2003 NWT Traffic Collision Facts

Department of Transportation
Road Licensing and Safety Division
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Acknowledgements

This report was prepared by the Road Licensing and Safety Division of the Department of Transportation, Government of the Northwest Territories, in cooperation with the Transportation Planning and Policy Division.

If you have any comments or questions related to the content of this report, please contact the Road Licensing and Safety Division at telephone (867) 873-7406, or by facsimile at (867) 873-0120.

2003 QUICK FACTS REPORT

2003 Compared to 2002

	2002	2003	% Change
PROPERTY DAMAGE ONLY COLLISIONS	650	686	5.5
PERSONAL INJURY COLLISIONS	154	130	-15.6
FATAL COLLISIONS	3	3	0.0
TOTAL REPORTED COLLISIONS	807	819	1.5
NUMBER OF PERSONS KILLED	3	3	0.0
NUMBER OF PERSONS INJURED	232	172	-25.9
NWT HIGHWAY SYSTEM COLLISIONS	187	175	-6.4
RURAL COLLISIONS	11	15	36.4
COLLISIONS IN COMMUNITIES	609	629	3.3
REGISTERED VEHICLES	28,856	29,106	0.9
LICENSED DRIVERS	23,223	24,040	3.5
NWT POPULATION [1]	41,400	41,900	1.2
COLLISIONS PER 100 LICENSED DRIVERS	3.48	3.41	-2.0
COLLISIONS PER 100 REGISTERED VEHICLES	2.80	2.81	0.6
COLLISIONS PER 100 POPULATION	1.95	1.95	0.3
COLLISIONS INVOLVING ALCOHOL	67	54	-19.4

[1] 2002 and 2003 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2004.

Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. This information is obtained from the motor vehicle collision (MVA) report forms that are completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the *Motor Vehicles Act*.

TCIS provides valuable information for many traffic collision countermeasure programs. TCIS, the MVA report form, and various collision publications are administered by the GNWT Department of Transportation, Road Licensing and Safety Division. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete MVA forms from their collision investigations.

TCIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of $1,000 in property damage. TCIS only records reportable motor vehicle collisions which occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

INCIDENT - Any set of events not under human control which includes at least one occurrence of injury or damage. It originates when human control is lost and terminates when control is regained, or in the absence of persons who are able to regain control when all persons and property are at rest.

Excluded are events which are known to be the result of deliberate intent, legal intervention or natural disasters. As an example, if a vehicle catches fire due to mechanical failure and the driver is able to stop the car, this is not a traffic collision because control of the vehicle was never lost.

VEHICLE - is any vehicle designed to travel on land that is drawn, propelled or driven by any kind of power, including muscular power, but does not include a device designed to run exclusively on rails.

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include:

(a) an aircraft or a marine vehicle,
(b) a device that runs or is designed to run exclusively on rails,
(c) a mechanically propelled wheelchair or mobility device.

PEDESTRIAN - is a person on foot, in a wheelchair or mobility device and includes a child in a carriage or carried by a person on foot, persons on ice skates, skis, roller blades, skate boards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure incurred by normal operation such as a tire blow out or broken fan belt.

ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also includes winter/ice roads, trails, privately maintained roads, driveways and parking lots on which the general public may travel.

NWT HIGHWAY COLLISION – a collision occurring on one of the eight numbered highways or on an Access or Winter road maintained by the Department of Transportation.

COMMUNITY COLLISION – a collision occurring within the corporate limits of a community but not on any of the roads on the NWT Highway system.

RURAL COLLISION – a collision occurring outside of the corporate limits of a community and off of any of the roads on the NWT Highway system.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in the *Motor Vehicles Act* ($1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons. Death must be the result of injuries incurred from the collision. This excludes death from natural causes such as heart attacks.

Contents

Historical Trends

Contents:

Historical Trends

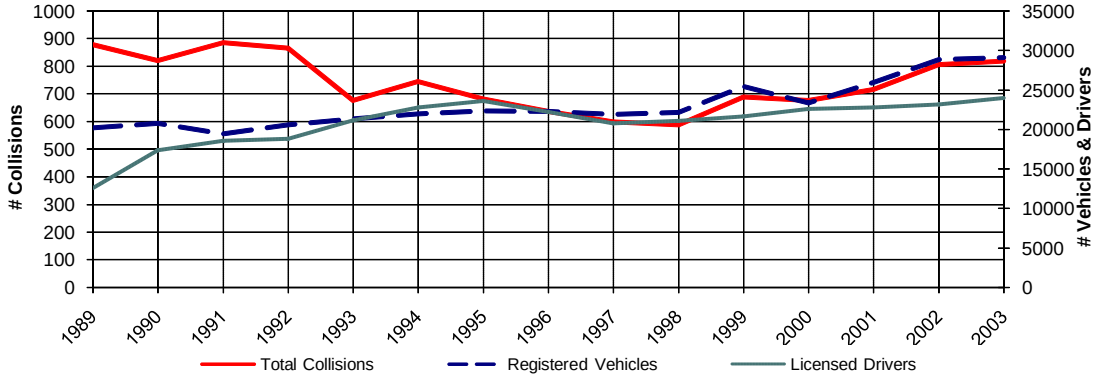
This section illustrates the 15-year history of collisions, victims and licensed drivers and vehicles.

Reporting definitions have remained the same since the inception of TCIS in 1989. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The total of three traffic fatalities reported in 2003 is close to the 15-year average.

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

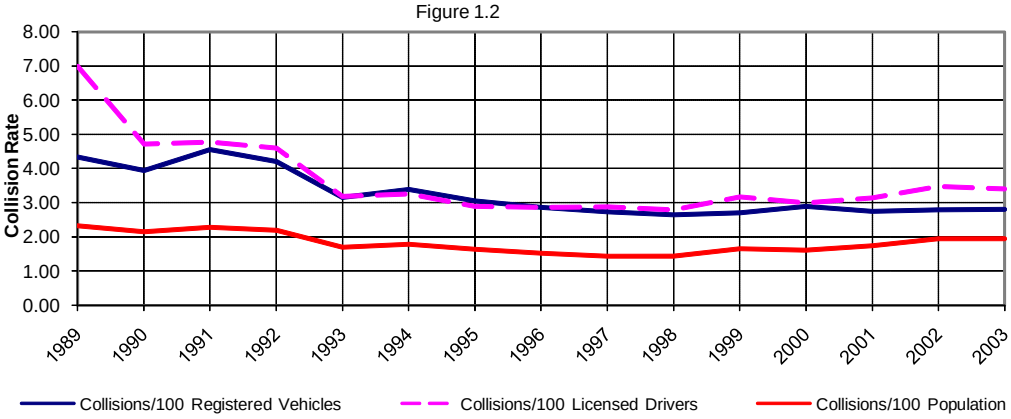


3 Year Summary

	2001	2002	2003	% Change
Registered Vehicles	25,936	28,856	29,106	0.9
Licensed Drivers	22,838	23,223	24,040	3.5
Total Collisions	716	807	819	1.5

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

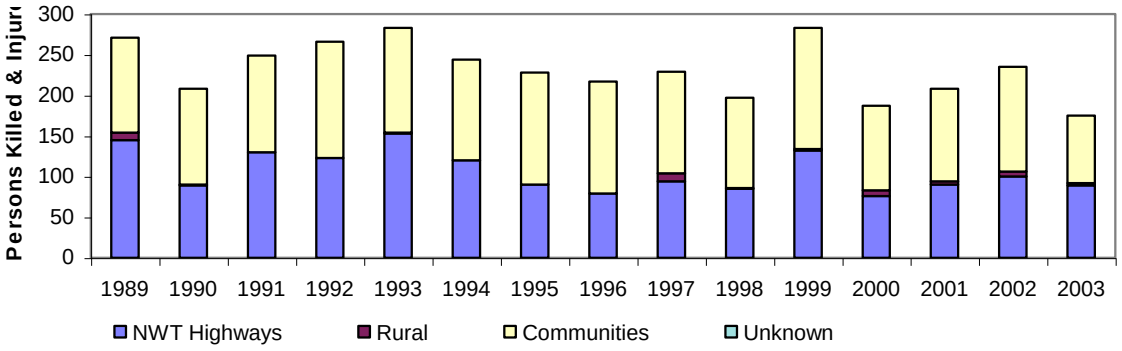


3 Year Summary

	2001	2002	2003	% Change
Collisions/100 Registered Vehicles	2.76	2.80	2.81	0.6
Collisions/100 Licensed Drivers	3.14	3.48	3.41	-2.0
Collisions/100 Population	1.74	1.95	1.95	0.3

Trends in Injuries & Fatalities

Figure 1.3

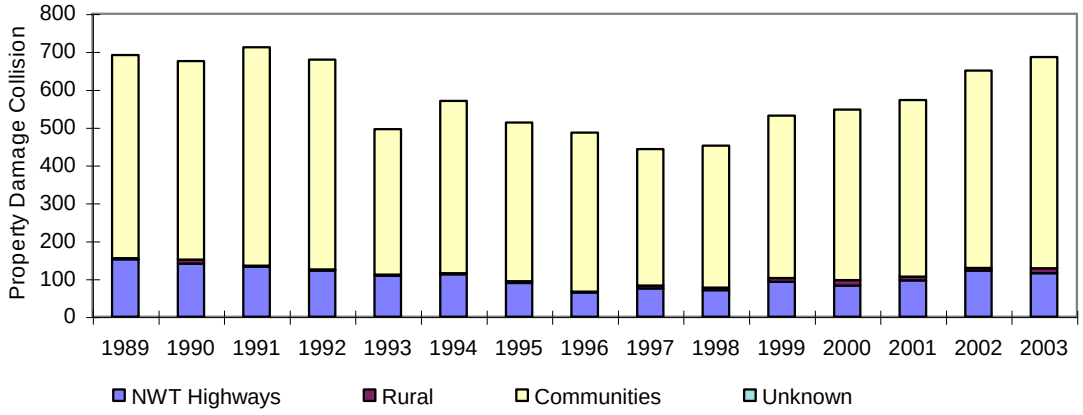


3 Year Summary

	Persons Injured				Persons Killed			
	2001	2002	2003	Average	2001	2002	2003	Average
NWT Highways	87	99	86	91	3	1	3	2
Rural	4	5	3	4	0	1	0	0
Communities	114	128	83	108	0	1	0	0
Total	**205**	**232**	**172**	**203**	**3**	**3**	**3**	**3**

Trends in Property Damage Collisions

Figure 1.4

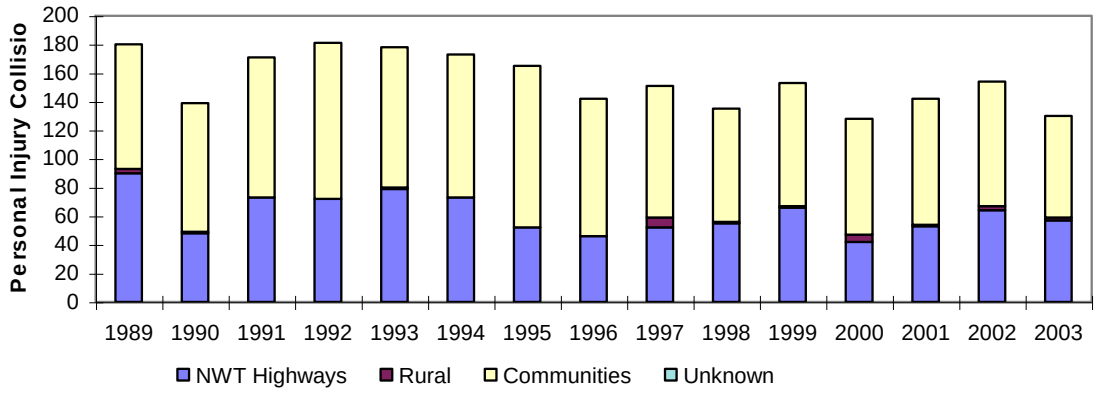


3 Year Summary

	Property Damage Collisions			
	2001	2002	2003	Average
NWT Highways	96	122	115	111
Rural	10	7	13	10
Communities	466	521	558	515
Total	**572**	**650**	**686**	**636**

Trends in Personal Injury Collisions

Figure 1.5



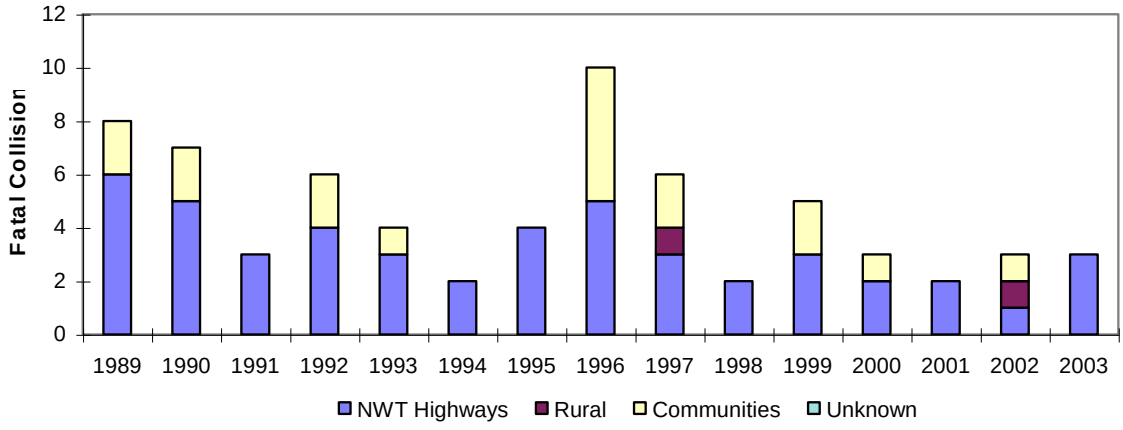
3 Year Summary

Personal Injury Collisions

	2001	2002	2003	Average
NWT Highways	53	64	57	58
Rural	1	3	2	2
Communities	88	87	71	82
Total	**142**	**154**	**130**	**142**

Trends in Fatal Collisions

Figure 1.6



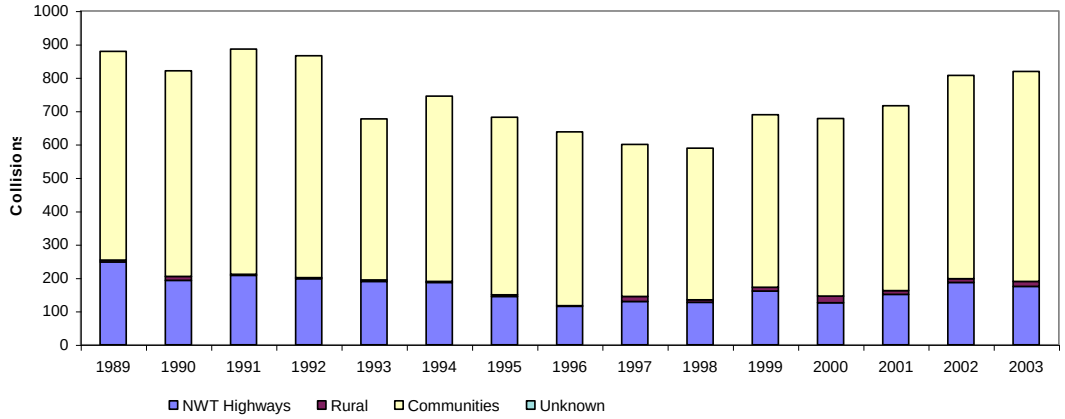
3 Year Summary

Fatal Collisions

	2001	2002	2003	Average
NWT Highways	2	1	3	2
Rural	0	1	0	0
Communities	0	1	0	0
Total	**2**	**3**	**3**	**3**

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2001	2002	2003	Average
NWT Highways	151	187	175	171
Rural	11	11	15	12
Communities	554	609	629	597
Total	**716**	**807**	**819**	**781**

Property Damage Collisions by Month and Year

Figure 1.8

Month	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	Avg. 93 to 02	2003
January	46	52	50	54	53	64	65	60	50	85	58	91
February	56	72	46	59	45	46	65	49	65	64	57	76
March	52	50	78	56	44	36	47	45	59	64	53	82
April	30	32	32	31	26	22	34	33	35	35	31	47
May	23	33	31	26	23	20	30	34	34	42	30	41
June	23	31	24	32	32	29	30	27	39	41	31	47
July	33	39	38	36	37	34	29	31	22	38	34	38
August	35	42	39	24	37	34	38	36	38	53	38	34
September	39	34	29	29	25	34	36	34	32	40	33	42
October	52	59	38	56	48	39	63	58	65	61	54	47
November	53	73	49	42	26	37	45	53	61	64	50	69
December	53	53	59	41	47	57	49	87	72	63	58	72
Total	**495**	**570**	**513**	**486**	**443**	**452**	**531**	**547**	**572**	**650**	**526**	**686**

Personal Injury Collisions by Month and Year Figure 1.9

Month	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	Avg. 93 to 02	2003
January	16	11	16	15	13	10	15	17	13	11	14	9
February	16	7	14	15	19	10	13	14	14	6	13	25
March	16	9	20	10	16	11	11	9	7	8	12	11
April	13	6	12	7	19	7	9	4	7	5	9	7
May	13	9	11	7	11	4	6	9	8	9	9	10
June	17	18	15	10	6	20	12	9	14	15	14	9
July	24	18	15	16	8	11	22	11	6	19	15	12
August	9	23	18	11	16	14	12	7	16	16	14	11
September	12	14	11	14	10	11	11	9	10	13	12	6
October	16	20	10	15	14	17	20	12	21	22	17	15
November	14	19	12	9	10	8	10	10	10	15	12	7
December	12	19	11	13	9	12	12	17	16	15	14	8
Total	**178**	**173**	**165**	**142**	**151**	**135**	**153**	**128**	**142**	**154**	**152**	**130**

Fatal Collisions by Month and Year Figure 1.10

Month	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	Avg. 93 to 02	2003
January	0	0	0	0	0	0	0	1	1	0	0.2	1
February	0	0	0	0	0	0	0	0	0	1	0.1	0
March	1	0	0	2	2	0	0	0	0	0	0.5	0
April	1	0	1	1	0	0	1	0	1	0	0.5	0
May	0	1	0	1	1	0	0	0	0	0	0.3	0
June	0	0	0	1	1	0	0	0	0	0	0.2	1
July	1	0	1	1	1	0	1	0	0	0	0.5	0
August	0	0	0	3	1	0	1	1	0	0	0.6	0
September	0	0	1	0	0	1	1	0	0	0	0.3	0
October	0	1	0	1	0	1	0	1	0	1	0.5	0
November	1	0	1	0	0	0	0	0	0	1	0.3	0
December	0	0	0	0	0	0	1	0	0	0	0.1	1
Total	**4**	**2**	**4**	**10**	**6**	**2**	**5**	**3**	**2**	**3**	**4.1**	**3**

Total Collisions by Month and Year Figure 1.11

Month	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	Avg. 93 to 02	2003
January	62	63	66	69	66	74	80	78	64	96	72	101
February	72	79	60	74	64	56	78	63	79	71	70	101
March	69	59	98	68	62	47	58	54	66	72	65	93
April	44	38	45	39	45	29	44	37	43	40	40	54
May	36	43	42	34	35	24	36	43	42	51	39	51
June	40	49	39	43	39	49	42	36	53	56	45	57
July	58	57	54	53	46	45	52	42	28	57	49	50
August	44	65	57	38	54	48	51	44	54	69	52	45
September	51	48	41	43	35	46	48	43	42	53	45	48
October	68	80	48	72	62	57	83	71	86	84	71	62
November	68	92	62	51	36	45	55	63	71	80	62	76
December	65	72	70	54	56	69	62	104	88	78	72	81
Total	**677**	**745**	**682**	**638**	**600**	**589**	**689**	**678**	**716**	**807**	**682**	**819**

Time of Occurrence

Contents:

Time of Occurrence

Figure 2.3 shows the highest number of collisions occurred during the winter months, November to March. Conversely Figure 2.1 shows more injury-producing collisions during the summer months.

Collisions are most likely to take place during the late afternoon and early evening. More collisions take place on Fridays and Saturdays than on Sundays and weekdays.

Collisions by Month of Occurrence

Figure 2.1

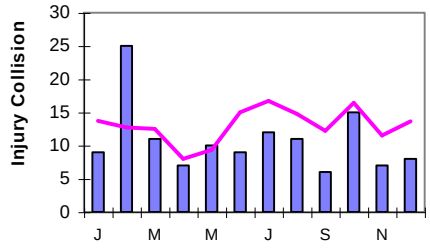


Figure 2.2

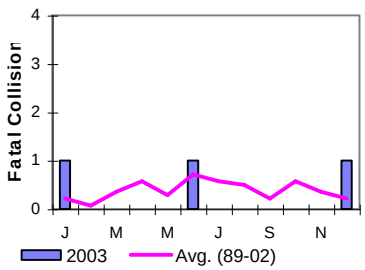
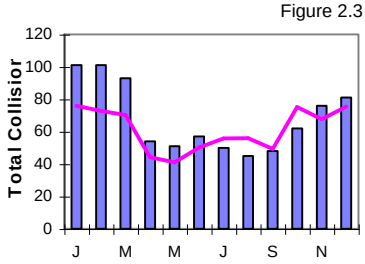


Figure 2.3



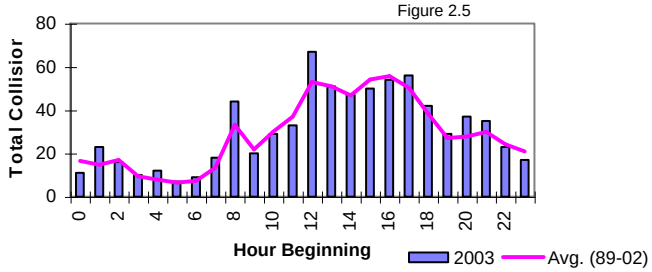
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
January	91	9	1	101	11	1
February	76	25	0	101	31	0
March	82	11	0	93	14	0
April	47	7	0	54	12	0
May	41	10	0	51	14	0
June	47	9	1	57	13	1
July	38	12	0	50	14	0
August	34	11	0	45	16	0
September	42	6	0	48	11	0
October	47	15	0	62	20	0
November	69	7	0	76	7	0
December	72	8	1	81	9	1
Total	**686**	**130**	**3**	**819**	**172**	**3**

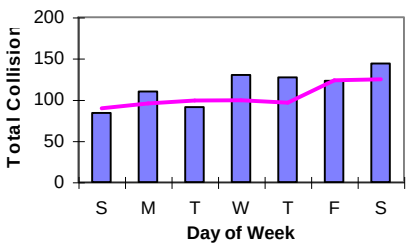
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	1	3	0	1	1	1	4	11	1.4
1 to 2 a.m.	2	4	2	4	2	2	7	23	2.8
2 to 3 a.m.	4	0	1	1	0	5	5	16	2.0
3 to 4 a.m.	2	0	2	0	0	0	6	10	1.2
4 to 5 a.m.	2	1	2	1	0	1	5	12	1.5
5 to 6 a.m.	1	0	1	1	2	0	2	7	0.9
6 to 7 a.m.	1	3	0	1	1	1	2	9	1.1
7 to 8 a.m.	3	4	3	3	2	1	2	18	2.2
8 to 9 a.m.	3	4	5	11	10	8	3	44	5.4
9 to 10 a.m.	2	4	4	2	2	3	3	20	2.5
10 to 11 a.m.	3	3	5	3	5	5	5	29	3.6
11 to 12 a.m.	4	3	1	5	10	6	4	33	4.1
12 to 1 p.m.	4	12	11	9	12	13	6	67	8.3
1 to 2 p.m.	3	7	6	10	6	5	14	51	6.3
2 to 3 p.m.	8	7	3	7	8	7	7	47	5.8
3 to 4 p.m.	7	3	8	10	9	4	9	50	6.2
4 to 5 p.m.	5	10	8	10	8	5	8	54	6.7
5 to 6 p.m.	3	12	6	7	13	9	6	56	6.9
6 to 7 p.m.	6	5	3	8	5	10	5	42	5.2
7 to 8 p.m.	2	5	0	6	6	6	4	29	3.6
8 to 9 p.m.	3	7	1	5	7	4	10	37	4.6
9 to 10 p.m.	5	2	4	2	3	12	7	35	4.3
10 to 11 p.m.	1	4	4	0	7	5	2	23	2.8
11 to 12 p.m.	0	0	3	2	3	4	5	17	2.1
Not Stated	9	7	8	21	5	6	13	69	8.5
Total	**84**	**110**	**91**	**130**	**127**	**123**	**144**	**809**	
%	**10.4**	**13.6**	**11.2**	**16.1**	**15.7**	**15.2**	**17.8**	**100.0**	

* Excludes collisions in which Day of Week was unknown.

MAJOR CONTRIBUTING FACTORS

Contents:

Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment. Police officers are encouraged to use their skilled judgement in reporting the likely factors, even if the collision scene was not attended.

Figure 3.6 shows that human condition is nearly three times as prevalent in injury and fatal collisions (20%) than in all collisions (7%). Human factors account for 69% of all factors in collisions, as compared to vehicular (2%) and environmental (4%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are more prevalent on NWT Highways (15%) than in communities (1%).

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	1	1	0	2	0.2
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	27	23	2	52	6.3
Under Influence - Drugs	1	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
Total	**29**	**25**	**2**	**56**	**6.8**

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	37	10	0	47	5.7
Distracted, Inattentive	49	10	1	60	7.3
Driving Too Fast for Conditions	95	17	0	112	13.7
Improper Turning or Passing	9	0	0	9	1.1
Failed to Yield Right-of-Way	44	13	0	57	7.0
Disobeyed Traffic Control/Officer	0	1	0	1	0.1
Driving on Wrong Side of Road	3	0	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	149	6	0	155	18.9
Lost Control	87	33	0	120	14.7
Other Driver Action	0	1	0	1	0.1
Total	**473**	**91**	**1**	**565**	**69.0**

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	0	1	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	1	1	0	2	0.2
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	3	0	0	3	0.4
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	6	1	0	7	0.9
Total	**10**	**3**	**0**	**13**	**1.6**

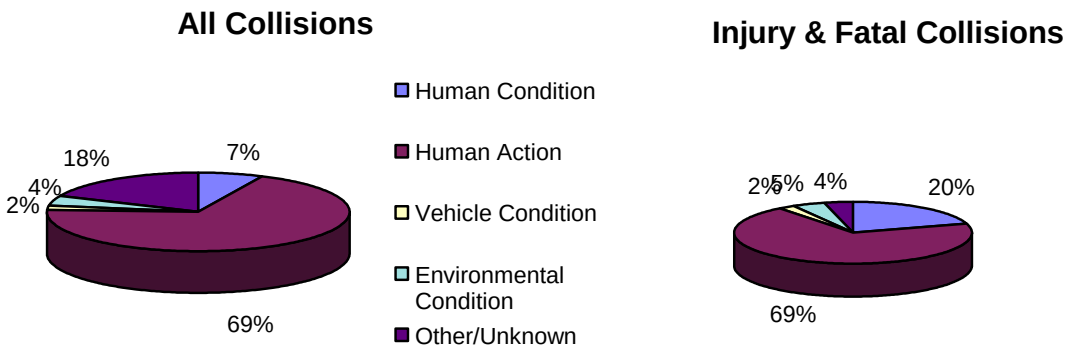
Collisions by Severity Where Environmental Condition was a Major Contributing Factor Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal on Roadway	16	2	0	18	2.2
Road Surface or Condition	10	2	0	12	1.5
Obstruction/Debris on Road	2	0	0	2	0.2
View Obstructed, Glare, Reflection	1	2	0	3	0.4
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	**29**	**6**	**0**	**35**	**4.3**

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unspecified	3	2	0	5	0.6
Unknown	142	3	0	145	17.7
Total	**145**	**5**	**0**	**150**	**18.3**
Total All Factors	**686**	**130**	**3**	**819**	**100.0**

Major Contributing Factors by Collision Severity Figure 3.6



TAIS recognizes that a collision is usually the result of a chain of events. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. During the analysis of collisions, knowledge of the factors is important. By removing any one of the factors, the collision may be avoided.

An example: Because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduced his/her stopping time. The car's brakes, being in poor condition, caused the car to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Collisions by Road System Where Human Condition was a Major Contributing Factor

Figure 3.7

Human Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Fatigued, Fell Asleep	2	0	0	2	0.2
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	16	36	0	52	6.3
Under Influence - Drugs	0	1	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
Total	**18**	**38**	**0**	**56**	**6.8**

Collisions by Road System Where Human Action was a Major Contributing Factor

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	Total	% of Total Factors
Following Too Closely	3	44	0	47	5.7
Distracted, Inattentive	8	51	1	60	7.3
Driving Too Fast for Conditions	31	75	6	112	13.7
Improper Turning or Passing	0	9	0	9	1.1
Failed to Yield Right-of-Way	2	55	0	57	7.0
Disobeyed Traffic Control/Officer	0	1	0	1	0.1
Driving on Wrong Side of Road	1	2	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	5	150	0	155	18.9
Lost Control	67	50	3	120	14.7
Other Driver Action	0	1	0	1	0.1
Total	**117**	**438**	**10**	**565**	**69.0**

Collisions by Road System Where Vehicle Condition was a Major Contributing Factor

Figure 3.9

Vehicle Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Defective Brakes	1	0	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	2	0	0	2	0.2
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	2	1	0	3	0.4
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	3	4	0	7	0.9
Total	**8**	**5**	**0**	**13**	**1.6**

Collisions by Road System Where Environmental Condition was a Major Contributing Factor

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Animal on Roadway	18	0	0	18	2.2
Road Surface or Condition	6	5	1	12	1.5
Obstruction/Debris on Road	2	0	0	2	0.2
View Obstructed, Glare, Reflection	1	2	0	3	0.4
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	**27**	**7**	**1**	**35**	**4.3**

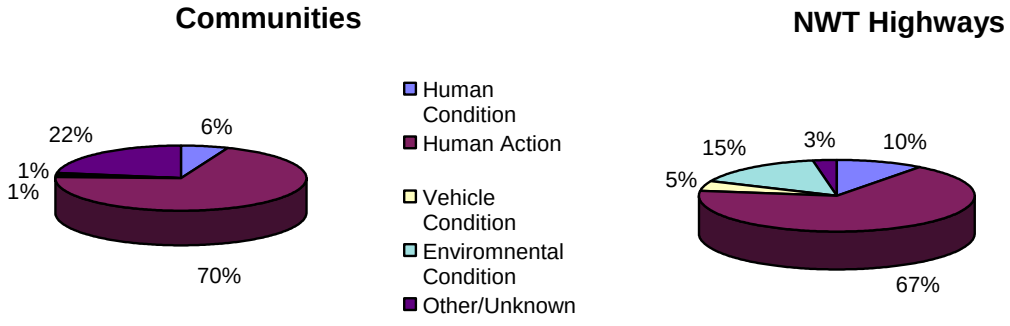
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	Total	% of Total Factors
Unspecified	0	5	0	5	0.6
Unknown	5	136	4	145	17.7
Total	**5**	**141**	**4**	**150**	**18.3**
Total All Factors	**175**	**629**	**15**	**819**	**100.0**

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12



Environmental Factors

Contents:

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions. This section of the report provides a breakdown of collisions for each of the different driving environments by severity and road system.

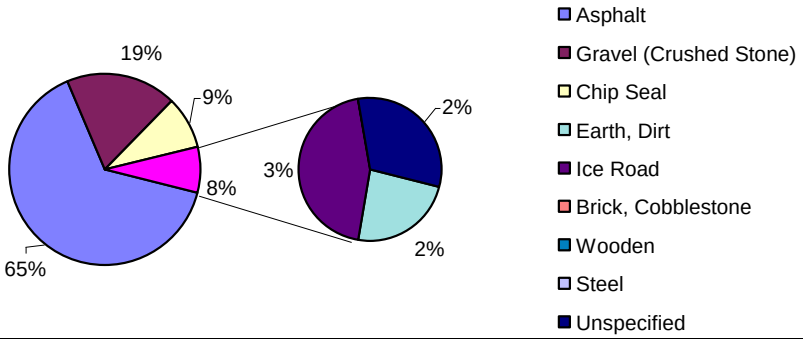
Figures 4.1 to 4.5 show that most collisions occur under favourable conditions, such as clear weather, daylight and on a road surface that is free of defects. Figure 4.9 shows that intersection related collisions are far more frequent in communities than in rural areas or on the NWT Highway system.

Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations. Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

Collisions by Road Surface Type and Severity

Figure 4.1

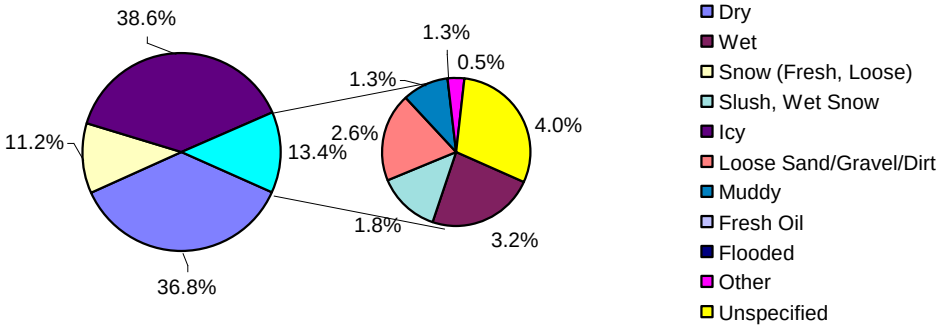
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	467	59	1	527	64.3
Concrete	2	2	0	4	0.5
Gravel (Crushed Stone)	121	32	0	153	18.7
Earth, Dirt	12	3	0	15	1.8
Chip Seal	45	26	1	72	8.8
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	19	8	1	28	3.4
Unspecified	20	0	0	20	2.4
Total	**686**	**130**	**3**	**819**	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

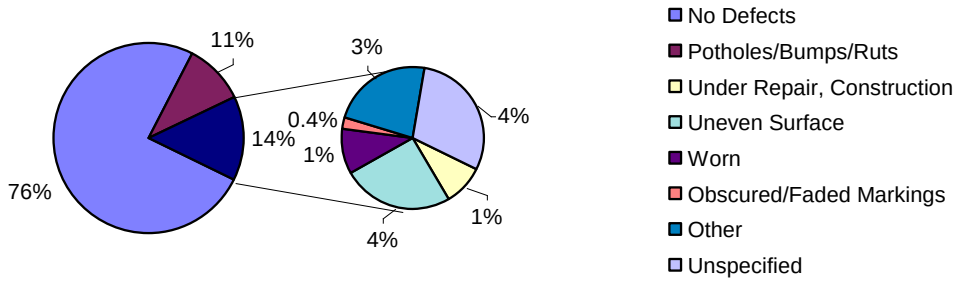
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	252	49	0	301	36.8
Wet	22	3	1	26	3.2
Snow (Fresh, Loose)	78	13	1	92	11.2
Slush, Wet Snow	11	4	0	15	1.8
Icy	266	49	1	316	38.6
Loose Sand/Gravel/Dirt	16	5	0	21	2.6
Muddy	7	4	0	11	1.3
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	3	1	0	4	0.5
Unspecified	31	2	0	33	4.0
Total	**686**	**130**	**3**	**819**	100



Collisions by Road Defect and Severity

Figure 4.3

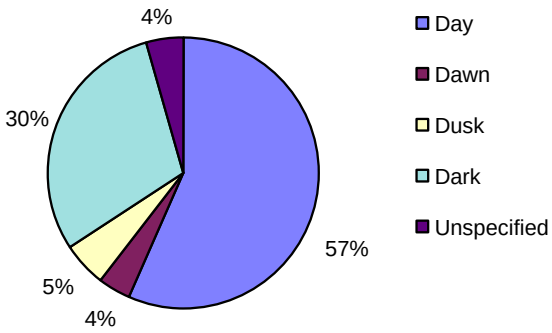
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	514	100	2	616	75.2
Potholes/Bumps/Ruts	67	17	1	85	10.4
Under Repair, Construction	9	2	0	11	1.3
Uneven Pavement Surface	27	3	0	30	3.7
Worn	11	1	0	12	1.5
Obscured or Faded Markings	3	0	0	3	0.4
Other	22	5	0	27	3.3
Unspecified	33	2	0	35	4.3
Total	**686**	**130**	**3**	**819**	100.0



Collisions by Light Condition and Severity

Figure 4.4

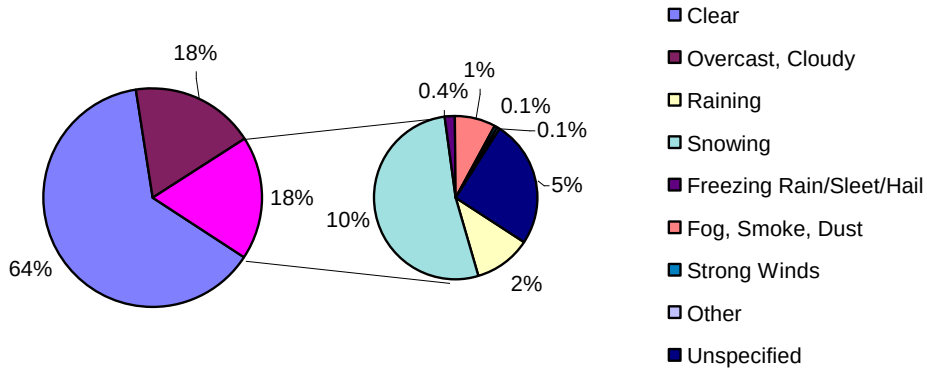
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	387	77	1	465	56.8
Dawn	25	6	0	31	3.8
Dusk	35	9	0	44	5.4
Dark	204	37	2	243	29.7
Unspecified	35	1	0	36	4.4
Total	**686**	**130**	**3**	**819**	100.0



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	439	78	2	519	63.4
Overcast, Cloudy (No Precipitation)	120	29	0	149	18.2
Raining	12	4	1	17	2.1
Snowing	68	11	0	79	9.6
Freezing Rain/Sleet/Hail	1	2	0	3	0.4
Visibility Limitations (fog, dust, etc.)	9	3	0	12	1.5
Strong Winds	1	0	0	1	0.1
Other	1	0	0	1	0.1
Unspecified	35	3	0	38	4.6
Total	**686**	**130**	**3**	**819**	100.0

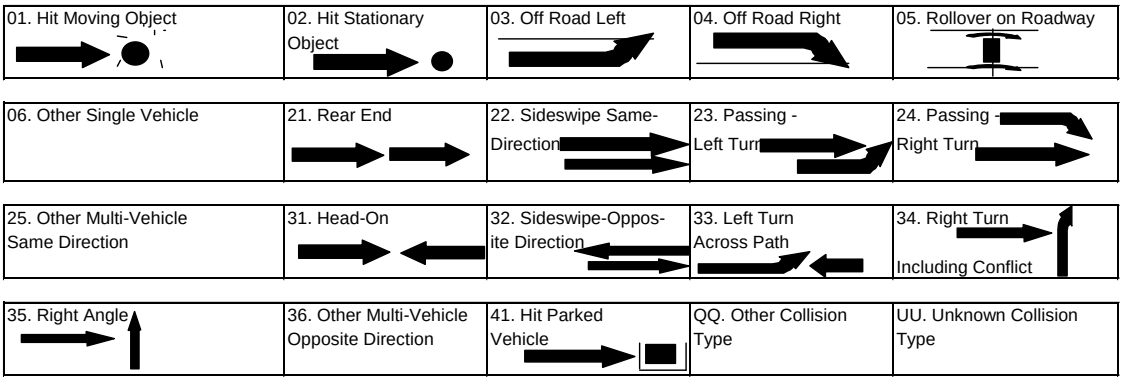


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	16	2	0	18	2.2
b) With Pedestrian	2	12	0	14	1.7
c) Other	0	2	0	2	0.2
02. Hit Stationary Object	61	6	0	67	8.2
03. Off Road Left					
a) With Rollover	16	21	0	37	4.5
b) No Rollover	10	6	1	17	2.1
04. Off Road Right					
a) With Rollover	22	16	1	39	4.8
b) No Rollover	21	5	0	26	3.2
05. Rollover on Roadway	8	8	0	16	2.0
06. Other Single Vehicle	4	1	0	5	0.6
21. Rear End	110	17	0	127	15.5
22. Sideswipe - Same Direction	9	3	0	12	1.5
23. Passing - Left Turn	0	0	0	0	0.0
24. Passing - Right Turn	6	0	0	6	0.7
25. Other Multi-Vehicle Same Direction	0	1	0	1	0.1
31. Head-On	14	3	0	17	2.1
32. Sideswipe - Opposite Direction	17	3	0	20	2.4
33. Left Turn Across Path	13	4	0	17	2.1
34. Right Turn Including Conflict	7	0	0	7	0.9
35. Right Angle	87	14	0	101	12.3
36. Other Multi-Vehicle Opposite Direction	19	0	0	19	2.3
41. Hit Parked Vehicle	243	6	1	250	30.5
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	1	0	0	1	0.1
Total	**686**	**130**	**3**	**819**	**100.0**

***Collision Configurations**

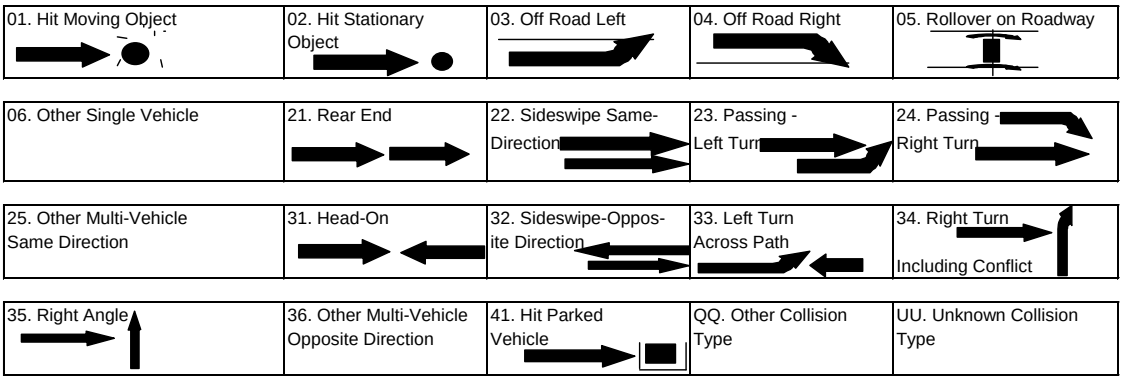


Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Animal	18	0	0	18	2.2
b) With Pedestrian	0	14	0	14	1.7
c) Other	1	1	0	2	0.2
02. Hit Stationary Object	8	58	1	67	8.2
03. Off Road Left					
a) With Rollover	33	4	0	37	4.5
b) No Rollover	11	5	1	17	2.1
04. Off Road Right					
a) With Rollover	35	3	1	39	4.8
b) No Rollover	22	4	0	26	3.2
05. Rollover on Roadway	14	1	1	16	2.0
06. Other Single Vehicle	3	2	0	5	0.6
21. Rear End	9	116	2	127	15.5
22. Sideswipe - Same Direction	1	11	0	12	1.5
23. Passing - Left Turn	0	0	0	0	0.0
24. Passing - Right Turn	0	6	0	6	0.7
25. Other Multi-Vehicle Same Direction	0	0	1	1	0.1
31. Head-On	1	15	1	17	2.1
32. Sideswipe - Opposite Direction	7	10	3	20	2.4
33. Left Turn Across Path	3	14	0	17	2.1
34. Right Turn Including Conflict	0	7	0	7	0.9
35. Right Angle	3	98	0	101	12.3
36. Other Multi-Vehicle Opposite Direction	0	19	0	19	2.3
41. Hit Parked Vehicle	6	241	3	250	30.5
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	1	1	0.1
Total	**175**	**629**	**15**	**819**	**100.0**

***Collision Configurations**



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	244	80	3	327	39.9
Intersection - Two Public Roadways	151	27	0	178	21.7
Intersection - Parking Lot, Driveway	127	16	0	143	17.5
Railroad Level Crossing	0	1	0	1	0.1
Bridge, Overpass, Viaduct	0	1	0	1	0.1
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	153	5	0	158	19.3
Unknown	11	0	0	11	1.3
Total	**686**	**130**	**3**	**819**	**100.0**

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	154	163	10	327	39.9
Intersection - Two Public Roadways	16	161	1	178	21.7
Intersection - Parking Lot, Driveway	3	139	1	143	17.5
Railroad Level Crossing	0	1	0	1	0.1
Bridge, Overpass, Viaduct	1	0	0	1	0.1
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	1	154	3	158	19.3
Unknown	0	11	0	11	1.3
Total	**175**	**629**	**15**	**819**	**100.0**

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	505	79	2	586	71.6
Straight with Grade	58	17	1	76	9.3
Curved and Level	54	19	0	73	8.9
Curve with Grade	23	7	0	30	3.7
Top of Hill or Grade	8	3	0	11	1.3
Bottom of Hill or Grade	10	4	0	14	1.7
Other	5	1	0	6	0.7
Unknown	23	0	0	23	2.8
Total	**686**	**130**	**3**	**819**	**100.0**

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	4	2	0	6	0.7
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	398	105	3	506	61.8
Undivided, Two-Way, Multi Lane	37	11	0	48	5.9
Divided, Barrier Median	0	0	0	0	0.0
Divided with Median, No Barrier	38	5	0	43	5.3
Divided, Divider Unspecified	0	0	0	0	0.0
Other	196	7	0	203	24.8
Unknown	13	0	0	13	1.6
Total	**686**	**130**	**3**	**819**	**100.0**

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	3	0	0	3	0.4
Hit Building	3	0	0	3	0.4
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree. Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	5	0	0	5	0.6
Hit Curb	1	1	0	2	0.2
Hit Post	6	0	0	6	0.7
Hit Traffic Barrier	1	0	0	1	0.1
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	4	2	0	6	0.7
Hit Other Type Fixed Object	1	0	0	1	0.1
Sub Total Fixed Objects	**24**	**3**	**0**	**27**	**3.3**
Moveable Objects					
Another Road Vehicle	525	51	1	577	70.5
Animal	16	2	0	18	2.2
Pedestrian	2	12	0	14	1.7
Other Moveable Object	0	2	0	2	0.2
Sub Total Moveable Objects	**543**	**67**	**1**	**611**	**74.6**
Non-Collision Events					
Ran Off Road	31	6	0	37	4.5
Rollover	46	45	1	92	11.2
Jack Knife or Trailer Swing	1	0	0	1	0.1
Fire or Explosion	0	0	0	0	0.0
Load Spill	1	0	0	1	0.1
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	**79**	**51**	**1**	**131**	16.0
Other/Unknown Event	40	9	1	50	6.1
Grand Total	**686**	**130**	**3**	**819**	**100.0**

Collision Sequence of Events by Road System

Figure 4.13

Non-Moving Objects	NWT Highways	In Communities	Rural	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	2	0	3	0.4
Hit Building	0	3	0	3	0.4
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree. Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	5	0	5	0.6
Hit Curb	0	2	0	2	0.2
Hit Post	1	5	0	6	0.7
Hit Traffic Barrier	0	1	0	1	0.1
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	1	5	0	6	0.7
Hit Other Type Fixed Object	0	1	0	1	0.1
Sub Total Fixed Objects	**3**	**24**	**0**	**27**	**3.3**
Moveable Objects					
Another Road Vehicle	30	537	10	577	70.5
Animal	18	0	0	18	2.2
Pedestrian	0	14	0	14	1.7
Other Moveable Object	1	1	0	2	0.2
Sub Total Moveable Objects	**49**	**552**	**10**	**611**	**74.6**
Non-Collision Events					
Ran Off Road	16	3	0	19	2.3
Rollover	82	8	2	92	11.2
Jack Knife or Trailer Swing	1	0	0	1	0.1
Fire or Explosion	0	0	0	0	0.0
Load Spill	1	0	0	1	0.1
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	**100**	**11**	**2**	**113**	13.8
Unknown Event	**23**	**42**	**3**	**68**	8.3
Grand Total	**175**	**629**	**15**	**819**	**100.0**

Driver Factors

Contents:

Driver Factors

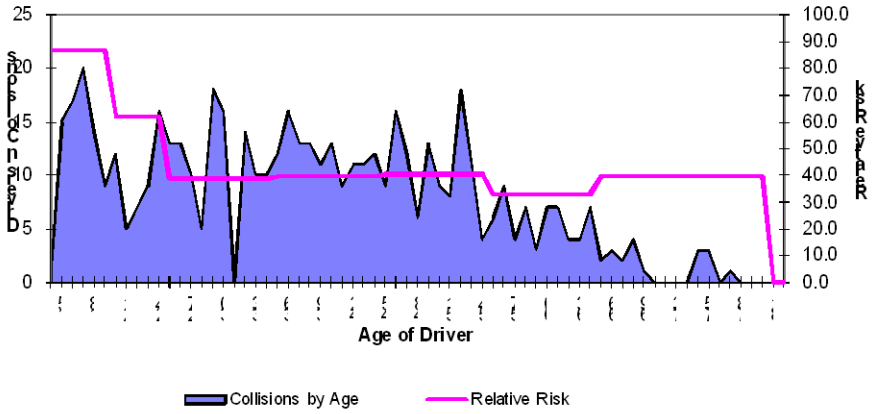
This section describes the characteristics of drivers involved in collisions. In 2003, 1,184 drivers were involved in 819 collisions. This is an average of 1.45 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 2.0 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers are useful for developing graduated licensing programs.

Licensed Drivers and Drivers in Collisions by Driver Age Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	119	1,269	2,380	5,812	6,302	5,144	2,304	710	0	24,040
Drivers in Collisions	9	111	147	225	249	208	76	28	131	1,184

Drivers in Collisions and Relative Risk by Driver Age



Collision Rates (Collisions Per 1,000 Licensed Drivers) by Severity and Driver Age Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	65.6	46.2	33.7	33.2	35.6	26.0	32.4	41.6
Personal Injury & Fatal	20.9	15.5	5.0	6.3	4.9	6.9	7.0	7.7
Total	**86.5**	**61.8**	**38.7**	**39.5**	**40.4**	**33.0**	**39.4**	**49.3**
Relative Risk*	**1.8**	**1.3**	**0.8**	**0.8**	**0.8**	**0.7**	**0.8**	**1.0**

* Relative Risk = (% of drivers in collisions in age group)/(% of total licence holders in age group)

The age of drivers involved in traffic collisions can form the basis of various analysis and countermeasure programs. The reason for this interest is the over-involvement of young drivers in collisions and the disproportionately large number of charges laid as a result of collisions.

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.8 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 19 year olds were involved in collisions, compared to 4% of 35 to 44 year olds.

Other factors such as exposure, risk, experience, alcohol, and vehicle type must be known to fully understand the relationship of driver age and collision involvement. Studies indicate that the risk of having a collision is a factor of driving experience, not just driver age.

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Req'd.	No Licence	Not Stated	Total
Under 16	0	0	0	0	0	0	0	5	4	0	9
16	0	0	0	0	22	0	2	1	1	1	27
17	0	0	0	0	26	0	0	0	3	0	29
18	0	0	0	0	33	0	3	1	1	0	38
19	0	0	0	0	13	0	2	0	2	0	17
20	3	0	0	1	19	0	1	2	0	0	26
21-24	3	1	1	2	97	0	4	6	7	0	121
25-34	15	1	4	14	179	0	2	1	7	2	225
35-44	32	2	9	28	173	0	0	4	1	0	249
45-54	27	2	7	16	149	0	1	3	2	1	208
55-64	11	3	1	9	50	0	0	1	0	1	76
65 and over	2	0	1	1	23	0	0	1	0	0	28
Not Stated	0	0	0	0	0	0	0	3	0	128	131
Drivers in Collisions	**93**	**9**	**23**	**71**	**784**	**0**	**15**	**28**	**28**	**133**	**1,184**
Total Licensed Drivers	**1,308**	**199**	**680**	**1,105**	**19,229**	**1**	**1,518**	**N/A**	**N/A**	**N/A**	**24,040**
Relative Risk*	**1.44**	**0.92**	**0.69**	**1.30**	**0.83**	**0.00**	**0.20**	**N/A**	**N/A**	**N/A**	**1.00**

*** Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)**

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	1	17	23	28	15	18	93	188	226	192	67	28	4	900	76.0
Fatigued, Fell Asleep	0	0	0	0	0	0	1	4	0	2	0	0	0	7	0.6
Inexperience	5	4	5	8	0	3	7	7	1	1	0	0	0	41	3.5
Under Influence - Alcohol	1	2	0	0	2	2	10	16	11	7	2	0	2	55	4.6
Under Influence - Drugs	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.1
Other Condition	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Unknown	2	4	1	2	0	2	9	9	11	6	7	0	125	178	15.0
Total	**9**	**27**	**29**	**38**	**17**	**26**	**121**	**225**	**249**	**208**	**76**	**28**	**131**	**1,184**	
%	0.8	2.3	2.4	3.2	1.4	2.2	10.2	19.0	21.0	17.6	6.4	2.4	11.1		**100.0**

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driving Properly	0	1	10	10	5	4	32	72	86	73	24	15	3	335	28.3
Following Too Closely	0	2	2	3	0	1	8	11	9	7	4	0	0	47	4.0
Distracted, Inattentive	0	5	3	2	2	2	4	11	19	12	4	1	0	65	5.5
Driving Too Fast	2	4	3	7	3	4	27	31	33	20	7	0	2	143	12.1
Improper Turning or Passing	0	1	0	0	0	1	1	2	3	2	0	0	0	10	0.8
Failing to Yield Right of Way	3	2	3	3	0	0	3	11	16	12	2	3	0	58	4.9
Disobeying Traffic Control/Officer	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0.2
Driving on Wrong Side of Road	0	0	0	0	1	1	1	2	0	1	1	0	0	7	0.6
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	3	2	4	2	4	16	34	33	40	14	7	10	169	14.3
Lost Control	2	3	2	6	2	7	22	34	25	23	9	1	3	139	11.7
Other Driver Action	0	0	0	0	0	0	1	1	3	1	0	0	0	6	0.5
Unknown	1	6	4	3	2	2	6	16	21	17	11	1	113	203	17.1
Total	**9**	**27**	**29**	**38**	**17**	**26**	**121**	**225**	**249**	**208**	**76**	**28**	**131**	**1,184**	
%	0.8	2.3	2.4	3.2	1.4	2.2	10.2	19.0	21.0	17.6	6.4	2.4	11.1		**100.0**

Vehicle Factors

Contents:

Vehicle Factors

There were a total of 1,423 vehicles involved in 819 collisions in 2003. This is an average of 1.74 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

While TCIS gives a fairly accurate account of the different types of vehicles involved in collisions, it is difficult to compare the relative involvement rate. For example, a highway transport truck, on average, travels 10 times more distance in a year than a passenger car. It is, therefore, necessary to determine the exposure of different types of vehicles. Obtaining accurate and useful information about the travel patterns and distances of different vehicles is a major challenge.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	374	47	0	421	29.6
Passenger Van	113	16	1	130	9.1
Light Utility Vehicle	137	23	1	161	11.3
Pickup Truck	410	62	0	472	33.2
Panel/Cargo Van	35	4	0	39	2.7
Other Truck/Van <= 4536 kg	6	2	0	8	0.6
Unit Truck > 4536 kg	8	3	0	11	0.8
Road Tractor	27	8	0	35	2.5
School Bus	1	0	0	1	0.1
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	1	0	1	0.1
Intercity Bus	2	0	0	2	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	2	0	2	0.1
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	0	0	0	0.0
Bicycle	1	5	0	6	0.4
Motor Home	2	0	0	2	0.1
Farm Equipment	0	0	0	0	0.0
Construction Equipment	4	3	1	8	0.6
Fire Engine	0	0	0	0	0.0
Snowmobile	11	10	1	22	1.5
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	102	0	0	102	7.2
Total	**1233**	**186**	**4**	**1423**	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	1045	161	2	1208	84.9
Defective Brakes	4	5	0	9	0.6
Defective Steering	1	0	0	1	0.1
Defective Lighting	4	0	0	4	0.3
Tire Blown Out	1	2	0	3	0.2
Unsecured Load, Spilled Load	2	0	0	2	0.1
Oversized Load, Overload	3	0	0	3	0.2
Visibility Obstructed	12	2	0	14	1.0
Other Defective Vehicular Parts	10	1	0	11	0.8
Other Vehicular Factor	1	0	0	1	0.1
Unknown	150	15	2	167	11.7
Total	**1233**	**186**	**4**	**1423**	100.0

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	350	105	3	458	32.2
Turning Left	61	9	0	70	4.9
Turning Right	47	4	0	51	3.6
Making U-Turn	2	2	0	4	0.3
Changing Lanes	4	1	0	5	0.4
Merging	8	0	0	8	0.6
Reversing	173	6	0	179	12.6
Overtaking	2	1	0	3	0.2
Negotiating Curve	56	21	0	77	5.4
Slowing or Stopped in Traffic	152	26	0	178	12.5
Starting in Traffic	5	1	0	6	0.4
Leaving Roadside	2	0	0	2	0.1
Stopped/Parked Legally	238	7	1	246	17.3
Stopped/Parked Illegally	13	0	0	13	0.9
Swerving to Avoid Collision	6	1	0	7	0.5
Run-away or Roll-away Vehicle	5	0	0	5	0.4
Unspecified Manoeuvre	1	0	0	1	0.1
Other	0	0	0	0	0.0
Unknown	108	2	0	110	7.7
Total	**1233**	**186**	**4**	**1423**	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2004	4	1	0	5	0.4
2003	123	23	0	146	10.3
2002	154	17	1	172	12.1
2001	118	19	0	137	9.6
2000	102	18	0	120	8.4
1999	87	10	1	98	6.9
1998	59	9	1	69	4.8
1997	57	12	1	70	4.9
1996	53	11	0	64	4.5
1995	48	3	0	51	3.6
1994	40	9	0	49	3.4
1993	38	6	0	44	3.1
1992 & Older	231	37	0	268	18.8
Unspecified	119	11	0	130	9.1
Total	**1233**	**186**	**4**	**1423**	100.0

Victims and Occupant Restraints

Contents:

Victims and Occupant Restraints

The Traffic Collision Information System (TCIS) attempts to capture information on all road users involved in collisions, whether they are injured or not. This data can be used to calculate exposure rates for road users by injury severity, age, road user class, gender and many other variables.

Figures 7.6, 7.7 and 7.8 show the relationships between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In the Northwest Territories, only 6% of victims wearing seat belts were injured. On the other hand, 33% of the victims who were not wearing seat belts were injured.

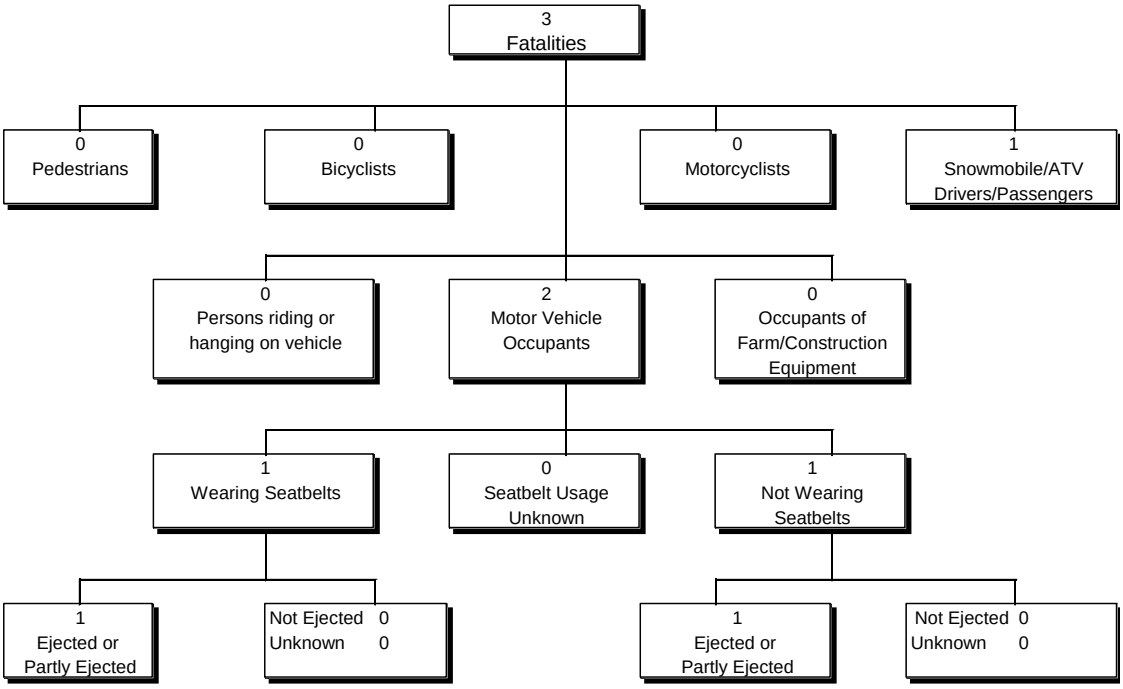
The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. In the Northwest Territories, less than 35% of children are restrained. It is estimated that only half of these children are in a correctly installed device or one that is appropriate for the size and age of the child.

To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant restraint checkstops.

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Road Licensing and Safety Division at (867) 873-7406.

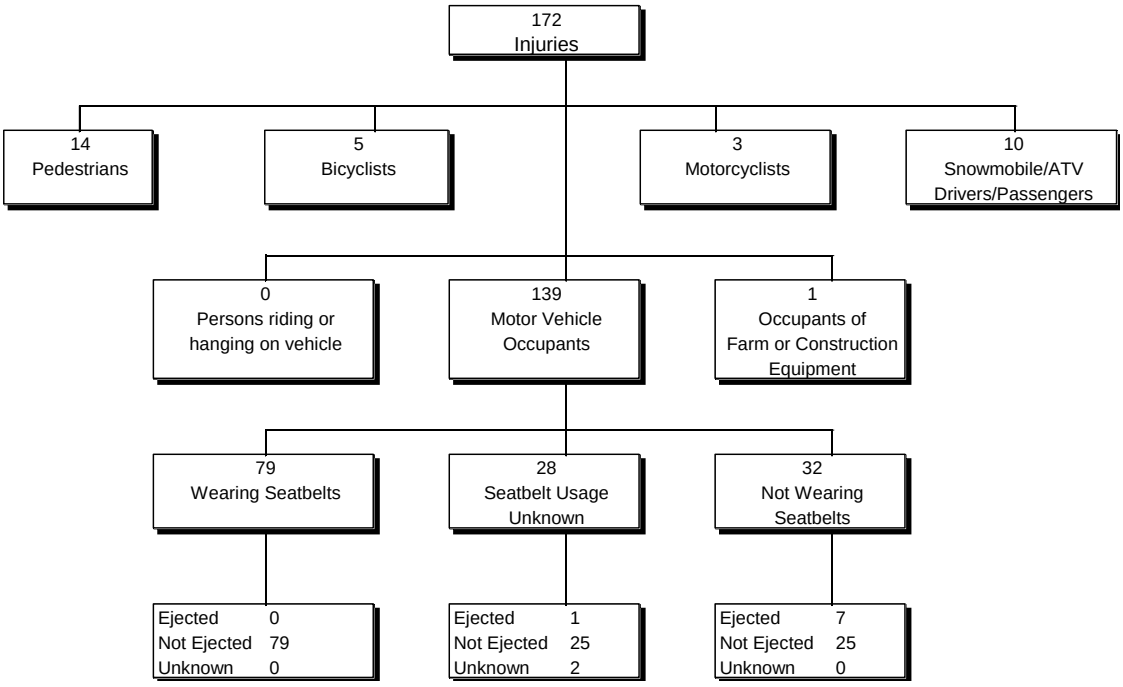
Fatalities Classification
(January 1 to December 31, 2003)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2003)

Figure 7.2



Persons Injured by Road User Class and Age Group Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	2	7	19	20	19	11	5	1	0	**84**	48.8
Motor Vehicle Passenger	1	3	9	13	8	4	5	1	0	11	**55**	32.0
Pedestrian	2	3	1	2	2	1	0	0	2	1	**14**	8.1
Bicyclist	0	3	1	0	0	0	0	0	1	0	**5**	2.9
Motorcyclist (includes passengers	0	0	0	2	0	0	1	0	0	0	**3**	1.7
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Snowmobile Operators & Passengers	0	0	4	3	0	1	1	1	0	0	**10**	5.8
Farm/Construction Equipment	0	0	0	0	1	0	0	0	0	0	**1**	0.6
Other	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Total	**3**	**11**	**22**	**39**	**31**	**25**	**18**	**7**	**4**	**12**	**172**	100.0

Persons Killed by Road User Class and Age Group Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	0	1	0	0	0	0	**1**	33.3
Motor Vehicle Passenger	0	0	0	0	0	0	0	1	0	0	**1**	33.3
Pedestrian	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Motorcyclist (includes passengers	0	0	0	0	0	0	0	0	0	0	**0**	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	1	0	0	0	0	**1**	33.3
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Other	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**	100.0

Persons Injured or Killed by Road User Class and Gender Figure 7.5

	Persons Injured				Persons Killed			
Road User Class	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	51	33	0	**84**	1	0	0	**1**
Motor Vehicle Passenger	32	23	0	**55**	0	1	0	**1**
Pedestrian	6	8	0	**14**	0	0	0	**0**
Bicyclist	4	1	0	**5**	0	0	0	**0**
Motorcyclist (includes passengers)	2	1	0	**3**	0	0	0	**0** **0**
ATV Operators & Passengers	0	0	0	**0**	0	0	0	**0**
Snowmobile Operators & Passengers	10	0	0	**10**	1	0	0	**1**
Farm/Construction Equipment	1	0	0	**1**	0	0	0	**0**
Other	0	0	0	**0**	0	0	0	**0**
Unspecified	0	0	0	**0**	0	0	0	**0**
Total	**106**	**66**	**0**	**172**	**2**	**1**	**0**	**3**

Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	67	38	1042	29	449	**1625**	92.0
Minimal Injuries	13	4	25	0	10	**52**	2.9
Minor Injuries	13	0	39	0	12	**64**	3.6
Major (Hospital Admission)	3	0	4	0	4	**11**	0.6
Fatal	1	0	1	0	0	**2**	0.1
Injured - Extent Unknown	3	0	8	0	2	**13**	0.7
Total	**100**	**42**	**1119**	**29**	**477**	**1767**	100.0

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

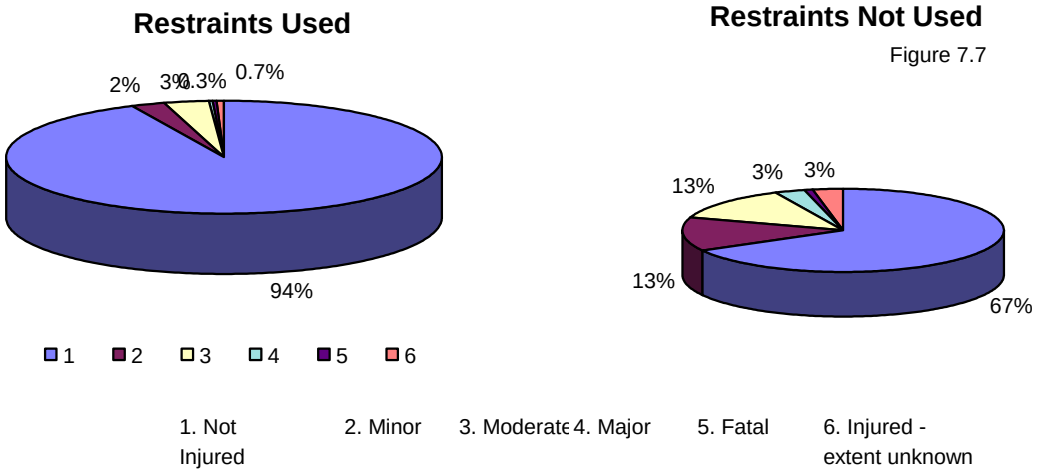


Figure 7.7

1. Not Injured
2. Minor
3. Moderate
4. Major
5. Fatal
6. Injured - extent unknown

Note: The totals used to calculate the percentages in Figures 7.2 and 7.3 do not include occupants where seat belt use was coded as "unknown".

Injury Classification

1 Not Injured - no visible signs or any complaint of injury
2 Minor - minor complaint of injury by victim, but no medical treatment required
3 Moderate - an injury requiring medical attention but not serious enough to require hospital admission
4 Major - an injury serious enough to require hospital admission
5 Fatal - death within 30 days as a result of injuries incurred in the traffic collision
6 Injured- Extent Unknown - victim sustained injuries, precise extent unknown

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	36	68	165	117	194	203	176	58	28	64	1109
Minimal Injuries	0	2	0	5	5	7	4	3	1	2	29
Minor Injuries	0	0	9	6	7	11	5	0	0	1	39
Major (Hospital Admission)	0	0	0	1	1	0	0	1	0	1	4
Fatal	0	0	0	0	0	0	0	1	0	0	1
Injured - Extent Unknown	0	1	0	0	2	1	2	1	0	1	8
Total	**36**	**71**	**174**	**129**	**209**	**222**	**187**	**64**	**29**	**69**	**1190**

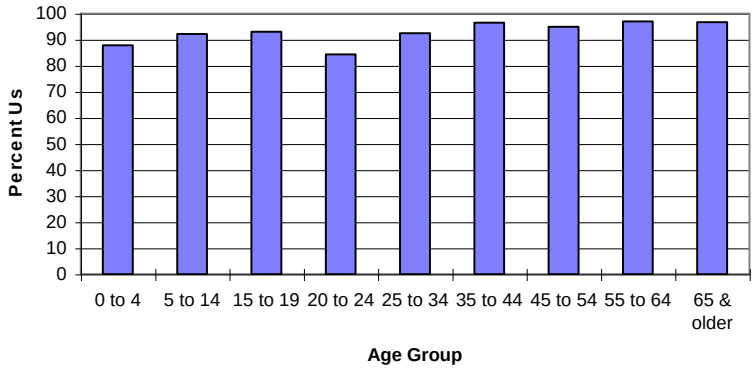
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	4	4	10	14	13	5	6	1	1	9	67
Minimal Injuries	0	0	0	6	3	0	1	0	0	3	13
Minor Injuries	1	2	2	2	0	2	2	1	0	1	13
Major (Hospital Admission)	0	0	0	1	1	0	1	0	0	0	3
Fatal	0	0	0	0	0	1	0	0	0	0	1
Injured - Extent Unknown	0	0	1	1	0	0	0	0	0	1	3
Total	**5**	**6**	**13**	**24**	**17**	**8**	**10**	**2**	**1**	**14**	**100**

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians

Contents:

Pedestrians

2003 Quick Facts on Pedestrian Collisions

- 14 injured
- none killed
- 36% of the pedestrians injured were under the age of 15
- All pedestrians were injured within a community
- 14% of pedestrians had been drinking or were impaired by alcohol

Pedestrians Injured or Killed by Age Group

Figure 8.1

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	2	3	1	2	2	1	0	0	2	1	14	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	**2**	**3**	**1**	**2**	**2**	**1**	**0**	**0**	**2**	**1**	**14**	
%	14.3	21.4	7.1	14.3	14.3	7.1	0.0	0.0	14.3	7.1	100.0	

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	0	0	1	1	0	0	0	0	2	14.3
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	1	0	1	7.1
Walking Along Roadway With Traffic	0	0	0	1	0	0	0	0	0	0	1	7.1
On Sidewalk, Median, Safety Zone	0	1	0	0	1	0	0	0	0	0	2	14.3
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	1	0	0	0	0	0	0	0	0	1	7.1
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	1	0	1	7.1
Running into Roadway	1	1	0	0	0	0	0	0	0	0	2	14.3
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	1	1	7.1
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	1	0	1	0	0	0	0	0	0	0	2	14.3
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	1	0	0	0	0	0	0	1	7.1
Total	**2**	**3**	**1**	**2**	**2**	**1**	**0**	**0**	**2**	**1**	**14**	**100.0**

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	14	**14**	100.0
Rural	0	0	**0**	0.0
Unspecified	0	0	**0**	0.0
Total	**0**	**14**	**14**	100.0

Pedestrians Injured or Killed by Accident Site

Figure 8.4

Accident Site	Killed	Injured	Total	%
Non-Intersection	0	7	**7**	50.0
At Intersection of At Least Two Roadways	0	3	**3**	21.4
Intersection With Parking Lot/Driveway/Alley	0	4	**4**	28.6
Railroad Level Crossing	0	0	**0**	0.0
Bridge/Overpass/Viaduct	0	0	**0**	0.0
Tunnel or Underpass	0	0	**0**	0.0
Passing Lane/Climbing Lane	0	0	**0**	0.0
Other	0	0	**0**	0.0
Unspecified	0	0	**0**	0.0
Total	**0**	**14**	**14**	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	10	10	71.4
Had Been Drinking	0	2	2	14.3
Impaired by Alcohol	0	0	0	0.0
Unknown	0	2	2	14.3
Total	**0**	**14**	**14**	100.0

Alcohol

Contents:

Alcohol

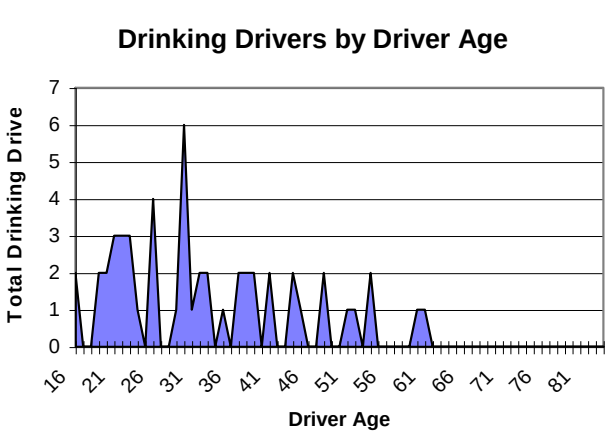
In 2003, there were 54 collisions involving alcohol in the Northwest Territories, resulting in 37 injuries. From the figures presented on the following pages, the facts below should be noted:

- Alcohol was a factor in 7% of all collisions;
- 5% of drivers involved in collisions had been drinking or were impaired by alcohol;
- 49 % of drinking drivers were between the ages of 25 and 44;
- Alcohol-related crashes are more frequent during the late evening or early morning, on weekends and are more likely to take place during the summer months;
- Alcohol was a factor in 21% of all traffic casualties.

Drinking Drivers in Collisions by Driver Age and Gender

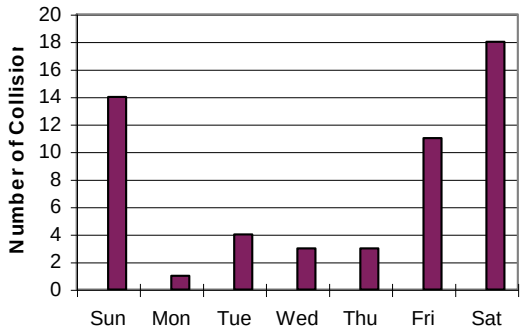
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	1	0	**1**
16	2	0	0	**2**
17	0	0	0	**0**
18	0	0	0	**0**
19	1	1	0	**2**
20	2	0	0	**2**
21 to 24	8	2	0	**10**
25 to 34	12	4	0	**16**
35 to 44	9	2	0	**11**
45 to 54	7	0	0	**7**
55 to 64	2	0	0	**2**
65 & Older	0	0	0	**0**
Not Stated	1	0	1	**2**
Total	**44**	**10**	**1**	**55**



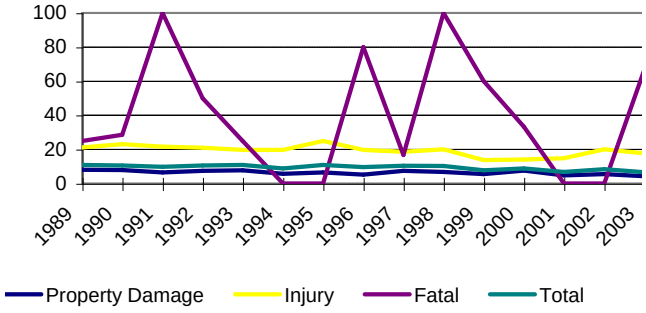
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisons Involving Alcohol by Year and Severity

Figure 9.3



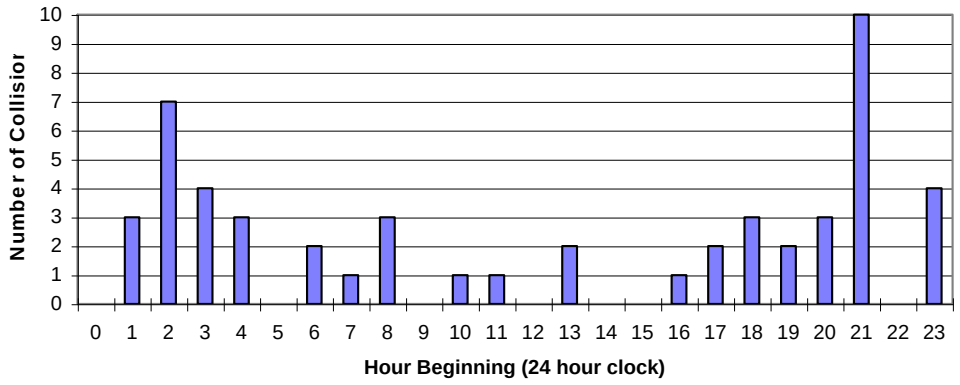
Number of Collisions and Victims Involving Alcohol

Figure 9.4

	Number of Collisions					Number of Victims			
Year	Property Damage	Personal Injury	Fatal	Total	% of Total Collisions	Injured	Killed	Total	% of Total Victims
1993	38	35	1	74	10.9	67	1	68	23.7
1994	32	34	0	66	8.9	51	0	51	20.9
1995	33	41	0	74	10.9	62	0	62	27.2
1996	25	28	8	61	9.6	50	8	58	26.7
1997	33	28	1	62	10.3	43	1	44	19.2
1998	31	27	2	60	10.2	45	2	47	23.7
1999	29	21	3	53	7.7	54	5	59	20.8
2000	41	18	1	60	8.8	30	3	33	17.6
2001	27	21	0	48	6.7	36	0	36	17.3
2002	36	31	0	67	8.3	59	0	59	25.1
2003	29	23	2	54	6.6	35	2	37	21.1
Average	**32**	**28**	**2**	**62**	**9.0**	**48**	**2**	**50**	**22.1**

Number of Alcohol Related Collisions by Time of Day

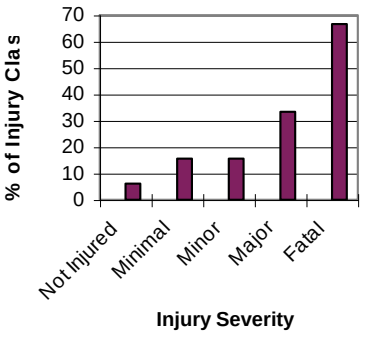
Figure 9.5



Injury Severity by Alcohol Involvement

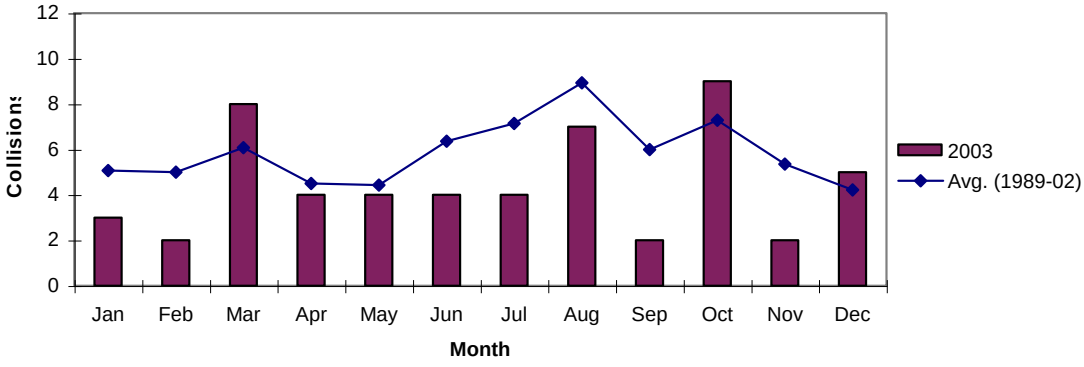
Figure 9.6

Injury Severity	Alcohol Involvement Yes	Alcohol Involvement No	Totals	% with Alcohol
Not Injured	100	1,545	1645	6.1
Minimal Injuries	10	54	64	15.6
Minor	12	65	77	15.6
Major	5	10	15	33.3
Fatal	2	1	3	66.7
Injured - Extent Unknown	8	8	16	50.0
Total	**137**	**1683**	**1820**	**7.5**



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles

Contents:

Off-Road Vehicles

Off-road vehicles, including snowmobiles and All-Terrain Vehicles (ATVs) are a common form of transportation throughout the Northwest Territories. The NWT is unique in that these types of vehicles are permitted to operate on roadways in communities. Despite their widespread use, relatively little is known about collisions involving snowmobiles and ATVs. Part of the problem lies with under-reporting to the police. Only those collisions that occur on or adjacent to a roadway are captured by TCIS. This section attempts to describe the details of collisions with off-road vehicles.

From the figures presented on the following pages, the facts below should be noted:

- 50% of off-road vehicle collisions result in injuries or death
- 50% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 18% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 14% of off-road vehicle drivers or passengers in collisions were wearing helmets
- all of the off-road vehicles involved in collisions were snowmobiles
- no collisions involving off-road vehicles were reported in May, June, July, August, September, and October

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

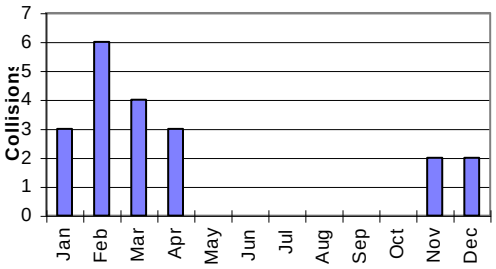
	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	1	1	3	2	1
February	3	3	0	6	3	0
March	1	3	0	4	3	0
April	1	2	0	3	2	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	0	0	0	0	0	0
November	2	0	0	2	0	0
December	2	0	0	2	0	0
Total	**10**	**9**	**1**	**20**	**10**	**1**

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	**11**	**0**	**11**
Killed	1	0	1
Injured	10	0	10
Total Vehicles Involved	**22**	**0**	**22**
Fatal	1	0	1
Injury	10	0	10
Property Damage	11	0	11

Off-Road Vehicle Collisions by Month



Off-Road Vehicle Drivers in Collisions by Driver Age and Gender Figure 10.3

	Snowmobile			ATV				
Age Group	**Male**	**Female**	**Unknown**	**Male**	**Female**	**Unknown**	**Total**	**%**
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	0	0	0	0	0	0	0	0.0
15 to 19	3	0	0	0	0	0	3	13.6
20 to 24	7	1	0	0	0	0	8	36.4
25 to 34	1	0	0	0	0	0	1	4.5
35 to 44	4	0	0	0	0	0	4	18.2
45 to 54	2	0	0	0	0	0	2	9.1
55 to 64	1	0	0	0	0	0	1	4.5
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	1	0	2	0	0	0	3	13.6
Total	**19**	**1**	**2**	**0**	**0**	**0**	**22**	**100.0**

Off-Road Vehicle Collisions by Severity and Driver Condition Figure 10.4

Driver Condition	**Property Damage**	**Personal Injury**	**Fatal**	**Total**	**%**
Apparently Normal	5	5	0	10	45.5
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	0	0	1	4.5
Under Influence - Alcohol	1	2	1	4	18.2
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consiousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	4	3	0	7	31.8
Total	**11**	**10**	**1**	**22**	**100.0**

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	1	0	1	4.5
Following Too Closely	0	1	0	1	4.5
Distracted, Inattentive	0	1	0	1	4.5
Driving Too Fast for Conditions	4	1	1	6	27.3
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	1	1	0	2	9.1
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	0	1	0	1	4.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	0	0	1	4.5
Lost Control	2	2	0	4	18.2
Other	0	0	0	0	0.0
Unknown	3	2	0	5	22.7
Total	**11**	**10**	**1**	**22**	**100.0**

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	0	12	2	14	56.0
Minimal Injuries	2	0	1	3	12.0
Minor Injuries	0	5	1	6	24.0
Major (Hospital Admission)	0	1	0	1	4.0
Fatal	1	0	0	1	4.0
Injured - Extent Unknown	0	0	0	0	0.0
Total	**3**	**18**	**4**	**25**	**100.0**

Geographic Distribution

Contents:

Geographic Distribution

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. Sixty-four percent of collisions took place in the North Slave Region. The North Slave Region also accounted for 44% of persons injured. Two thirds of fatalities took place in the Inuvik Region. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 37% of collisions occurring on the numbered highway system.

Figure 11.4 is a map showing the number of collisions on various segments of the NWT Highway system, including access and winter roads. Figure 11.5 is a map showing the corresponding collision rates expressed in the number of collisions per million vehicle-kilometres of travel.

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Aklavik	0	0	0	0	0	0
Deline	2	1	0	3	3	0
Fort Good Hope	6	1	0	7	1	0
Fort McPherson	9	6	0	15	7	0
Holman	0	0	0	0	0	0
Inuvik	70	10	1	81	10	1
Norman Wells	7	2	0	9	2	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	8	1	0	9	1	0
Tulita	3	0	1	4	0	1
Sub Total Inuvik Region	**105**	**21**	**2**	**128**	**24**	**2**

B - Fort Simpson Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Fort Liard	7	3	0	10	7	0
Fort Simpson	21	8	0	29	10	0
Sub Total Fort Simpson Region	**28**	**11**	**0**	**39**	**17**	**0**

C - South Slave Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Hay River	56	18	0	74	30	0
Fort Providence	13	13	0	26	17	0
Fort Resolution	1	1	0	2	1	0
Fort Smith	20	5	0	25	7	0
Lutsel K'e	0	0	0	0	0	0
Sub Total South Slave Region	**90**	**37**	**0**	**127**	**55**	**0**

D - North Slave Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Rae/Wha Ti	34	12	1	47	18	1
Yellowknife	429	49	0	478	58	0
Sub Total North Slave Region	**463**	**61**	**1**	**525**	**76**	**1**
Total - All Regions	**686**	**130**	**3**	**819**	**172**	**3**

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2003 estimate [2])	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Aklavik	0	161	95	656	0.00	0.00	0.00
Deline	3	156	73	551	1.92	4.11	0.54
Fort Good Hope	7	211	112	667	3.32	6.25	1.05
Fort McPherson	15	312	253	1,015	4.81	5.93	1.48
Ulukhaktok	0	63	128	424	0.00	0.00	0.00
Inuvik	81	1,915	2,069	3,435	4.23	3.91	2.36
Norman Wells	9	522	796	797	1.72	1.13	1.13
Sachs Harbour	0	32	39	117	0.00	0.00	0.00
Tuktoyaktuk	9	411	384	1,309	2.19	2.34	0.69
Tulita	4	155	88	489	2.58	4.55	0.82
Sub Total Inuvik Region	**128**	**3,938**	**4,037**	**9,460**	**3.25**	**3.17**	**1.35**

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2003 estimate [2])	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Fort Liard	10	256	310	588	3.91	3.23	1.70
Fort Simpson	29	844	1,053	1,554	3.44	2.75	1.87
Sub Total Fort Simpson Region	**39**	**1,100**	**1,363**	**2,142**	**3.55**	**2.86**	**1.82**

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2003 estimate [2])	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Hay River	74	2,738	4,236	3,990	2.70	1.75	1.85
Fort Providence	26	272	355	842	9.56	7.32	3.09
Fort Resolution	2	241	248	548	0.83	0.81	0.36
Fort Smith	25	1,524	2,523	2,473	1.64	0.99	1.01
Lutsel K'e	0	101	48	407	0.00	0.00	0.00
Sub Total South Slave Region	**127**	**4,876**	**7,410**	**8,260**	**2.60**	**1.71**	**1.54**

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2003 estimate [2])	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Behchoko/Whati	47	914	839	2,806	5.14	5.60	1.67
Yellowknife	478	13,212	15,457	18,889	3.62	3.09	2.53
Sub Total North Slave Region	**525**	**14,126**	**16,296**	**21,695**	**3.72**	**3.22**	**2.42**
Total - All Regions	**819**	**24,040**	**29,106**	**41,900**	**3.41**	**2.81**	**1.95**

[1] Number of registered vehicles and licensed drivers are as of December 31, 2003.

[2] 2003 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2004.

Collisions on the NWT Highway System Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	66.8	26 Jun 2003	Injury	Single Vehicle Rollover	1	0
	80.8	23 Oct 2003	Injury	Ran Off Road - Left	1	0
	82.0	19 Feb 2003	Property Damage	Single Vehicle Rollover	0	0
	83.8	5 Nov 2003	Property Damage	Ran Off Road - Right	0	0
	85.0	11 Feb 2003	Property Damage	Ran Off Road - Right	0	0
	88.0	11 Mar 2003	Injury	Sideswipe - Opposite Direction	3	0
	142.8	17 Feb 2003	Property Damage	Single Vehicle Rollover	0	0
	159.0	20 May 2003	Injury	Ran Off Road - Left	1	0
	166.0	12 Aug 2003	Injury	Single Vehicle Rollover	1	0
	173.0	12 Mar 2003	Injury	Ran Off Road - Right	2	0
	178.0	15 Oct 2003	Property Damage	Animal Strike	0	0
	187.5	20 Feb 2003	Injury	Single Vehicle Rollover	1	0
	198.0	6 Jul 2003	Injury	Single Vehicle Rollover	1	0
	234.0	19 Jun 2003	Property Damage	Ran Off Road - Right	0	0
	241.0	29 Nov 2003	Property Damage	Ran Off Road - Right	0	0
	257.0	19 Jun 2003	Injury	Single Vehicle Rollover	2	0
	310.0	27 Feb 2003	Property Damage	Ran Off Road - Right	0	0
	344.5	27 Oct 2003	Property Damage	Ran Off Road - Right	0	0
	355.0	13 Feb 2003	Injury	Rear End	1	0
	355.0	29 Oct 2003	Property Damage	Single Vehicle Rollover	0	0
	411.8	17 Feb 2003	Property Damage	Rear End	0	0
	440.0	20 Dec 2003	Property Damage	Single Vehicle Rollover	0	0
	468.0	28 Dec 2003	Property Damage	Single Vehicle Rollover	0	0
	512.0	24 Oct 2003	Injury	Single Vehicle Rollover	1	0
	559.8	23 Aug 2003	Injury	Single Vehicle Rollover	2	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	12	0	25	17	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	14.0	28 Oct 2003	Injury	Single Vehicle Rollover	1	0
	35.0	23 Jun 2003	Injury	Single Vehicle Rollover	2	0
	36.0	31 Aug 2003	Injury	Single Vehicle Rollover	2	0
	36.0	3 Oct 2003	Property Damage	Single Vehicle Rollover	0	0
	38.0	2 Jul 2003	Property Damage	Left Turn Across Path	0	0
	38.7	22 Dec 2003	Property Damage	Sideswipe - Opposite Direction	0	0
	38.8	28 Oct 2003	Property Damage	Right Angle	0	0
	40.2	23 Aug 2003	Injury	Sideswipe - Same Direction	2	0
	40.7	12 Feb 2003	Property Damage	Single Vehicle Rollover	0	0
	41.4	18 Jan 2003	Property Damage	Single Vehicle Rollover	0	0
	41.4	28 Dec 2003	Injury	Single Vehicle Rollover	2	0
	43.9	24 Nov 2003	Property Damage	Rear End	0	0
	44.5	15 Feb 2003	Property Damage	Ran Off Road - Right	0	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	5	0	13	9	0

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	9.0	10 Sep 2003	Property Damage	Animal Strike	0	0
	16.9	15 Feb 2003	Injury	Single Vehicle Rollover	1	0
	17.2	28 Oct 2003	Property Damage	Single Vehicle Rollover	0	0
	25.9	29 Jun 2003	Property Damage	Collision with Parked Vehicle	0	0
	31.0	21 Oct 2003	Property Damage	Animal Strike	0	0
	31.4	2 Oct 2003	Property Damage	Animal Strike	0	0
	36.0	10 Nov 2003	Injury	Single Vehicle Rollover	1	0
	44.0	9 Feb 2003	Injury	Single Vehicle Rollover	1	0
	62.0	2 Mar 2003	Property Damage	Sideswipe - Opposite Direction	0	0
	67.0	5 Oct 2003	Property Damage	Animal Strike	0	0
	72.0	30 Aug 2003	Injury	Single Vehicle Rollover	2	0
	76.4	13 Oct 2003	Property Damage	Animal Strike	0	0
	90.0	2 Feb 2003	Injury	Single Vehicle Rollover	2	0
	101.4	31 Oct 2003	Injury	Animal Strike	1	0
	122.0	22 Dec 2003	Injury	Ran Off Road - Right	1	0
	131.4	20 Oct 2003	Property Damage	Animal Strike	0	0
	141.4	3 Jan 2003	Property Damage	Animal Strike	0	0
	143.0	11 Jan 2003	Property Damage	Single Vehicle Rollover	0	0
	154.0	13 Feb 2003	Injury	Collision with Moving Object	1	0
	159.0	4 Jun 2003	Fatal	Single Vehicle Rollover	2	1
	162.0	29 Mar 2003	Property Damage	Single Vehicle Rollover	0	0
	163.0	14 Jan 2003	Property Damage	Animal Strike	0	0
	168.0	18 Feb 2003	Injury	Single Vehicle Rollover	2	0
	188.0	11 Jan 2003	Property Damage	Animal Strike	0	0
	233.0	25 Jun 2003	Property Damage	Ran Off Road - Right	0	0
	233.0	7 Sep 2003	Injury	Single Vehicle Rollover	2	0
	235.0	20 Oct 2003	Property Damage	Animal Strike	0	0
	239.0	28 Nov 2003	Property Damage	Animal Strike	0	0
	240.0	25 Nov 2003	Property Damage	Ran Off Road - Left	0	0
	240.0	31 Dec 2003	Property Damage	Single Vehicle Rollover	0	0
	253.0	25 Dec 2003	Property Damage	Animal Strike	0	0
	260.0	18 May 2003	Injury	Animal Strike	1	0
	268.8	28 Feb 2003	Property Damage	Single Vehicle Rollover	0	0
	272.0	2 Jan 2003	Property Damage	Single Vehicle Rollover	0	0
	273.0	25 Aug 2003	Property Damage	Ran Off Road - Right	0	0
	273.4	18 May 2003	Injury	Collision with Parked Vehicle	1	0
	277.0 UU	Jun 2003	Property Damage	Collision with Fixed Object	0	0
	280.0	12 Sep 2003	Injury	Collision with Parked Vehicle	2	0
	283.0	10 Jan 2003	Injury	Single Vehicle Rollover	2	0
	293.0	28 May 2003	Property Damage	Single Vehicle Rollover	0	0
	299.0	28 Nov 2003	Property Damage	Rear End	0	0
	310.3	30 Nov 2003	Property Damage	Ran Off Road - Right	0	0
	322.5	19 Oct 2003	Property Damage	Single Vehicle Rollover	0	0
	324.0	2 Jan 2003	Property Damage	Rear End	0	0
	333.0	24 Oct 2003	Injury	Single Vehicle Rollover	2	0
	334.4	14 Mar 2003	Property Damage	Single Vehicle Rollover	0	0
	336.1	21 May 2003	Injury	Single Vehicle Rollover	1	0
	336.7	3 May 2003	Property Damage	Collision with Fixed Object	0	0
	336.8	26 Jul 2003	Property Damage	Right Angle	0	0
	338.4	8 Nov 2003	Property Damage	Single Vehicle Rollover	0	0
	338.5	23 May 2003	Property Damage	Ran Off Road - Right	0	0
	338.8	8 Nov 2003	Property Damage	Collision with Fixed Object	0	0

Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	35	16	1	52	25	1

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	10 Dec 2003	Property Damage	Left Turn Across Path	0	0
	0.4	10 Jul 2003	Property Damage	Rear End	0	0
	2.0	28 Apr 2003	Property Damage	Ran Off Road - Left	0	0
	4.9	25 Jun 2003	Property Damage	Single Vehicle Rollover	0	0
	10.8	21 Aug 2003	Injury	Single Vehicle Rollover	1	0
	12.0	10 Jul 2003	Injury	Single Vehicle Rollover	2	0
	14.0	9 Aug 2003	Property Damage	Ran Off Road - Right	0	0
	16.8	9 Jun 2003	Property Damage	Single Vehicle Rollover	0	0
	20.0	9 Feb 2003	Property Damage	Ran Off Road - Right	0	0
	26.5	9 Aug 2003	Injury	Single Vehicle Rollover	2	0
	36.3	9 Jun 2003	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	3	0	11	5	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	12 Apr 2003	Injury	Ran Off Road - Right	3	0
	15.0	10 Apr 2003	Property Damage	Single Vehicle Rollover	0	0
	26.3	19 Feb 2003	Property Damage	Single Vehicle Rollover	0	0
	46.9	27 Oct 2003	Injury	Single Vehicle Rollover	2	0
	61.0	22 Sep 2003	Injury	Single Vehicle Rollover	2	0
	75.0	18 Jun 2003	Injury	Single Vehicle Rollover	1	0
	107.0	29 Dec 2003	Property Damage	Single Vehicle Rollover	0	0
	166.0	14 Dec 2003	Property Damage	Ran Off Road - Left	0	0
	180.0	23 Jan 2003	Injury	Ran Off Road - Left	1	0
	189.5	21 Jan 2003	Property Damage	Single Vehicle Rollover	0	0
	224.0	18 Aug 2003	Property Damage	Rear End	0	0
	228.0	14 Feb 2003	Property Damage	Single Vehicle Rollover	0	0
	230.0	10 Jun 2003	Property Damage	Single Vehicle Rollover	0	0
	234.4	10 Dec 2003	Property Damage	Head-on	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	5	0	14	9	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	67.3	17 Oct 2003	Injury	Single Vehicle Rollover	1	0

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	1	0	1	1	0

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	3.0	19 May 2003	Injury	Single Vehicle Rollover	2	0
	9.0	15 Aug 2003	Property Damage	Animal Strike	0	0
	37.6	31 Aug 2003	Property Damage	Collision with Fixed Object	0	0
	45.6	7 Aug 2003	Property Damage	Other Single Vehicle Collision	0	0
	132.0	8 Dec 2003	Property Damage	Ran Off Road - Left	0	0
	152.0	25 Apr 2003	Injury	Single Vehicle Rollover	4	0
	169.6	31 Mar 2003	Property Damage	Single Vehicle Rollover	0	0
	220.0	1 Mar 2003	Property Damage	Single Vehicle Rollover	0	0
	234.0	16 Feb 2003	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	2	0	9	6	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	24 Nov 2003	Property Damage	Single Vehicle Rollover	0	0
	35.4	5 Jul 2003	Injury	Single Vehicle Rollover	2	0
	55.2	20 Apr 2003	Property Damage	Ran Off Road - Left	0	0
	62.0	6 Mar 2003	Injury	Ran Off Road - Right	1	0
	85.4	12 Feb 2003	Property Damage	Collision with Fixed Object	0	0
	88.5	6 Sep 2003	Injury	Single Vehicle Rollover	1	0
	100.4	19 Jul 2003	Injury	Single Vehicle Rollover	1	0
	116.0	18 Dec 2003	Property Damage	Single Vehicle Rollover	0	0
	146.8	5 Jun 2003	Property Damage	Other Single Vehicle Collision	0	0
	202.0	14 Sep 2003	Property Damage	Sideswipe - Opposite Direction	0	0
	232.5	28 Jun 2003	Injury	Single Vehicle Rollover	1	0
	237.2	3 Oct 2003	Property Damage	Animal Strike	0	0
	259.3	15 Feb 2003	Property Damage	Collision with Fixed Object	0	0
	262.5	6 Dec 2003	Fatal	Ran Off Road - Left	0	1
	263.0	10 Oct 2003	Property Damage	Ran Off Road - Left	0	0
	263.8	8 Oct 2003	Injury	Single Vehicle Rollover	1	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	6	1	16	7	1

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	10 Jul 2003	Property Damage	Single Vehicle Rollover	0	0
Fort Simpson Access Road	9 Mar 2003	Injury	Ran Off Road - Left	1	0
Hay River Reserve Access Road	27 Oct 2003	Property Damage	Single Vehicle Rollover	0	0
Hay River Reserve Access Road	13 Nov 2003	Property Damage	Ran Off Road - Right	0	0
Prelude West Access Road	2 Mar 2003	Property Damage	Collision with Fixed Object	0	0
Rae Access Road	25 Jul 2003	Property Damage	Single Vehicle Rollover	0	0
Rae Access Road	3 Dec 2003	Property Damage	Animal Strike	0	0
Vee Lake Access Road	30 Jan 2003	Property Damage	Ran Off Road - Right	0	0
Vee Lake Access Road	27 Sep 2003	Property Damage	Single Vehicle Rollover	0	0
Yellowknife Access Road	13 Jan 2003	Property Damage	Right Angle	0	0
Yellowknife Access Road	24 Jan 2003	Property Damage	Rear End	0	0
Yellowknife Access Road	4 Feb 2003	Injury	Left Turn Across Path	1	0
Yellowknife Access Road	28 Feb 2003	Property Damage	Rear End	0	0
Yellowknife Access Road	13 Mar 2003	Property Damage	Ran Off Road - Right	0	0
Aklavik Winter Access Road	22 Jan 2003	Property Damage	Other Single Vehicle Collision	0	0
Deline Winter Access Road	24 Feb 2003	Property Damage	Sideswipe - Opposite Direction	0	0
Deline Winter Access Road	27 Feb 2003	Property Damage	Sideswipe - Opposite Direction	0	0
Inuvik-Tuktoyaktuk Winter Road	20 Jan 2003	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	3 Feb 2003	Injury	Single Vehicle Rollover	1	0
Inuvik-Tuktoyaktuk Winter Road	13 Feb 2003	Injury	Single Vehicle Rollover	1	0
Inuvik-Tuktoyaktuk Winter Road	3 Mar 2003	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	18 Mar 2003	Injury	Single Vehicle Rollover	1	0
Inuvik-Tuktoyaktuk Winter Road	3 Apr 2003	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	13 Apr 2003	Property Damage	Collision with Parked Vehicle	0	0
Inuvik-Tuktoyaktuk Winter Road	29 Apr 2003	Injury	Single Vehicle Rollover	1	0
Mackenzie Highway Winter Road	24 Jan 2003	Fatal	Collision with Parked Vehicle	0	1
Mackenzie Highway Winter Road	13 Mar 2003	Property Damage	Single Vehicle Rollover	0	0
Mackenzie Highway Winter Road	16 Mar 2003	Property Damage	Ran Off Road - Right	0	0
Mackenzie Highway Winter Road	29 Mar 2003	Property Damage	Single Vehicle Rollover	0	0
Nahanni Butte Winter Road	19 Jan 2003	Property Damage	Ran Off Road - Right	0	0
Rae Lakes Winter Access Road	22 Mar 2003	Property Damage	Collision with Parked Vehicle	0	0
Rae Lakes Winter Access Road	5 Apr 2003	Property Damage	Sideswipe - Opposite Direction	0	0
Rae Lakes Winter Access Road	9 Apr 2003	Property Damage	Collision with Fixed Object	0	0
Rae Lakes Winter Access Road	14 Apr 2003	Injury	Single Vehicle Rollover	1	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	26	7	1	34	7	1

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	115	57	3	175	86	3

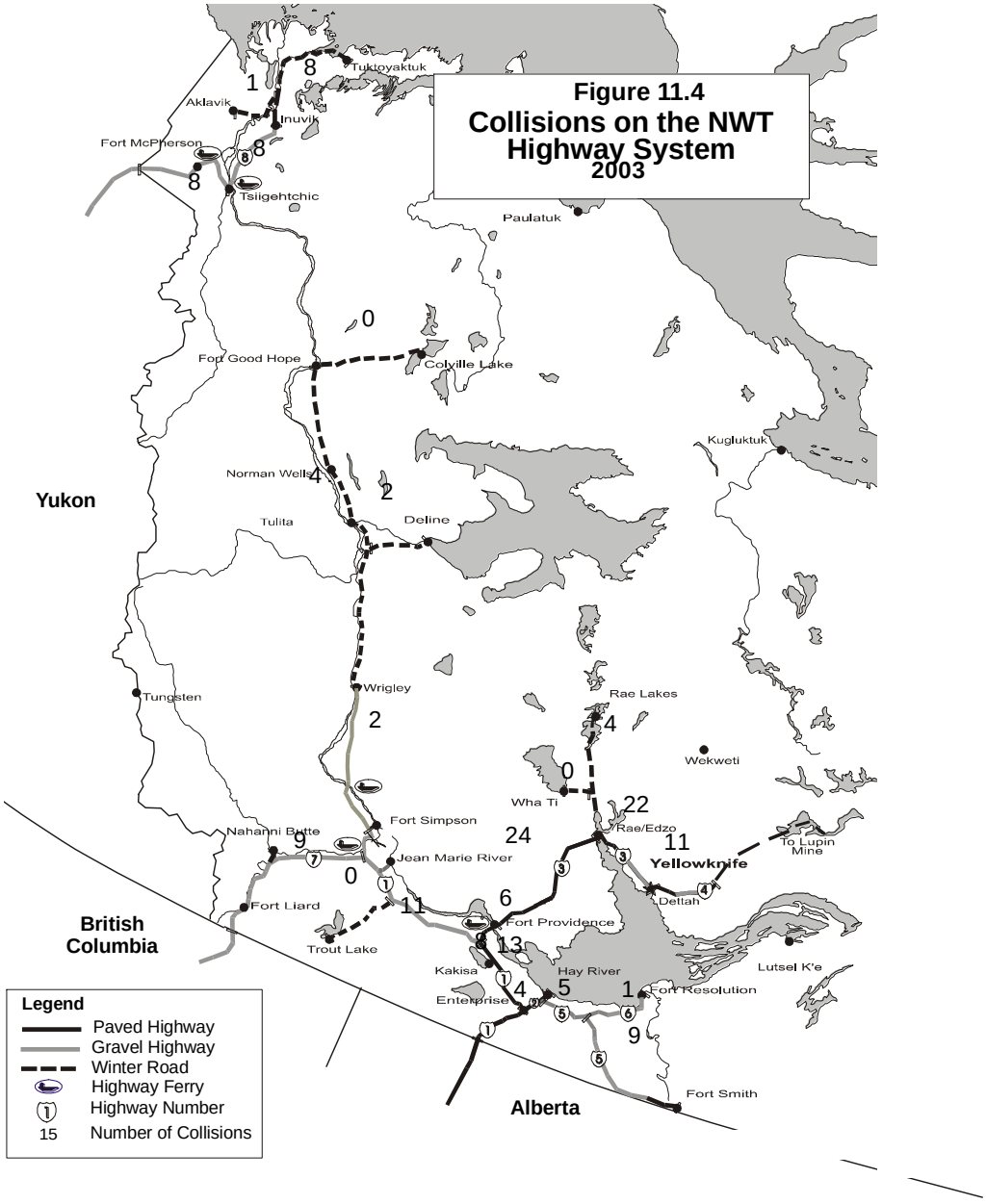


Figure 11.4
Collisions on the NWT Highway System
2003
Tuktoyaktuk
Aklavik
Inuvik
Fort McPherson
Tsiigehtchic
Paulatuk
Fort Good Hope
Colville Lake
Kugluktuk
Norman Wells
Yukon
Tulita
Deline
Wrigley
Tungsten
Rae Lakes
Wekweti
Wha Ti
Rae/Edzo
Yellowknife
To Lupin Mine
Nahanni Butte
Fort Simpson
Jean Marie River
Dettah
Fort Liard
British Columbia
Fort Providence
Trout Lake
Kakisa
Hay River
Lutsel K'e
Enterprise
Fort Resolution
Fort Smith
Alberta
Legend
Paved Highway
Gravel Highway
Winter Road
Highway Ferry
Highway Number
Number of Collisions

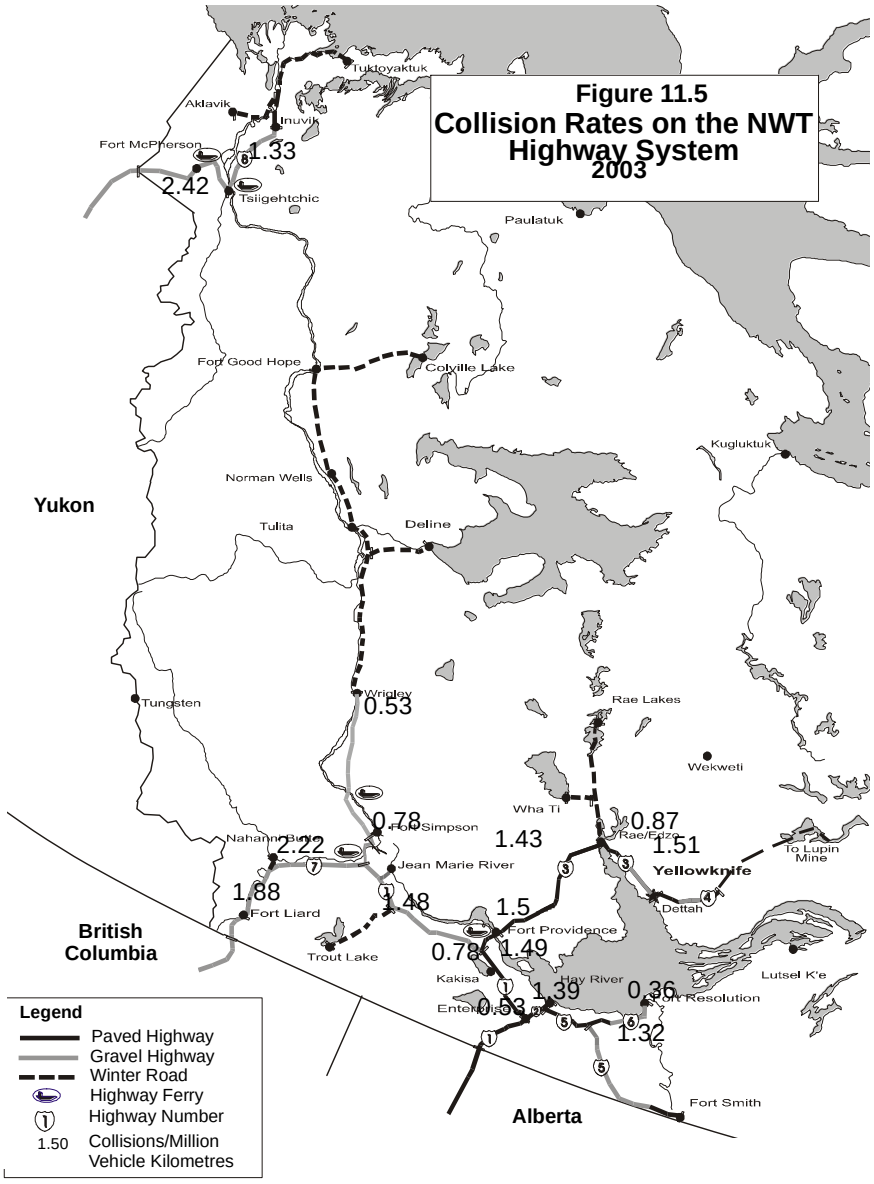
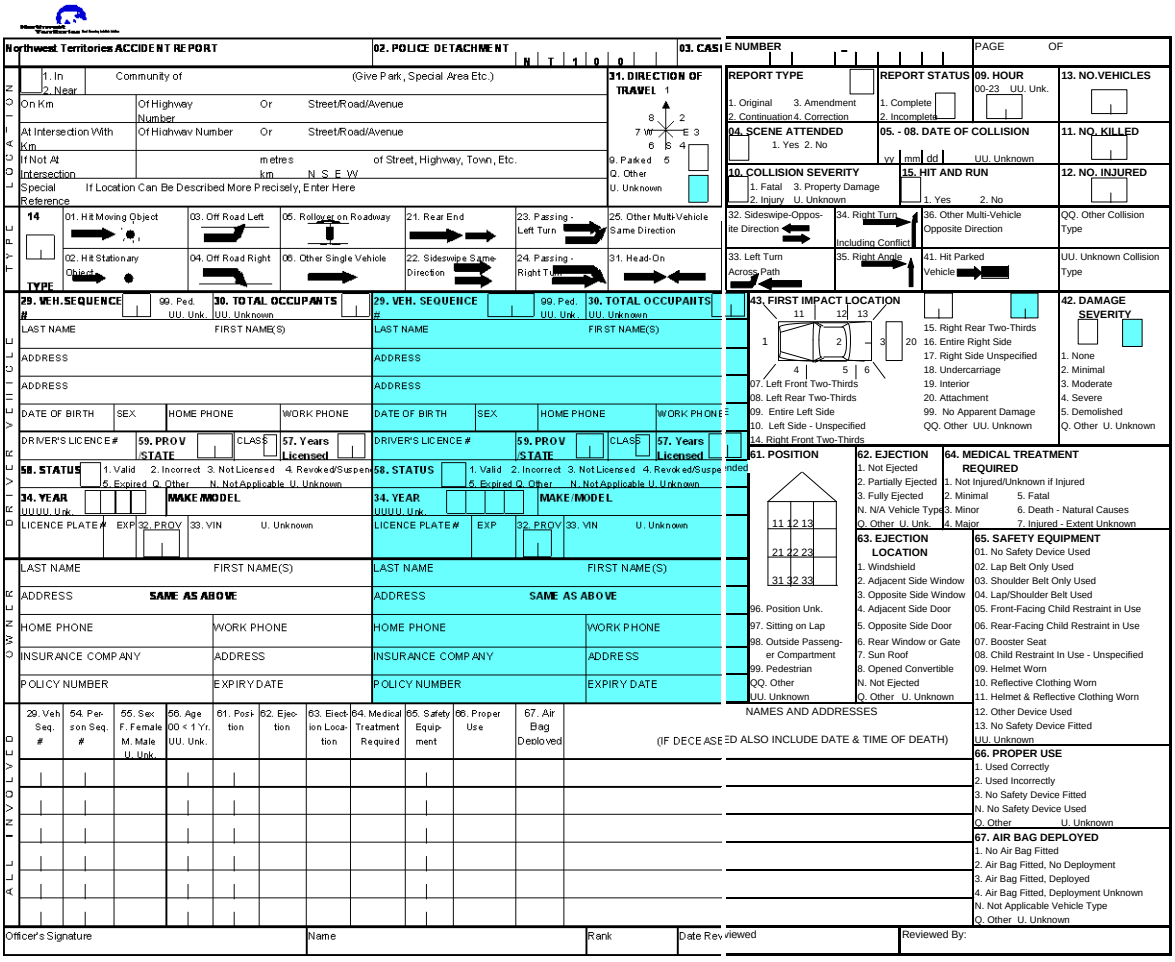


Figure 11.5
Collision Rates on the NWT Highway System
2003
Tuktoyaktuk
Aklavik
Inuvik
Fort McPherson
1.33
2.42
Tsiigehtchic
Paulatuk
Fort Good Hope
Colville Lake
Kugluktuk
Norman Wells
Yukon
Tulita
Deline
Tungsten
Wrigley
0.53
Rae Lakes
Wekweti
Wha Ti
0.78
0.87
Fort Simpson
1.43
Rae/Edzo
1.51
To Lupin Mine
Nahanni Butte
2.22
Jean Marie River
Yellowknife
1.88
1.48
1.5
Dettah
Fort Liard
British Columbia
Fort Providence
0.78
1.49
Trout Lake
Kakisa
Hay River
1.39
0.36
Lutsel K'e
Enterprise
0.53
Fort Resolution
1.32
Fort Smith
Alberta
Legend
Paved Highway
Gravel Highway
Winter Road
Highway Ferry
Highway Number
1.50 Collisions/Million Vehicle Kilometres

Appendix

Contents:



Northwest Territories ACCIDENT REPORT — 02. POLICE DETACHMENT N T 1 0 0 — 03. CASE NUMBER — PAGE OF

LOCATION

1. In 2. Near — Community of — (Give Park, Special Area Etc.)

On Km — Of Highway Number — Or — Street/Road/Avenue

At Intersection With Km — Of Highway Number — Or — Street/Road/Avenue

If Not At Intersection — metres — of Street, Highway, Town, Etc. — km — N. S. E. W

Special Reference — If Location Can Be Described More Precisely, Enter Here

31. DIRECTION OF TRAVEL (1 2 E 3 4 S 5 6 W 7 8; 9. Parked Q. Other U. Unknown)

REPORT TYPE: 1. Original 2. Continuation 3. Amendment 4. Correction

REPORT STATUS: 1. Complete 2. Incomplete

09. HOUR (00-23 UU. Unk.)

13. NO.VEHICLES

04. SCENE ATTENDED: 1. Yes 2. No

05. - 08. DATE OF COLLISION: yy mm dd UU. Unknown

11. NO. KILLED

10. COLLISION SEVERITY: 1. Fatal 2. Injury 3. Property Damage U. Unknown

15. HIT AND RUN: 1. Yes 2. No

12. NO. INJURED

TYPE

14 TYPE

01. Hit Moving Object — 02. Hit Stationary Object — 03. Off Road Left — 04. Off Road Right — 05. Rollover on Roadway — 06. Other Single Vehicle — 21. Rear End — 22. Sideswipe Same-Direction — 23. Passing - Left Turn — 24. Passing - Right Turn — 25. Other Multi-Vehicle Same Direction — 31. Head-On

32. Sideswipe-Opposite Direction — 33. Left Turn Across Path — 34. Right Turn including Conflict — 35. Right Angle — 36. Other Multi-Vehicle Opposite Direction — 41. Hit Parked Vehicle — QQ. Other Collision Type — UU. Unknown Collision Type

DRIVER VEHICLE

29. VEH. SEQUENCE # (99. Ped. UU. Unk.) — 30. TOTAL OCCUPANTS (UU. Unknown)

LAST NAME — FIRST NAME(S)

ADDRESS

ADDRESS

DATE OF BIRTH — SEX — HOME PHONE — WORK PHONE

DRIVER'S LICENCE # — 59. PROV /STATE — CLASS — 57. Years Licensed

58. STATUS: 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown

34. YEAR (UUUU. Unk.) — MAKE/MODEL

LICENCE PLATE # — EXP — 32. PROV — 33. VIN — U. Unknown

43. FIRST IMPACT LOCATION (1 2 3 4 5 6 11 12 13 20)

07. Left Front Two-Thirds
08. Left Rear Two-Thirds
09. Entire Left Side
10. Left Side - Unspecified
14. Right Front Two-Thirds
15. Right Rear Two-Thirds
16. Entire Right Side
17. Right Side Unspecified
18. Undercarriage
19. Interior
20. Attachment
99. No Apparent Damage
QQ. Other UU. Unknown

42. DAMAGE SEVERITY: 1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished Q. Other U. Unknown

OWNER

LAST NAME — FIRST NAME(S)

ADDRESS — SAME AS ABOVE

HOME PHONE — WORK PHONE

INSURANCE COMPANY — ADDRESS

POLICY NUMBER — EXPIRY DATE

ALL INVOLVED

29. Veh Seq. #	54. Person Seq. #	55. Sex F. Female M. Male U. Unk.	56. Age 00 < 1 Yr. UU. Unk.	61. Position	62. Ejection	63. Ejection Location	64. Medical Treatment Required	65. Safety Equipment	66. Proper Use	67. Air Bag Deployed	NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)

61. POSITION (11 12 13 / 21 22 23 / 31 32 33)

96. Position Unk.
97. Sitting on Lap
98. Outside Passenger Compartment
99. Pedestrian
QQ. Other
UU. Unknown

62. EJECTION
1. Not Ejected
2. Partially Ejected
3. Fully Ejected
N. N/A Vehicle Type
Q. Other U. Unk.

64. MEDICAL TREATMENT REQUIRED
1. Not Injured/Unknown if Injured
2. Minimal 5. Fatal
3. Minor 6. Death - Natural Causes
4. Major 7. Injured - Extent Unknown

63. EJECTION LOCATION
1. Windshield
2. Adjacent Side Window
3. Opposite Side Window
4. Adjacent Side Door
5. Opposite Side Door
6. Rear Window or Gate
7. Sun Roof
8. Opened Convertible
N. Not Ejected
Q. Other U. Unknown

65. SAFETY EQUIPMENT
01. No Safety Device Used
02. Lap Belt Only Used
03. Shoulder Belt Only Used
04. Lap/Shoulder Belt Used
05. Front-Facing Child Restraint in Use
06. Rear-Facing Child Restraint in Use
07. Booster Seat
08. Child Restraint In Use - Unspecified
09. Helmet Worn
10. Reflective Clothing Worn
11. Helmet & Reflective Clothing Worn
12. Other Device Used
13. No Safety Device Fitted
UU. Unknown

66. PROPER USE
1. Used Correctly
2. Used Incorrectly
3. No Safety Device Fitted
N. No Safety Device Used
Q. Other U. Unknown

67. AIR BAG DEPLOYED
1. No Air Bag Fitted
2. Air Bag Fitted, No Deployment
3. Air Bag Fitted, Deployed
4. Air Bag Fitted, Deployment Unknown
N. Not Applicable Vehicle Type
Q. Other U. Unknown

Officer's Signature — Name — Rank — Date Reviewed — Reviewed By:

16.ROADWAY CONFIGURATION
1. Non-Intersection
2. Intersection 2 Roads
3. Intersection With Parking Lot/Driveway/Alley
4. Railroad Level Crossing
5. Bridge, Overpass, Viaduct
6. Tunnel Or Underpass
Q. Other
U. Unknown

17.WEATHER CONDITION
1. Clear and/or Sunny
2. Overcast, Cloudy - No Precipitation
3. Raining
4. Snowing, Not Including Drifting Snow
5. Freez. Rain, Sleet, Hail
6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist)
7. Strong Wind
Q. Other
U. Unknown

18.LIGHT CONDITION
1. Daylight
2. Dawn
3. Dusk
5. Darkness
U. Unknown

19. ARTIFICIAL LIGHT CONDITION
1. No Artificial Light
2. Artificial Light - On
3. Artificial Light - Off
U. Unknown

20. ROAD CLASSIFICATION I
1. Urban
2. Rural
U. Unknown

21. ROAD CLASSIFICATION II
2. Arterial
3. Collector
4. Local
Q. Other (Parking Lot)
U. Unknown

22. ROAD CLASSIFICATION III
1. One-Way, 2-Lane
2. One-Way, Multi-Lane
3. Undivided, 2-Way, 2-Lane
4. Undivided, 2-Way, Multi-Lane
5. Divided, With Barrier
6. Divided, With Median
7. Divided,Type Unspecified
Q. Other (Parking Lot)
U. Unknown

23. ROAD MATERIAL
1. Asphalt
2. Concrete
3. Gravel
4. Earth, Dirt
5. Chip-Seal
6. Brick/Cobblestone
7. Wood
8. Steel Deck
9. Ice Road
Q. Other
U. Unknown

24. ROAD SURFACE
1. Dry, Normal
2. Wet
3. Snow (Fresh/Loose)
4. Slush, Wet Snow
5. Icy
6. Sandy/Gravel/Dirt
7. Muddy
8. Oil
9. Flooded
Q. Other
U. Unknown

25. ROAD CONDITION
1. Good
2. Potholes, Bumps, Ruts
3. Under Construction, Repair
4. Uneven
5. Worn
6. Obscured/Faded Markings
Q. Other
U. Unknown

26. ROAD ALIGNMENT
1. Straight And Level
2. Straight With Grade
3. Curved And Level
4. Curved With Grade
5. Top Of Hill/Gradient
6. Bottom Of Hill/Gradient
Q. Other
U. Unknown

27. TRAFFIC CONTROL
01. Traffic Signals - Oper.
02. Traffic Signals - Flashing
03. Stop Sign
04. Yield Sign
05. Warning Sign
06. Pedestrian Crosswalk
07. Police Officer
08. School Guard, Flagman
09. School Crossing
10. Reduced Speed Zone
11. No Passing Zone Sign
12. Road Markings
13. School Bus Stopped/ Lights Flashing
14. School Bus Stopped/ Lights Not Flashing
15. Rail Crossing With Signals and/or Gates
16. Rail X-ing, Signs Only
17. Unspec. Control Device
18. No Control Present
QQ. Other
UU. Unknown

28. POSTED SPEED LIMIT
UUU. Unknown

35. VEHICLE TYPE
01. Passenger Car
02. Passenger Van
03. Light Utility Vehicle
04. Pickup Truck,To 4500 kg
05. Panel/Cargo Van,To 4500 kg
06. Other Truck, Van,To 4500 kg
07. Unit Truck, > 4500 kg
08. Road Tractor
09. School Bus
11. Urban Transit Bus
12. Intercity Bus
14. Motorcycle
15. Motorcycle - Speed Limited
16. Off-Road Vehicle
17. Bicycle
18. Purpose-Built Motor Home
19. Farm Equipment
20. Construction Equipment
22. Snowmobile
QQ. Other UU. Unknown

36. VEHICLE USE
01. Taxi
02. School Bus
03. Other Bus
04. Military
05. Police Cruiser
06. Other Police
07. Ambulance
08. Hearse
09. Tow Truck
10. Delivery Vehicle
11. Road Maintenance
12. Utilities Maintenance
13. Fire Response
99. No Special Use
QQ. Other
UU. Unknown

37. EMERGENCY USE
1. Yes
2. No
N. Not an Emergency Vehicle
U. Unknown

38. TRAILER TYPE
1. Recreational Trailer
2. Light Utility Trailer (Boat)
3. Commercial Full Trailer
4. One Semi-Trailer
5. Two Semi-Trailers, A-Train
6. Two Semi-Trailers, B-Train
7. Two Semi-Trailers, C-Train
8. Two Semi-Trailers, Connector Unknown
9. Three Semi-Trailers
N. No Trailers
Q. Other
U. Unknown

39. USE OF HEADLIGHTS
1. No Headlights On/Not Equipped
2. Daytime Running Lights On
3. Headlights On
4. Parking Lights Only On
5. Fog Or Auxiliary Lights On
Q. Other
U. Unknown

40.VEHICLE SPEED
000. Stopped in Traffic
NNN. Parked
UUU. Unknown

41. VEHICLE MANOEUVRE
01. Going Straight
02. Turning Left
03. Turning Right
04. Making U-Turn
05. Changing Lanes
06. Merging
07. Reversing
08. Overtaking
09. Negotiating Curve
10. Slowing, Stopping
11. Starting In Traffic
12. Leaving Roadside
13. Stopped/Parked Legally
14. Stopped/Parked Illegally
15. Swerving To Avoid Collision
16. Run-Away Or Roll Away Vehicle
21. Unspecified Manoeuvre
QQ. Other UU. Unknown

44 - 46. VEHICLE EVENTS
NON-COLLISION EVENTS:
01. Skidded Or Spun On Roadway
02. Ran Off Road
03. Overturned, Rollover
04. Jacknife Or Trailer Swing
05. Fire Or Explosion
06. Load Spill
07. Load Shift **EVT1**
08. Submersion
09. Other Non-Collision Event
HIT MOVING OBJECTS:
11. Hit Moving Motor Vehicle
12. Hit Pedestrian
13. Hit Bicyclist **EVT2**
14. Hit Animal
15. Hit Train **EVT3**
19. Hit Another Moving Object
HIT NON-MOVING OBJECTS:
21. Hit Parked Vehicle
22. Hit Non-Fixed Object
23. Hit Building
24. Hit Ditch
25. Hit Embankment, Dirt Pile, Rock
26. Hit Culvert, Drainage Structure
27. Hit Tree/Bush/Hedge
28. Hit Light/Utility Pole
29. Hit Curb
30. Hit Post
31. Hit Traffic Barrier
32. Hit Other Fixed Object, Part Of Road Structure
33. Hit Other Fixed Object NOT Part Of Road Structure
39. Hit Other Type Fixed Object
NN. No 2nd or 3rd Event
QQ. Other UU. Unknown

47. DRIVER/PEDESTRIAN CONDITION
01. Fatigued/Fell Asleep
02. Inexperience
03. Under Influence -Alcohol
04. Under Influence - Drugs
05. Sudden Illness, Lost Conciousness
NN. Apparently Normal
QQ. Other UU. Unknown

48. DRIVER ACTION
21. Following Too Closely
22. Distracted, Inattentive
23. Driving Too Fast For Conditions
24. Improper Turning Or Passing
25. Fail To Yield Right-Of-Way
26. Disobeyed Traffic Control Device/ Police Officer
27. Driving On Wrong Side Of Road
29. Backing Unsafely
30. Lost Control
NN. Driving Properly
QQ. Other UU. Unknown

49. VEHICLE FACTORS
41. Defective Brakes
42. Defective Steering
43. Defective Lights
44. Tire Blown Out
45. Unsecured Or Spilled Load
46. Oversized Load, Overload
47. Visibility Obstructed
48. Other Defective Parts
NN. No Defects
QQ. Other UU. Unknown

50. ENVIRONMENTAL FACTORS
51. Animal On Roadway
52. Road Surface Or Other Condition
53. Obstruction On Road
54. View Obstructed, Glare, Reflection
55. Weather Or Acts Of God
NN. No Environmental Factors
QQ. Other UU. Unknown

52. DANGEROUS GOODS CLASS
1. Explosives
2. Gases
3. Flammable Liquids
4. Flammable Solids, Spontaneous Combustibles
5. Oxidizers & Organic Peroxides
6. Poisonous & Infectious Substances
7. Radioactives
8. Corrosives
9. Misc. Dangerous Goods
N. Not a Commercial Vehicle
Q. Other U. Unknown

53. LOAD STATUS COMMERCIAL VEHICLES
1. Fully/Partially Loaded
2. Not Loaded
N. Not a Commercial Vehicle
Q. Other U. Unknown

60. BLOOD ALCOHOL CONCENTRATION
000-500 BAC (mg%) of Driver /Pedestrian
600. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected
610. Not Tested Due To Injury, Alcohol Use Suspected
620. Not Tested - Other Reasons, Alcohol Use Suspected
998. No Alcohol Suspected
NNN. Passenger UUU. Unknown
Dri 1 Dri 2
Ped 1 Ped 2
Ped 3 Ped 4

68. PEDESTRIAN ACTION
01. Crossing Intersection With ROW
02. Crossing Intersection Without ROW
04. In Crosswalk
05. Crossing Roadway At Midblock
06. Walking On Roadway Against Traffic
07. Walking On Roadway With Traffic
08. On Sidewalk, Median, Safety Zone
11. Coming From Behind Parked Vehicle/Object
12. Coming From Behind Moving Vehicle
13. Running Into Roadway
14. Getting On/Off School Bus
15. Getting On/Off Vehicle
16. Pushing Vehicle Ped 1
17. Working On Vehicle
18. Playing On Road Ped 2
19. Working On Road
20. Lying On Road Ped 3
NN. Not a Pedestrian
QQ. Other UU. Unknown Ped 4

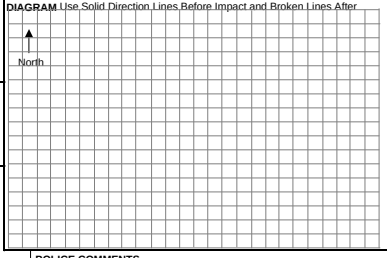
INDEPENDENT WITNESSES

Last Name	First Name
Address	
Home Phone	Work Phone
Last Name	First Name
Address	
Home Phone	Work Phone

ADDITIONAL WITNESSES ON FILE? Yes ☐ No ☐

DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.

DIAGRAM Use Solid Direction Lines Before Impact and Broken Lines After



POLICE COMMENTS

PROPOSED ACTION

The following is a brief description of the three fatal traffic collisions that took place in the Northwest Territories in 2003, resulting in three fatalities.

RCMP Detachment	Date	Description
Tulita	24-Jan	Snowmobile struck parked construction equipment on the Mackenzie Highway Winter Road approximately 20 km south of Tulita. The operator of the snowmobile, who was wearing a helmet and was impaired by alcohol, died at the scene.
Rae	04-Jun	Single vehicle rollover involving passenger van near Km 159 on Highway #3. The centre rear passenger was ejected and fatally injured. The driver and right front passenger sustained moderate injuries. Alcohol was not involved.
Inuvik	06-Dec	Single vehicle ran off-road collision involving sport utility vehicle near Km 263 on Highway #8. The unrestrained driver was partially ejected and died in hospital. Alcohol use was suspected.