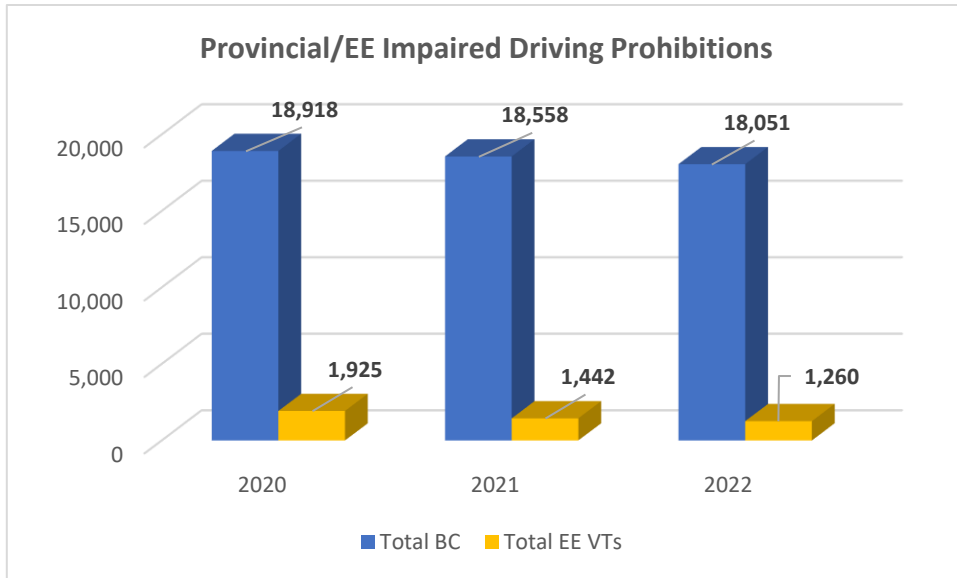
² Provincial data is retrieved from ICBC’s Business Information Warehouse (“Contraventions Report”) and is current as of March 31, 2023.

Enhanced Enforcement Output by Targeted Priority



EE Contribution by Targeted Dangerous Driving Behaviours

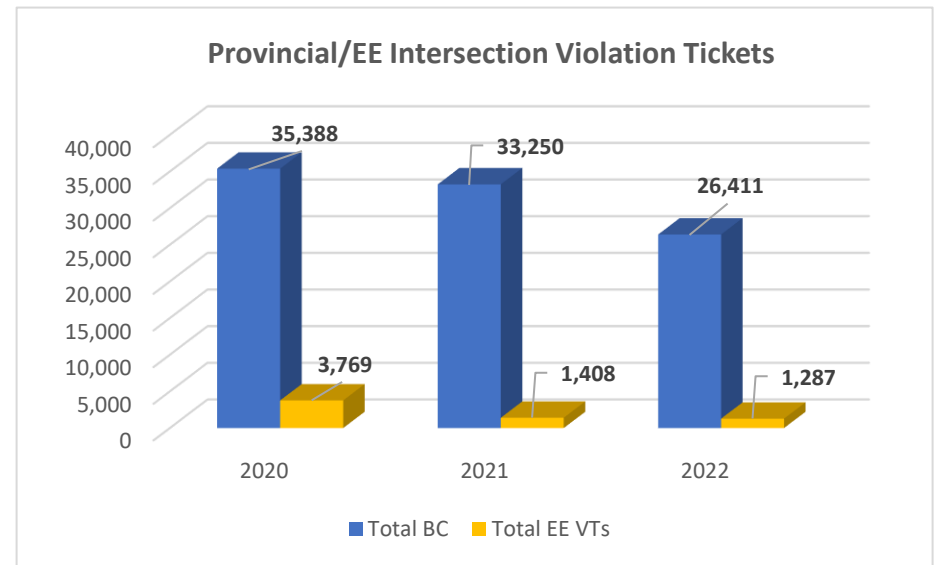
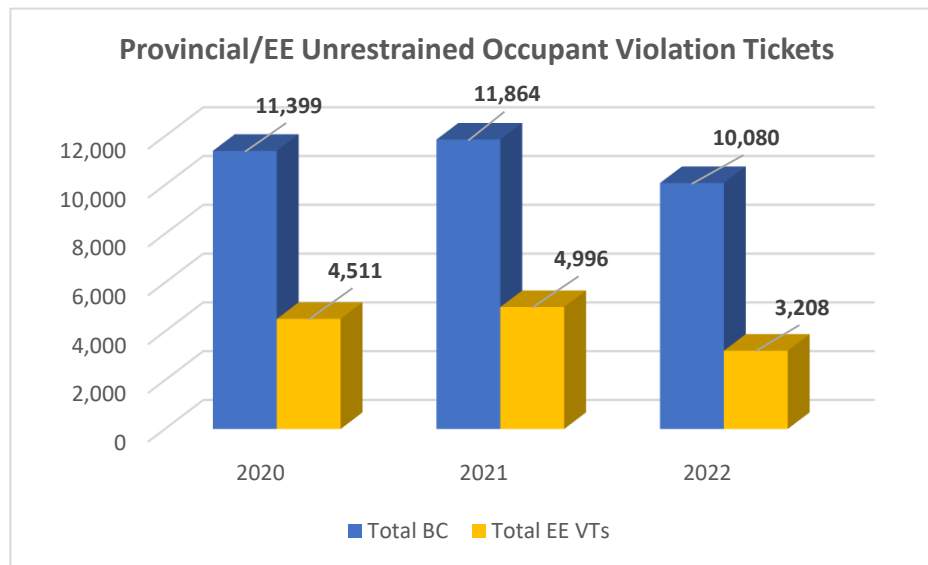




Impaired driving prohibitions include: Immediate Roadside Prohibitions (IRPs), Administrative Driving Prohibitions (ADPs) and *Criminal Code* (CC) offences for both alcohol and drugs.

Lower violation tickets in 2022 are generally believed to be affected by challenging police resourcing levels across BC. Violation ticket outputs are also impacted by traffic volumes, road and weather conditions, targeted driving behaviours, regional crash activity and enforcement priorities.

Road safety partners participating in ETEP's Value Logic Model Working Group continue to study the impacts of enforcement, supported by targeted public awareness and engagement.



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.

540

Number of operational DRE evaluations reviewed by IIDU to ensure they meet IACP standards. 424 of these found poly drug use. The two most common detected drug categories are Narcotic Analgesics and Central Nervous System Stimulants.

35

Number of DRE training courses delivered by IIDU to frontline police officers: 1 DRE instructors' course, 2 DRE courses and 32 DRE recertification courses.

30

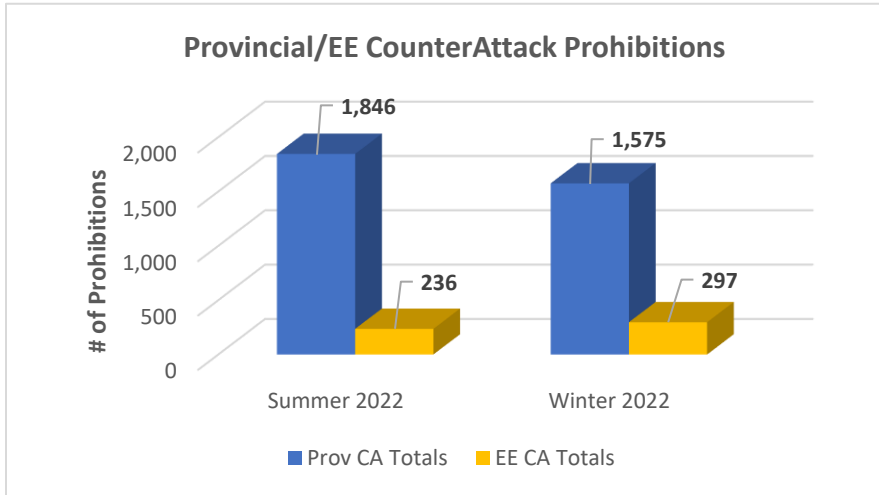
Number of other impaired driving lectures and training sessions delivered by IIDU to frontline police officers, including 19 ASD courses.

11

Number of SFST training courses delivered by IIDU to frontline police officers: 1 SFST instructors' course and 10 SFST courses training 150 students.

CounterAttack

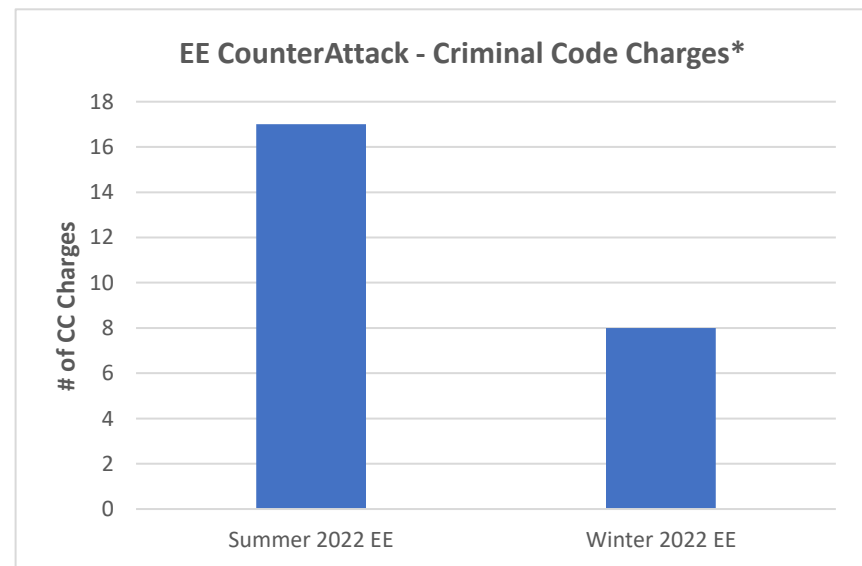
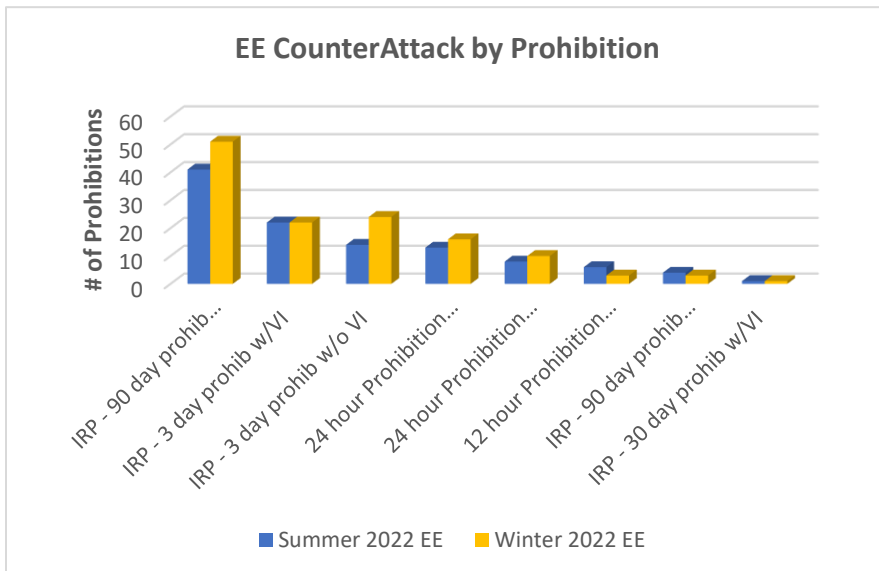
ETEP supports provincial road safety priorities and police efforts to target impaired drivers through dedicated police resources and overtime funding to police for Summer and Winter CounterAttack campaigns.

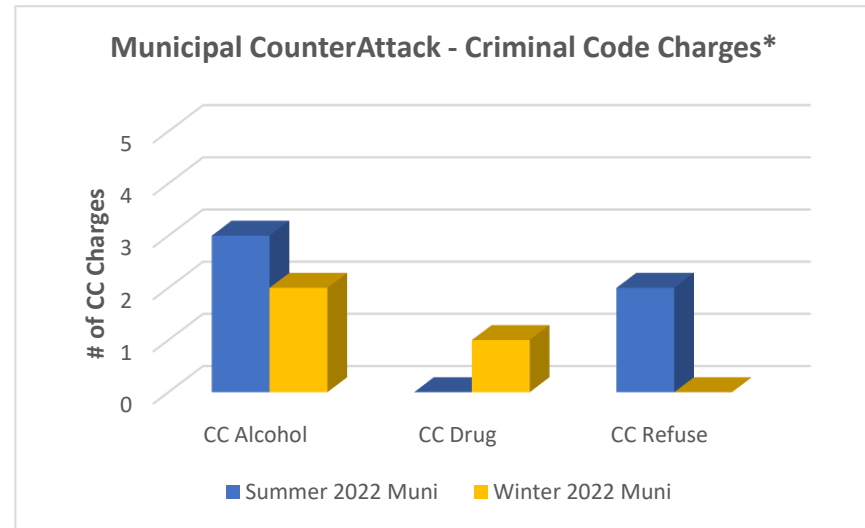
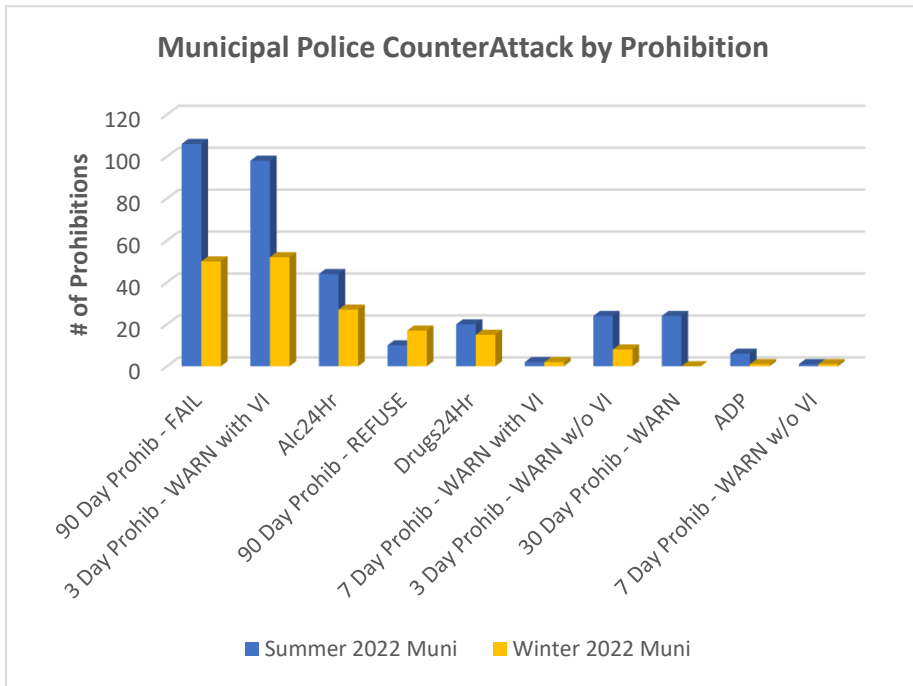


EE % Contribution to Provincial Total
Summer: 13%
Winter: 19%

Data sources for this section:
 Provincial Sanctions: VIPS
 Municipal Sanctions: CounterAttack Road Check Reports

* All CC charges forwarded to Crown Counsel by Enhanced Enforcement for charge approval in the months of July and December 2022, including non-impaired driving charges.





*All impaired driving CC charges forwarded to Crown Counsel by municipal police agencies for charge approval during CounterAttack enforcement campaigns conducted with dedicated OT funding from ETEP.

Justice Institute of British Columbia (JIBC)

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

71

The number of police officers that accessed ETEP-funded training in the areas of BAC testing 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	2020	2021	2022
Number of plates read	5,613,074	5,402,695	4,907,423
Number of hits	82,364	144,851	116,291
Number of hits responded to ³	14,372	19,444	12,922
Number of charges ⁴ and enforcement actions ⁵	4,914	4,853	3,634

Top Three Charges		Top Three Enforcement Actions	
No Insurance	39%	Serve Driving Prohibition	35%
No Driver's Licence	34%	Vehicle Impound	25%
Driving While Prohibited	16%	Notice and Orders	13%

In March 2022, ICBC announced a one-time investment of up to \$1 million to enhance and modernize the ALPR program. Municipal Police Departments, Transit Police, and RCMP will be provided with the opportunity to access funds to purchase ALPR system(s) and upgrade current system(s). RCMP will also receive funding to upgrade the current ALPR infrastructure.

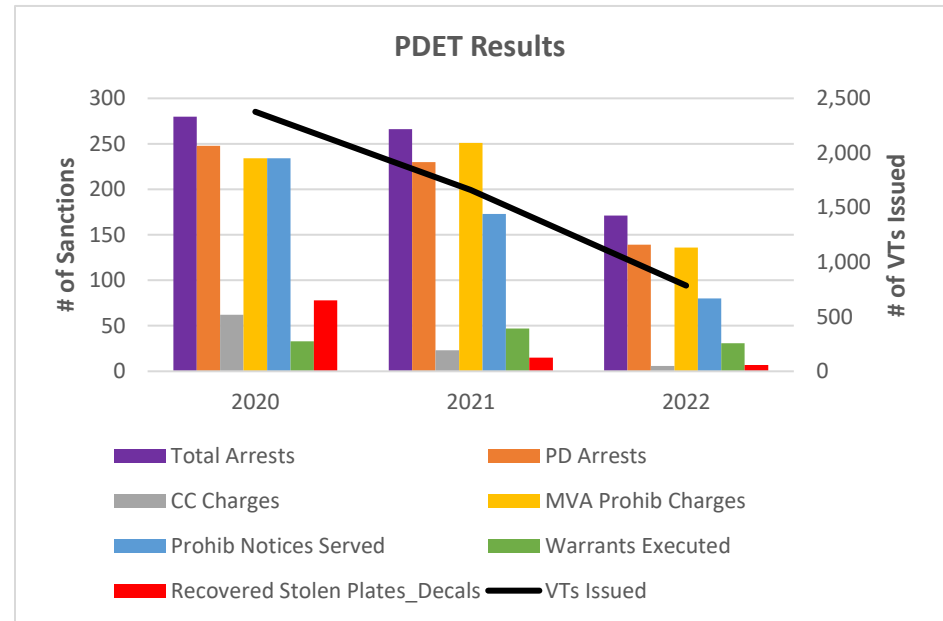
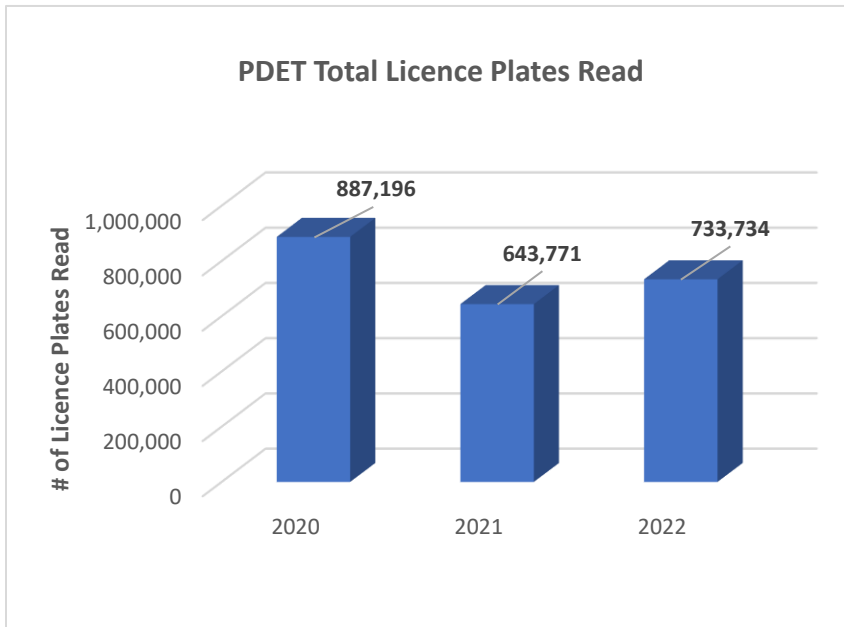
³ Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the *CC* and/or *MVA*. Not every response results in an enforcement action or a charge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

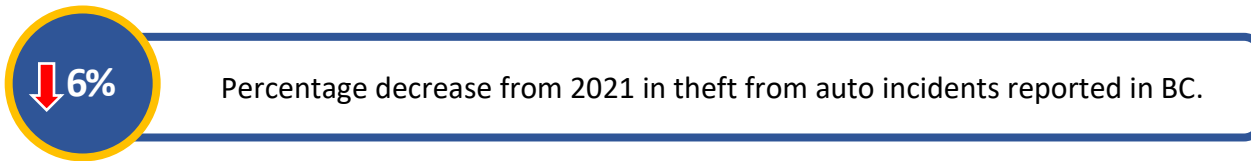
A specialized team of IRSU officers who use ALPR technology to target high-risk prohibited/suspended drivers, who are at a higher risk of being involved in at-fault crashes. Removing these sanctioned drivers from our roadways helps make BC communities and roads safer.



Three-day operation joint **with South Coast BHP and Sunshine Coast RCMP**. Arrested four MVA prohibited drivers, one MVA suspended driver, one CC prohibited driver, one CC breach charge and serve four driving prohibitions.

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

IMPACT is an integrated team of specialized auto theft police investigators who develop innovative strategies to reduce vehicle crime in BC. IMPACT conducted several significant projects, highlighted by identifying and emerging trend of sophisticated technology-based thefts which resulted in numerous arrests and the recovery of millions of dollars in stolen luxury vehicles destined to be exported from the country.



ACEM 2022 This year’s theme was “Be Car Smart”, a reminder to drivers to take necessary precautions to make sure their vehicles are locked, secured and unattractive targets for auto crime offenders.

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	2020	2021	2022
IMPACT and Bait Car Arrests	85	81	84
Stolen Vehicle Recovery	172	106	136

2022 Cops for Cancer Tour de Coast

As part of 2022's Cops for Cancer Tour de Coast community stops, a "hirsute" group of RoadSafetyBC colleagues in Richmond shaved their heads, beards and cut hair for a wig donation to help the tour group raise funds to support the Canadian Cancer Society.

The Intersection Safety Camera Program (ISC) Unit, ETEP Unit and ICBC staff invited all tenants in the Richmond commercial office complex to watch the hair fall, make a donation, throw down on a variety of road safety-themed gift baskets and cheer on the riders who remind us that cancer touches all of us in various ways.

Donations also support [Camp Goodtimes](#), a place where kids with cancer get to just be kids.

