PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF TRANSPORT AND COMMUNICATIONS

HON. R. M. STRACHAN, *Minister*

C. M. DALFEN, *Deputy Minister*

F. A. MACLEAN,
Associate Deputy Minister
(Transport)

F. G. NIXON,
Associate Deputy Minister
(Communications)

REPORT
of the
BRITISH COLUMBIA DEPARTMENT of TRANSPORT and COMMUNICATIONS

JANUARY 1, 1973, TO MARCH 31, 1974

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in right of the Province of British Columbia.
1975

VICTORIA, B.C., March 7, 1975

To the Honourable WALTER S. OWEN, Q.C., LL.D.,
Lieutenant-Governor of the Province of British Columbia

MAY IT PLEASE YOUR HONOUR:

I hereby submit the first Report of the Department of Transport and Communications for the fiscal year ended March 31, 1974.

ROBERT M. STRACHAN
Minister of Transport and Communications

The Honourable Robert M. Strachan, Minister of Transport and Communications.

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To the Honourable ROBERT M. STRACHAN,
Minister of Transport and Communications,
Victoria, British Columbia.

SIR: I have the honour to submit for your consideration the first Annual Report of the Department of Transport and Communications.

Inasmuch as 1973 was a transitional year for the Department, and, in order to bridge the gap between calendar year and fiscal year reporting, this Report presents a record of activities from January 1, 1973, to March 31, 1974. It is intended that all future Annual Reports will be on a fiscal year basis.

The creation of the Department of Transport and Communications has enabled the Government to respond more rationally and efficiently to the major transportation and communications challenges facing British Columbia. Access to the North, to cite an example, is an area where transportation and communications aspects are clearly inter-related. Transportion can be seen as the development of pathways for the carriage of people and things; communications as the development of pathways for the carriage of information and ideas.

Laying aside the conceptual inter-relationship between transportation and communications, Departmental integration was necessitated by the growing requirement for policy and planning co-ordination in both the transport and communications sectors. Transportation is more than ferries or roads or airports, while communications is more than radio or television or telephones. Each is a series of inter-related networks of systems, services, and facilities.

Though of major importance, policy development and planning reflect only two of the Department of Transport and Communications' many faces. The entire range of Departmental activity during the fical year ended March 31, 1974, is explored in the body of this Report.

C. M. DALFEN
Deputy Minister of
Transport and Communications

Report of the Department of Transport and Communications

INTRODUCTION

The year 1973 was one of transition and reorganization for the Department of Transport and Communications.

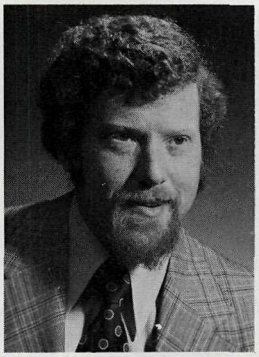
HISTORICAL SKETCH

In 1959 an Act of the Legislature established the Department of Commercial Transport, incorporating into it the former Railway Department, the Weigh Scale Section of the Department of Highways, and the Commercial Vehicle Section of the Motor-vehicle Branch of the Attorney-General's Department. Among the Acts which the Department administered were the *Pipe-lines Act,* the *Industrial Transportation Act,* and the *Mines Rights-of-way Act.*

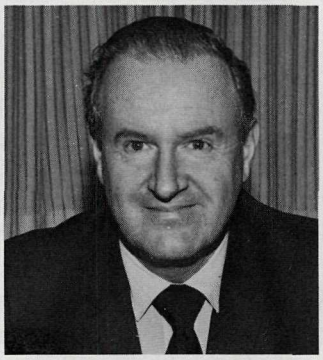
The responsibilities of the Department of Commercial Transport remained virtually unchanged until May 25, 1973, when an Order in Council established a Minister of Commercial Transport and Communications. On July 13, 1973, a further Order in Council designated the Honourable R. M. Strachan Minister of Transport and Communications.

The 1973 Fall Session of the Legislature saw the passage of the *Department of Transport and Communications Act.* To the functions previously undertaken by the Department of Commercial Transport, this Act added those of the Motor-vehicle Branch of the Attorney-General's Department; the Data Processing Centre of the Department of Industrial Development, Trade, and Commerce; aircraft operations, both from the Department of Highways and the Department of Lands, Forests, and Water Resources; Government telecommunications services from the Department of Public Works; the Motor Carrier Branch, and the Telecommunications Consultants Branch formerly under the Public Utilities Commission; and B.C. Ferries and the minor coastal ferries from the Department of Highways.

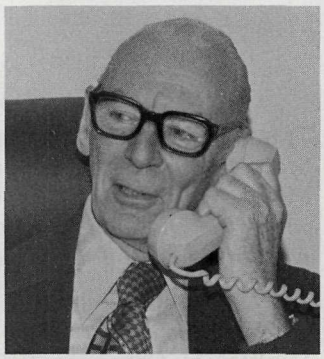
Senior Staff



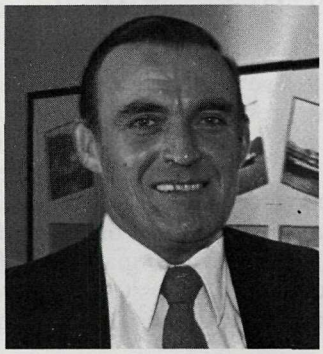
C. M. DALFEN,
Deputy Minister



FRASER MACLEAN
Associate Deputy Minister
(Transport)

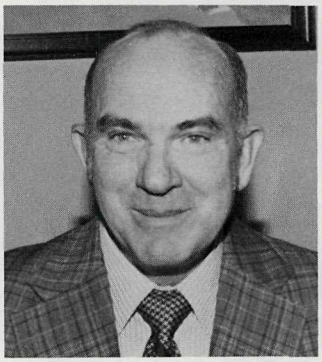


F. GORDON NIXON,
Associate Deputy Minister
(Communications)

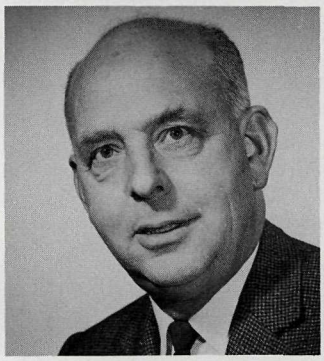


C. GALLAGHER,
General Manager,
B.C. Ferries

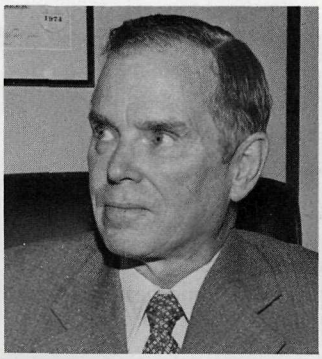
DR. WM. HUGHES,
Director,
Policy and Planning



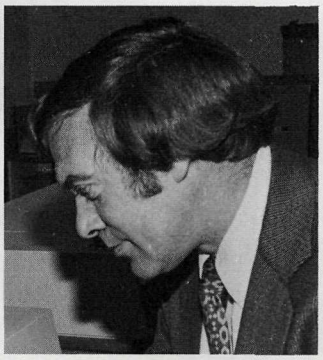
A. E. RHODES,
Comptroller of Expenditure



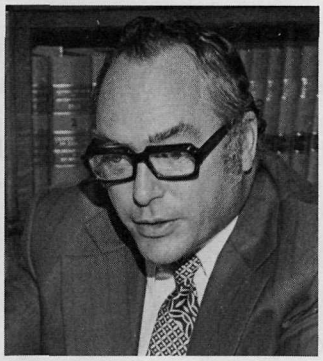
R. A. HADFIELD,
Superintendent of
Motor-vehicle Branch



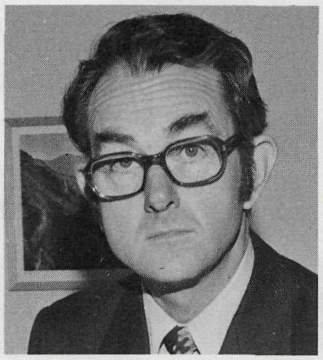
J. B. HALL,
Director,
Telecommunications Branch



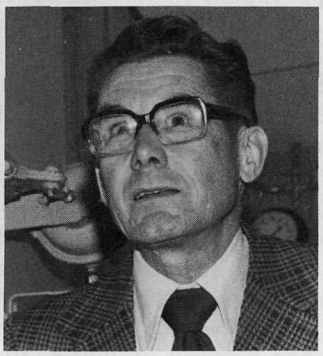
J. BAIRD,
Director,
Computer and Consulting Services



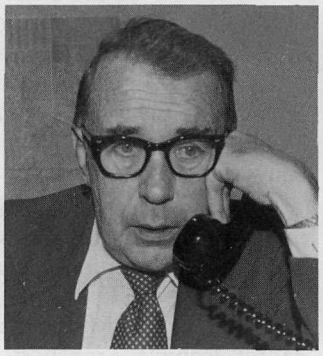
A. R. FITCH,
Superintendent,
Motor Carrier Branch



H. J. PAGE,
Director,
System Development and Regulation Branch

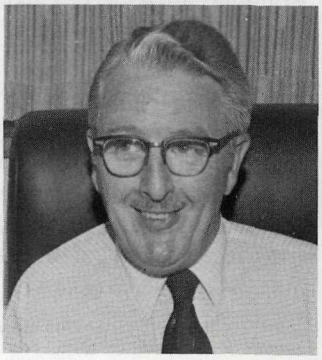


A. W. TURNBULL,
Chief Engineer,
Engineering Branch



F. REGAN,
Director,
Weigh Scale Branch

P. S. PERRY,
Co-ordinator of Air Services Branch



A. SHAW,
Administrative Officer

ORGANIZATION

The Department of Transport and Communications has both operational and planning and policy responsibilities.

The functions of the Department can be outlined as follows:

I. Transport Operations

Aircraft Branch

This Branch provides aircraft services to all departments of Government. Included are personnel transportation, aerial photography, and emergency medical service.

Engineering Branch

This Branch is responsible for processing construction applications and inspecting railways, oil and natural gas pipe-lines, aerial tramways, and industrial roads and bridges. It is also responsible for the inspection of logging equipment operating on private roads.

The Branch certifies operating personnel for railways, aerial tramways, and industrial road equipment, and in addition works in close liaison with the Department of Mines and the Motor-vehicle Branch to standardize safety requirements.

Motor Carrier Branch

The Motor Carrier Branch is the operating arm of the Motor Carrier Commission,* a three-man regulatory board appointed by Cabinet.

The role of the Branch is to investigate permit applications for the transport of goods or persons for compensation on British Columbia highways. Following investigation, all applications are passed to the Commission for a decision. Once a decision has been rendered, the application is passed back to the Motor Carrier Branch for processing. Another responsibility of the Branch is the investigation of complaints from carrier operators. Motor Carrier Branch headquarters are in Vancouver and there are seven Branch offices throughout the Province.

Enforcement under the *Motor Carrier Act* is undertaken by weigh-scale operators who ensure that goods transported by freight carrier concur with conditions of licence. In addition, enforcement is also carried out under the *Motor Vehicle Transport Act* (Canada). In this instance, the Federal Government has delegated authority to the Motor Carrier Commission to act as its legal arm. The Federal *Motor Vehicle Transport Act* applies to drivers operating between provinces, for example, an Alberta carrier has to obtain authority from British Columbia before operating in this Province.

Motor-vehicle Branch

The Motor-vehicle Branch is the Provincial agency responsible for vehicle registration and licensing, vehicle inspection, driver licensing, and vehicle and driver safety programs. Among other Branch functions are the licensing of all bonded motor-vehicle dealers in the Province and the maintenance of a Central Registry for the recording of documents filed under the *Bills of Sale Act,* the *Conditional Sales Act,* the *Mechanics' Lien Act,* and the *Assignment of Book Accounts Act.*

* The Motor Carrier Commission is required by section 35 of the *Motor Carrier Act* to publish its own Annual Report. A complete description of the Commission's activities and responsibilities can be found in that document.

Weigh Scale Branch

This Branch maintains 40 truck weigh-scale stations at various points throughout the Province, augmented by 20 portable units. These stations issue permits for vehicles and loads which exceed legal limit in size or weight. Another major function is the recording and the reviewing of all accidents involving commercial vehicles having a gross weight exceeding 40,000 pounds.

Weigh-scale operators are responsible for ensuring that the following Acts are complied with: *Commercial Transport Act, Motor-vehicle Act, Motor Carrier Act, Motor Fuel Tax Act,* and certain aspects of the *Brands Act,* the *Forest Act,* the *Social Services Tax Act,* and the *Motor Vehicle Transport Act* (Canada).

II. Transportation, Planning, and Research

Transportation, planning, and research are among the most essential responsibilities of the Department. The co-ordination of planning among modes (e.g., road, transit, rail, marine) and analysis of the operations, the economics and the development impact of the transportation system as it presently exists and as it may evolve are crucial to the future orderly development of the Province.

The Branch evaluates major projects and expenditures in the transportation field for their social, economic, and financial viability; it reviews policies, regulations, and user charges pertaining to transportation; and it prepares long-range plans to meet the goals of the Province. Transportation sector surveys are undertaken by region and by mode of transport, to identify deficiencies, and to recommend solutions which will further economic development. An important function of the Branch will be to interact with transportation agencies in other provinces and the Federal Government, as well as with the different sectors of the transportation industry.

An experienced multidisciplined staff is being assembled to perform these tasks.

III. Ferries

B.C. Ferries

The B.C. Ferries Service was inaugurated in June 1960 to provide an efficient link between the Lower Mainland and Vancouver Island. Service has been constantly improved and expanded and today 25 ferries operate on 12 routes. Service is offered between Tsawwassen and Swartz Bay, Departure Bay and Horseshoe Bay, Horseshoe Bay and Langdale, Horseshoe Bay and Snug Cove, Saltery Bay and Earl's Cove, Swartz Bay and Fulford Harbour, an Outer Gulf Islands service, Tsawwassen and Long Harbour, Crofton and Vesuvius Bay, Kelsey Bay and Beaver Cove, Kelsey Bay and Prince Rupert, and Brentwood and Mill Bay.

The Ferry Service has its maintenance and repair shops and refitting and layup berths at Deas Dock on the Fraser River.

Coastal Ferries

Long before the establishment of the B.C. Ferries Service, the B.C. Government maintained a number of ferry routes which serviced isolated coastal communities. These services were not integrated with B.C. Ferries but were under the jurisdiction of the Department of Highways. Though jurisdiction has passed to the Department of Transport and Communications, the Highways Department continues to operate the system for the time being. Service is offered between Comox and Powell River, Woodfibre and Darrell Bay, Sointula, Alert Bay and Port McNeill, and to Cortes, Denman, Gabriola, Hornby, Quadra, Texada, and Thetis Islands.

IV. Communications

Telecommunications Services Branch

This Branch is responsible for the provision, maintenance, and operation of nearly all telecommunications services required by Provincial Government departments. Services include telephone, teleprinter, fascimile, and data transmission.

System Development and Regulation Branch

This Branch is responsible for developing policy recommendations and administering Departmental programs to facilitate the effective utilization of communication systems by the British Columbia public.

On the system development side, the role of the Branch is to try and answer such questions as—what do residents of British Columbia require with regard to communications? how should these needs be provided? who should provide? and in what order of priority? Another system development function is the provision of general guidance and assistance to those in remote and sparsely populated areas for the purpose of helping them obtain basic communications services.

On the regulation side, the Branch is concerned with the rates charged and the standard of service offered by the telephone and cable television companies which serve British Columbia.

Computer and Consulting Services

This Branch provides a variety of computer and consulting services to Governments departments, agencies, boards, and commissions. Responsibilities include the operation of three computers; the design and implementation of computer programs; and consultative assistance to Government clients on systems, procedures, and method analysis, and program planning and content.

Statutes

Statutes administered directly or indirectly by the Department of Transport and Communication are

Department of Transport and Communications Act.
All-terrain Vehicles Act.
British Columbia Ferry Authority (Vesting) Act, 1968
Commercial Transport Act.
Forest Act.
Industrial Transportation Act.
Mines Rights-of-way Act.
Motor Carrier Act.
Motor Fuel Tax Act.
Motor-vehicle Act.
Pipe-lines Act.
Railway Act.
Social Services Tax Act.
Motor Vehicle Transport Act (Canada).

TRANSPORT OPERATIONS

AIR SERVICES BRANCH

T. B. Toye, Chief Pilot

The following is an outline of aircraft activities for the year under report:

Two Cessna/Citation Jets became part of the fleet during the year, and as a result two Beechcraft 18's were retired.

The first jet was test-flown for acceptance on August 1, 1973. It was then flown to Victoria where it was placed into service with the first passenger run on August 5, 1973. The second jet was delivered in Victoria August 20, 1973, and placed into service August 26, 1973.

One retired Beechcraft CF-BCB was transferred to the school in Burnaby, while the other was transferred to Selkirk College on January 14, 1974. Due to lack of facilities at Castlegar, the aircraft was left in Victoria with permission to use if required. Consequently it was used for training purposes and a few scheduled trips to Vancouver where regular aircraft were unserviceable.

Two Beechcraft 18's which were under Lands Department supervision until April 1, 1974, were used for aerial photography, while the Turbo Beech 18 was flown as the major mainstay until delivery of the Citations. Since the jets arrived, this aircraft has given excellent service as the major piece of equipment used on the Vancouver schedule runs.

The Beaver aircraft based at Kamloops was used for personnel transport, game inspection, game counts, and photo work, to name a few of its uses.

At the time of writing, two Beechcraft A200 aircraft were on order to be used for high-altitude photo work in the summer and on passenger transport in the winter.

PERSONNEL

During this period there were 10 pilots on staff with one other on a summer-only basis. On September 1, 1973, the temporary pilot left our employ and a pilot was transferred from another department to this Branch.

TRAINING

All pilots were trained on the Cessna/Citation at the American Airlines Flight Academy in Fort Worth, Texas. Six captains attained Captain's rating and four co-pilots attained First Officer status. All pilots graduated. The engineering staff took the maintenance course, which was also given at American Airlines Academy. All were successful in attaining the desired standards. A Singer-Link Simulator for pilot training was ordered for delivery in 1975.

PASSENGER FLIGHTS

On September 1, 1973, a scheduled service comprising four round-trips daily except Saturday and Sunday was started between Victoria and Vancouver. This proved very popular and on March 1, 1974, an increase of one round-trip flight was added. Scheduled flights have not been started to other areas due to the irregular nature of travel requests. All other flights are on a nonscheduled basis, being on request for times and destinations. Every effort is made to fill the aircraft on each flight.

AEROVACS

This was the first year that we have been called upon to carry sick or injured persons on ambulance transferrals in conjunction with the Armed Services out of Comox. There have been 25 aerovac trips since commencing this service, the first call from the RCC (Rescue Co-ordination Centre) being on September 26, 1973.

Hours Flown by Aircraft (Air Time)

	Apr. 1 to May 24, 1973	May 25, 1973, to Mar. 31, 1974	Total
BCB	76.2	88.2	164.4
BCC	97.4	194.7	292.1
BCF	29.5	504.3	533.8
BCL	.....	498.3	498.3
BCM	.....	350.1	350.1
FHF	54.8	302.4	357.2
Totals	257.9	1,938.0	2,195.9

	Vancouver		Other		Total	
	Trip Seats	Passengers	Trip Seats	Passengers	Trip Seats	Passengers
CF-BCB (five seats)—						
Highways, Apr. 1, 1973, to May 24, 1973	680	230	80	33	760	263
Transport and Communications, May 25, 1973, to Aug. 31, 1974	850	249	160	63	1,010	312
Scheduled, Sept. 1, 1973, to Mar. 31, 1974	40	13	.....	.....	40	13
Year totals	1,570	492	240	96	1,810	608
CF-BCC (five seats)—						
Highways, Apr. 1, 1973, to May 24, 1973	350	123	150	70	500	193
Transport and Communications, May 25, 1973, to Aug. 31, 1973	740	276	26	85	766	361
Scheduled, Sept. 1, 1973, to Mar. 31, 1974	650	283	80	28	730	311
Year totals	1,740	682	256	183	1,996	865
CF-BCF (seven seats)—						
Highways, Apr. 1, 1973, to May 24, 1973	.....	.....	168	77	168	77
Transport and Communications, May 25, 1973, to Aug. 31, 7973	756	260	840	340	1,596	600
Scheduled, Sept. 1, 1973, to Mar. 31, 1974	6,804	2,343	518	166	8,330	2,509
Year totals	7,560	2,603	1,526	583	10,094	3,186
CF-BCL (six seats) (jet)—Aug. 1973, to Mar. 31, 1974	144	48	1,656	997	1,800	1,045
CF-BCM (six seats) (jet)—Aug. 1973, to Mar. 31, 1974	156	57	1,764	883	1,920	940
Complete year/fleet grand total	11,170	3,882	5,442	2,742	16,612	6,624

CF-FHF (Beaver KA based)—

Total hours flown	437.6
Trips for Highways Department	80
Trips for Wildlife Department	76
Trips for miscellaneous departments	24

Many of these trips were for photo and game count and inspection where only one observer would be on board. A few trips were for personnel transport and others were for RCMP and searches.

Aviation Fuel Purchased During Fiscal Year 1973/74

Supplier	Avgas		Jet Fuel	
	Gallons	Cost	Gallons	Cost
		$		$
Imperial	18,437.4	9,948.81	83,131.1	42,862.47
Shell	4,184.1	2,308.98	12,486.9	6,365.32
Texaco	1,419.4	728.03	6,497.1	3,014.66
Totals	24,040.9	12,985.82	102,115.1	52,242.45

ENGINEERING AND INSPECTION BRANCH

(Railways, Aerial Tramways, Pipe-lines, and Industrial Transportation)

A. W. TURNBULL, *Chief Inspecting Engineer*

Major effort has been given in the past fiscal year to establishing a pre-scheduled inspection program for each industry to assure thorough coverage of all important assignments while at the same time providing for more flexibility in the area of emergency calls.

A summary of inspection activities follows:

I. BRITISH COLUMBIA RAILWAY

Following established procedures, inspections were conducted throughout the year covering trackage, rolling-stock, and motor power.

A. LINE INSPECTIONS

Inspections were completed of the railway between Fort Nelson and Prince George. The section of track from Fort Nelson to Fort St. John, which initially was somewhat unstable, showed noticeable improvement, though some areas had not stabilized as anticipated. From Fort St. John south to Prince George it is anticipated that continued surveillance and standard repair procedures will cope with prevailing conditions.

In June 1973 an inspection was carried out on the Dease Lake Extension. At the time of inspection, steel ended at Mile 197.5. In general, the track was found to be in good condition with construction continuing at a steady pace.

B. EQUIPMENT AND YARD INSPECTIONS

All shops used for the repair of diesel locomotives and rolling-stock were inspected and found to be in good order. As well, all main-line yard facilities were inspected and found to be well maintained.

II. BRITISH COLUMBIA HYDRO AND POWER AUTHORITY RAILWAY

In December 1973 an inspection was made by rail car of the rail-line between New Westminster, Chilliwack, and Sumas. The railroad was found to be in good condition and well maintained. The railway yard and car shops were found to be in good order, as were the locomotives.

III. INDUSTRIAL RAILWAYS

The Canadian Forest Products railway in the Nimpkish Valley was inspected in June 1973. Track and bridge maintenance continued at a high standard and all equipment relating to the railway was tested and certificates issued. The Crown Zellerbach railroad from Ladysmith to Nanaimo Lakes was inspected in March 1973. Generally the track was found to be in good alignment and well maintained. Locomotives and in-plant trackage were inspected during the fiscal year at Port Alberni, Harmac, Elk Falls, Crofton, Quesnel, Prince George, Mackenzie, Prince Rupert, Fort St. James, and Houson. In all cases Departmental requirements were met. In addition, inspections were undertaken of waterfront switching in the Vancouver, New Westminster, and Squamish areas, of bulk petroleum storage plants adjacent to Provincially inspected rail-lines, and of recreational railways in Vancouver, Duncan, and Fort Steele.

IV. AERIAL TRAMWAYS

At present, British Columbia has about 100,000 skiers. The skier population is served by some 230 lifts at 88 ski areas stretching from Fort Nelson to the United States border. An off-season inspection program has been started by the Branch and during the past fiscal year some 200 individual lift inspections were undertaken. During the year, not one lift accident could be attributed to mechanical failure.

The Province's industrial reversible tramways were inspected during the summer months and it was noted that all upgrading work recommended during the previous year's inspection had been attended to.

V. PIPE-LINES

Over 70 miles of new pipe-lines were constructed in the northern fields from January 1973 to the end of March 1974. Forty-three pipe-line inspections were conducted on new pipe-line construction to ensure compliance with pipe-line code standards and 54 endurance tests were witnessed on these and on various older oil pipe-lines.

Fifty-three natural gas compressor stations, 27 oil pumping-stations, and 27 water-injection pumping stations were inspected. These stations, for the most part, were maintained in a safe and proper manner.

Four oil pipe-line terminal installations were inspected to ensure that tanks, firewalls, fire safety, and housecleaning met code requirements, and that monitoring of oil-flow rates was adequate to detect small oil leaks.

Oil pipe-line surveys, by flying over the right-of-way with aircraft, at intervals of one month, or when leaks were suspected, were conducted on all oil pipe-lines in the Peace River area. Two of the oil spills were detected in this manner.

Thirteen oil pipe-line failures were recorded during the year with a total spillage of 12,160 barrels of crude oil. Two natural gas pipe-line failures occurred—one as a result of a landslide on the North Bank of the Peace River and the other as a result of a pipe-seam failure.

The North Eastern B.C. Environmental Control Co-operative, whose members include most of the oil companies in the district, have completed the topographical mapping of oil fields and plotting of control points. Equipment and personnel are available on very short notice to combat oil spills, whether on land or in watercourses.

Oil Spills, January 1, 1973, to March 31, 1974

	Barrels	
Trans Prairie, Beatton River	2,000	October 2, 1973
B.P. Oil and Gas, Beatton River	200	December 17, 1973
B.P. Oil and Gas, Beatton River	60	April 9, 1973
Pacific Petroleum Ltd., Stoddart Creek	200	June 18, 1973
Pacific Petroleums, Peejay	200	March 28, 1973
Pacific Petroleums, Osprey	200	April 2, 1973
B.C. Oil Transmission, Blueberry	1,200	January 13, 1973
B.C. Oil Transmission, Blueberry	500	February 24, 1973
Union Oil, Peejay	600	May 20, 1973
Union Oil, Currant	(1)	June 20, 1973
Pacific Petroleums, Currant	300	July 1, 1973
Trans Prairie, Rigel	4,000	March 18, 1974
Westcoast Petroleums Ltd.	2,700	July 17, 1973.

1 Small amount.

In respect to the three largest spills, Trans Prairie at Beatton River successfully burnt off all the oil from the Muskeg, while Westcoast Petroleum recovered 1,914 barrels at 100 Mile and Trans Prairie recovered 3,040 barrels in Rigel field.

VI. INDUSTRIAL ROADS

The continued expansion of logging operations resulted in a substantial increase in the number of logging-trucks operating on industrial roads and public highways during the year, with the greater percentage being of the highway logger type, used in Interior logging operations. These trucks, which are either owner-operated or owned by small companies, are used for hauling to various sawmills or pulp-mills and not always to the same place. As a result, it is impossible for Vancouver-based Inspectors to inspect all trucks in any one area. To help overcome this problem, nine Portable Weigh-scale Operators were given a one-week course in air-brake systems and inspection procedure by the Engineering Branch. Twenty air-brake lectures were conducted in various parts of the Interior. Attendance and interest made it clear that these lectures should be a continuing part of the Department's activities.

During this past fiscal year, Vancouver Island logging operations, trucks, and equipment not covered in the 1972 inspection program were examined. Although some trucks were found faulty due to neglect, it was noted that for the most part logging-trucks were being well maintained.

The number of air-brake lectures held on Vancouver Island substantially increased over the previous year to a total of 16. These were held in the same areas where the truck inspections took place.

During the period from January 1, 1973, to the end of March 1974 a total of 1,114 new logging-trucks was recorded as being manufactured for service on industrial roads. Included in this total are both off-highway and highway-size logging-trucks. The total number of new logging-trucks entering service in the last three years is 2,832.

The number of reported accidents on industrial roads showed an increase over 1972, with a total of 17. Two of these accidents resulted in fatalities. The major accidents were investigated by Inspectors from the Department and their findings indicate that poorly adjusted brakes or driver error were the main causes of the accidents.

MOTOR CARRIER BRANCH

A. R. FITCH, Superintendent

From 1939 until the summer of 1973 the *Motor Carrier Act* was administered by the Public Utilities Commission, a body created by a statute, the *Public Utilities Act.*

In 1973, as a result of the passing of the *Energy Act,* the Public Utilities Commission was abolished and its functions distributed to various departments of the Government. As a result, the Motor Carrier Branch became a part of a new Provincial Department, the Department of Transport and Communications, and a new Commission, the Motor Carrier Commission,* was created to perform regulatory functions under the *Motor Carrier Act.*

No significant changes were made by this legislation to the provisions of the *Motor Carrier Act.*

The *Motor Carrier Act* and regulations provide for the regulation by the Motor Carrier Commission of the business of transporting goods or persons by motor-vehicle for compensation on British Columbia highways. Before such for-hire operations can be lawfully conducted in the Province the carrier must obtain a motor carrier operating authority licence from the Commission through the Motor Carrier Branch of the Department of Transport and Communications. The Commission may grant or refuse a licence authority to transport for compensation.

ENFORCEMENT

Motor Carrier Inspectors, in addition to investigating some 3,000 applications for new or altered licences, as well as complaints lodged by shippers (or carriers) as to the nature and calibre of services provided, continued to work co-operatively with the various enforcement agencies.

Generally speaking, enforcement of the licensing provisions of the Act is conducted by the various police forces of the Province, including the Royal Canadian Mounted Police in their capacity as the Provincial Police Force. In addition to this, the Weigh-scale Branch assisted by checking for infractions of provisions of the *Motor Carrier Act* at weigh stations, which helped provide a closer supervision of the trucking industry than would otherwise be possible.

REVENUE

Under Appendix A, revenue has been calculated for the period January 1, 1973, to March 31, 1974. As that period encompasses part of three licence-years, the analysis has been broken down as 1972/73, 1973/74, and 1974/75.

NUMBER OF LICENCES

Appendix B outlines a number of licences issued for the licence-year 1973/74. Records show a yearly increase ranging from 8 to 10 per cent.

TEMPORARY PERMITS

In order to provide flexibility, Part 10 of the Regulations Pursuant to the Motor Carrier Act provides for the issuing of temporary permits in lieu of or as an adjunct to motor carrier licences.

* Constituted under one of a number of amendments made to the *Motor Carrier Act* by the *Energy Act.*

The following is a summary of the number of temporary permits issued during licence-years 1972/73, 1973/74, and 1974/75 up until November 28, 1974:

Class II Permits (for temporary operations as a public or limited vehicle not exceeding 92 days)	4,467
FP Permits (for operation of a licensed public or limited vehicle temporarily in a manner other than is authorized by the licence, or pending consideration of an application for licence, renewal, alteration, or transfer of licence, etc.)	18,316
Temporary Permits (issued for the transportation of household goods to carriers from Provinces having reciprocity agreements with the Province of British Columbia respecting commercial motor-vehicle licences)	1,468

APPENDIX A

1972/73 LICENCE-YEAR
(JANUARY 1 TO FEBRUARY 28, 1973)

	$	$
Passenger (buses)	93.00	
Passenger (taxi)	126.00	
Public and limited freight	3,027.97	
Permits	3,833.50	
Miscellaneous	1,265.95	
		8,346.42

1973/74 LICENCE-YEAR
(MARCH 1, 1973 TO FEBRUARY 28, 1974)

Passenger (buses)	60,782.00	
Passenger (taxi)	34,278.50	
Public and limited freight	564,211.20	
Permits	22,561.00	
Miscellaneous	12,869.93	
		694,702.63

1974/75 LICENCE-YEAR
(MARCH 1, 1974 TO MARCH 31, 1975)

Passenger (buses)	54,759.00	
Passenger (taxi)	33,798.50	
Public and limited freight	478,490.50	
Permits	2,222.00	
Miscellaneous	1,180.00	
		570,450.00
Total revenue, January 1, 1973 to March 31, 1974		1,273,499.05

APPENDIX B

The following table for licence-year 1973/74 gives the number of licences for the various classes issued:

Kind of Licence	
Passenger (buses)	1,270
Passenger (taxi)	1,908
Public freight	14,288
Limited freight	2,353
Total	19,819

MOTOR-VEHICLE BRANCH

R. A. HADFIELD, Superintendent

This report deals with activities of the Branch during the year 1973 and provides an accounting for the various aspects of licence issuance for the 1973 licence-year which ended on February 28, 1974.

The volume of business transacted by the Motor-vehicle Branch in 1973 is indicated by the following issuance totals: Motor-vehicle and motor-cycle registrations reached a total of 1,281,917, an increase of 7.55 per cent over the 1972 total of 1,191,953. Passenger-type motor-vehicles licensed in 1973 numbered 961,497, an increase of 55,229 over the 1972 total of 906,268. Commercial vehicles increased by 30,612. For 1973 the total for commercial vehicles was 286,925 compared with 256,313 in 1972. The general public still shows interest in motorcycles, with 33,495 registrations in 1973, an increase of 14.04 per cent, up 4,123 from the 1972 total of 29,372. Trailer registrations continued to increase with 171,869 recorded, an increase of 15,726 over the 1972 figure of 156,143. Camping and boat trailers accounted for the major part of this increase, indicating that British Columbia residents are continuing to enjoy the outdoors. Drivers licence issuance showed 95,195 original licences issued in 1973 compared with 85,382 in 1972. The total number of licensed drivers in British Columbia on December 31, 1973, was 1,394,923, an increase of 68,885 over the 1972 total of 1,326,038. Male drivers numbered 854,835 and female drivers 540,088. Revenue collected by the Motor-vehicle Branch from licences, permits, motor-vehicle inspections, and other services, such as the payment of social services tax, amounted to $52,812,085.33, an increase of 14.30 per cent or $6,608,413 over the 1972 total.

Motor-vehicle accidents are dealt with extensively in this report and statistical tables set out information gathered by the Branch from accident reports submitted by vehicle drivers. There was a 15-per-cent increase in traffic fatalities in 1973. A total of 825 died from traffic accidents compared with 716 in 1972. Deaths per 100 million miles travelled on British Columbia highways amounted to 7.17 in 1973 compared with 6.90 in 1972.

Accidents reported in 1973 amounted to 69,564, an increase of 15 per cent over the 1972 total. The number of persons injured increased by 18 per cent to total 27,709. Property damage loss increased 28 per cent to $66,372,052.42.

Included in the report are tables of offences and violations against the *Criminal Code* (Canada), the *Motor-vehicle Act,* and the Motor-vehicle Act Regulations as a result of the operation of vehicles. The activities of the driver improvement program of the Branch are set out. This program is designed to deal with persons who have committed offences under various traffic laws. The activities of the Drivers' Examination Section are reported and there are interesting details noted about the program of licensing commercial driver-training schools, training-school operators, and instructors.

Information about the Motor-vehicle Inspection Program is included in the report. During 1973 a total of 757,128 vehicles were inspected, an increase from 651,705 in 1972. The rate of rejection of vehicles presented for inspection was 32.4 per cent, and the tables which follow will show the various causes for rejection. The report also mentions the number of authorized fleet-inspection stations which exist. These stations are limited to certain types of vehicles and the operations are closely supervised by the Motor-vehicle Inspection Division.

The Central Registry, which is carried out as a function of the Motor-vehicle Branch, is the sole repository in the Province for documents filed under the *Bills of*

Sale Act, the *Conditional Sales Act,* the *Mechanics' Lien Act,* and the *Assignment of Book Accounts Act,* which concern all types of personal chattels. Indicative of the increased work load of the Central Registry is the fact that there was a 15.72-per-cent increase in the number of documents registered in 1973 compared with 1972. There was a 12.76-per-cent increase in the number of searches conducted and similar rates of increase are indicated for the various services provided by the Central Registry.

The various activities of the Branch are dealt with under the following headings:

- Licences.
- Accidents and Convictions.
- Driving.
  - Driver Improvement Program.
  - Examination of Drivers.
  - Motor-vehicle Inspection.
- Central Registry.
- School Buses.
- Permits for Flashing Red and Amber Lights, Sirens, and Theft Alarms.
- Staff.

LICENCES

Motor-vehicles licensed in British Columbia in 1973 totalled 1,248,422, compared with 1,162,581 in 1972, an increase of 85,841 (7.38 per cent), while motor-vehicles and motor-cycles totalled 1,281,917, compared with 1,191,953 in 1972, an increase of 89,964 (7.55 per cent).

Passenger-type motor-vehicles numbered 961,497, an increase of 55,229 over the 1972 total of 906,268. Commercial vehicle registration increased from 256,313 to 286,925, a difference of 30,612.

The increase in motor-cycle registrations from 29,372 to 33,495 (14.04 per cent), a difference of 4,123, indicates the general motoring public are still continuing to be interested in using the motor-cycle as a means of transportation.

Trailer registrations continued to increase. The 1973 total of 171,869 was an increase of 15,726 over the 156,143 total of 1972. Camping and boat-type trailers accounted for the majority of this increase and would indicate that the residents of British Columbia are still continuing to enjoy and spend more of their leisure hours out-of-doors.

The comparative statement of licences and permits for motor-cycles and trailers covers the volumes in these categories during the licence-year 1966 to 1973.

Comparative Statement of Licences, Permits, Etc., Issued During the Licence-years 1965 to 1973, Inclusive

Licences Issued	1966	1967	1968	1969	1970	1971	1972	1973
Motor-vehicles—								
Passenger (new)	89,427	89,817	94,333	107,504	90,262	108,584	119,031	129,549
Passenger (renewal)	575,364	612,186	646,646	682,989	721,328	747,502	787,237	831,941
Total passenger	664,791	702,003	740,979	790,493	811,590	856,086	906,268	961,497
Commercial (new)	20,009	20,329	25,171	30,564	26,727	32,973	41,095	46,999
Commercial (renewal)	133,311	142,885	152,462	167,191	180,768	195,125	215,218	239,926
Total commercial	153,320	163,214	177,633	197,755	207,495	228,098	256,313	286,925
Total motor-vehicles	818,111	865,217	918,612	988,248	1,019,085	1,084,184	1,162,581	1,248,422
Nonresident touring motor-vehicle permits	1,222	1,067	929	590	540	550	496	468
Nonresident special motor-vehicle permits	45	34	32	19	10	1	2	3
Nonresident commercial motor-vehicle permits—								
Single trip	15,260	13,209	15,690	20,696	21,596	33,880	33,443	40,508
Quarterly permits	1,968	1,912	2,408	3,029	3,156	4,488	4,001	4,900
Totals	17,228	15,121	18,098	23,725	24,752	38,368	37,444	45,408
Extra-Provincial prorated trucks	2,693	2,775	2,713	3,231	3,093	3,699	4,048	5,067
Temporary operation permits—								
Passenger	14,076	15,717	17,599	20,260	20,805	23,814	26,600	29,402
Commercial	35,995	37,057	42,128	49,665	52,831	69,648	80,603	75,983
Totals	50,071	52,774	59,727	69,925	73,636	93,462	107,203	105,385
Transporter—								
Original	20	26	27	30	38	44	53	72
Additional	88	81	68	87	95	141	177	244
Motor-cycles—								
New	4,263	4,063	3,780	5,181	6,083	7,749	9,543	10,542
Renewal	11,124	13,166	14,684	15,724	16,417	17,590	19,829	22,953
Totals	15,387	17,229	18,464	20,905	22,500	25,339	29,372	33,495
Trailers	81,703	91,627	102,068	114,420	129,864	141,978	156,143	171,869
Extra-Provincial prorated trailers	5,246	6,743	7,859	8,009	6,640	7,335	8,090	10,714
Motor dealers—								
Original licences	1,097	1,086	1,140	1,173	1,204	1,205	1,274	1,392
Additional plates	1,238	1,306	1,332	1,538	1,490	1,538	1,674	2,146
Original motor-cycle dealer licences	124	118	120	124	141	148	150	167
Additional motor-cycle dealer licences	84	92	85	95	84	134	158	207
Salesmen's licences	1,347	1,196	1,191	1,163	1,246	1,130	1,051	951
Transfers—								
Passenger	337,860	341,859	351,092	383,477	347,879	405,928	439,242	452,980
Commercial	54,598	57,193	62,370	71,858	70,522	86,003	101,424	112,273
Motor-cycle	9,614	10,872	11,391	13,447	15,334	17,278	20,044	22,279
Trailers	7,225	8,654	9,637	12,003	14,337	19,167	22,022	26,282
A.T.V.	.....	.....	.....	.....	.....	.....	900	2,881
Total transfers	409,297	418,578	434,490	480,785	448,072	528,376	583,640	616,695
Chauffeurs—								
Original Class A	7,059	7,065	7,972	8,324	8,714	8,433	.....	.....
Original Class B	6,435	6,876	7,078	7,768	8,459	7,658	.....	.....
Original Class C	83,853	83,091	83,323	90,476	91,723	82,506	.....	.....
Searches	1,659,586	1,692,128	1,701,655	.....	.....	.....	.....	.....
Safety responsibility insurance certificates filed	13,080	13,459	15,884	12,908	.....	.....	.....	.....
All-terrain vehicles—								
Registrations	.....	.....	.....	.....	.....	.....	17,456	6,356
Substitutions	.....	.....	.....	.....	.....	.....	84	141

Drivers' Licences

Original drivers' licences issued during the 1973 licence-year totalled 95,195, an increase from the 1972 total of 85,382.

Licensed drivers in British Columbia at the end of 1973 totalled 1,394,923, up from the 1972 total of 1,326,038, an increase of 68,885. Male drivers comprised the major portion, numbering 854,835, while females numbered 540,088. The analysis of drivers' licences on record as of December 31,1973, indicating sex and classification, are shown hereunder.

Analysis of Drivers on Record as of December 31, 1973

MALE CLASSIFICATIONS

Age	1	1, 6	2	2, 6	3	3, 6	3, 4	3, 4, 6	4	4, 6	5	5, 6	6	Total
16–17 years	2	.....	.....	.....	60	16	.....	.....	.....	.....	20,399	1,632	317	22,426
18–19 ,,	90	27	9	2	426	83	5	2	159	35	30,823	4,282	412	36,355
20–24 ,,	1,472	323	523	117	2,691	488	207	58	2,335	485	82,159	14,703	865	106,426
25–34 ,,	7,280	630	2,119	141	6,701	434	703	96	5,010	478	182,187	8,053	329	214,161
35–44 ,,	6,870	356	1,780	86	5,935	192	502	30	2,646	124	139,394	2,016	67	159,998
45–54 ,,	3,904	143	1,607	47	4,778	108	354	15	1,908	55	121,955	1,162	68	136,104
55–64 ,,	1,181	34	1,003	16	2,490	23	124	3	1,130	15	93,484	424	52	99,979
65–69 ,,	77	.....	99	.....	255	2	9	.....	172	2	34,767	62	34	35,479
70–74 ,,	3	.....	7	.....	14	.....	1	.....	51	.....	21,945	30	26	22,077
75–79 ,,	.....	.....	1	.....	4	.....	.....	.....	1	.....	11,845	29	20	11,900
80–84 ,,	1	.....	.....	.....	1	.....	.....	.....	5	.....	6,512	18	11	6,548
85–89 ,,	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2,651	8	5	2,665
90 and over	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	710	.....	6	717
Totals	20,880	1,513	7,148	409	23,356	1,346	1,905	204	13,418	1,194	748,831	32,419	2,212	854,835

FEMALE CLASSIFICATIONS

16–17 years	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	12,840	57	19	12,918
18–19 ,,	.....	.....	.....	.....	3	.....	.....	.....	15	.....	23,536	165	31	23,750
20–24 ,,	9	.....	13	1	15	.....	1	.....	206	.....	72,787	787	97	73,922
25–34 ,,	35	5	77	1	37	1	6	.....	448	11	150,119	733	88	151,561
35–44 ,,	18	.....	98	2	45	1	.....	.....	324	2	103,503	159	18	104,170
45–54 ,,	15	.....	71	.....	28	.....	1	.....	214	2	88,960	69	13	89,373
55–64 ,,	1	.....	20	.....	6	.....	.....	.....	62	.....	57,909	20	4	58,022
65–69 ,,	.....	.....	.....	.....	3	.....	.....	.....	4	.....	14,220	5	2	14,234
70–74 ,,	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	7,060	8	2	7,072
75–79 ,,	1	.....	.....	.....	.....	.....	.....	.....	2	.....	3,411	4	.....	3,418
80–84 ,,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,270	3	.....	1,273
85–89 ,,	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	319	2	.....	322
90 and over	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53	.....	.....	53
Totals	79	5	279	4	139	2	8	.....	1,278	21	535,987	2,012	274	540,088

Motor-dealers' Licences

Motor-dealers' licences issued by the Branch are required by individuals or firms whose businesses involve the buying and selling of motor-vehicles, motor-cycles. or trailers. During the 1973 licence-year, 1,399 motor-dealers' licences permitting the sale of motor-vehicles and trailers and 152 motor-cycle dealers' licences permitting the sale of motor-cycles and trailers were issued.

A prerequisite for the issuance of a motor-dealers' licence or the retention of such a licence is that an insurance bond be supplied to the Superintendent of Insurance in the amount of $5,000 or security be filed with the Minister of Finance in a similar amount. The insurance bonds are filed with the Branch on behalf of the Superintendent of Insurance and, in 1973, 465 dealers' bonds were filed of which 316 were original bonds for new motor-dealers and 149 were replacement bonds. There were 312 bonds cancelled during 1973. Security was filed with the Minister of Finance by 14 motor-dealers.

A process of investigation is carried out for each new motor-dealer. Information in connection with the proposed operation, previous businesses, corporate formation, business intentions, premises, and compliance with municipal zoning regulations are considered before a licence is authorized.

DISTRIBUTION OF MOTOR-VEHICLES

The distribution of motor-vehicles in the various centres of the Province is always of interest. The following table gives information concerning the numbers of licences issued through the principal licence offices. Since vehicle-owners move frequently from one area to another, and vehicles are often sold to new owners residing in different locations from previous owners, the table cannot be regarded as an accurate population count of vehicles in the various parts of the Province. However, the table does provide a guide as to distribution of vehicles throughout the Province, and it is of use to groups concerned with community planning projects and development.

Summary of Passenger Motor-vehicle Licences Issued Under the Motor-vehicle Act During the 1973 Licence-year, by Issuing Office

Issuing	Registrations		Renewals	Total
	Used	New		
Abbotsford	450	1,579	13,915	15,944
Alberni	253	919	10,290	11,462
Ashcroft	63	49	1,620	1,732
Atlin	9	8	87	104
Burnaby[1]	1,573	7,542	48,107	57,222
Burns Lake	66	129	1,406	1,601
Campbell River	35	84	8	127
Chilliwack	653	1,673	16,427	18,753
Clinton	7	2	458	467
Cloverdale	1,396	2,622	39,368	43,386
Courtenay	705	1,445	16,232	18,382
Cranbrook	569	1,052	8,855	10,476
Creston	237	300	2,933	3,470
Dawson Creek	482	850	5,994	7,326
Duncan	314	870	12,484	13,668
Fernie	650	423	3,274	4,347
Fort Nelson	171	125	1,148	1,444
Fort St. James	6	8	1	15
Fort St. John	326	563	4,597	5,486
Ganges	41	11	1,495	1,547
Golden	290	354	2,041	2,685
Grand Forks	56	184	2,807	3,047
Haney	275	1,633	11,659	13,567
Invermere	143	118	1,431	1,692
Kamloops	1,321	2,855	22,377	26,553
Kaslo	29	7	419	455
Kelowna	1,649	2,041	21,864	25,554
Kitimat	246	312	3,924	4,482
Lillooet	24	27	792	843
Merritt	68	162	2,438	2,668
Mission	90	259	4,813	5,162
Nanaimo	705	2,298	21,076	24,079
Nelson	388	802	11,439	12,629
New Westminster[2]	1,941	8,101	71,213	81,255
North Vancouver	1,307	6,656	44,635	52,598
Oliver	107	126	3,296	3,529
100 Mile House	15	97	18	130
Penticton	612	1,512	12,303	14,427
Port Hardy	17	28	2	47
Pouce Coupe	46	14	365	425
Powell River	116	411	6,202	6,729
Prince George	1,031	2,838	20,463	24,332
Prince Rupert	279	528	5,288	6,095
Princeton	62	58	1,365	1,485
Queen Charlotte City	----------	2	----------	2
Quesnel	190	601	5,380	6,171
Revelstoke	209	190	2,615	3,014
Richmond[1]	1,225	4,125	35,820	41,170
Rossland	10	28	1,110	1,148
Salmon Arm	338	382	5,322	6,042
Smithers	135	530	3,624	4,289
Terrace	186	709	4,653	5,548
Trail	190	1,011	7,090	8,291
Vancouver[1]	3,408	14,747	73,342	91,497
Vancouver East[1]	2,642	6,815	61,546	71,003
Vancouver-Point Grey[1]	1,320	5,214	47,747	54,281
Vanderhoof	131	78	2,644	2,853
Vernon	651	1,418	13,938	16,007
Victoria[3]	3,308	8,113	99,467	110,888
Williams Lake	279	866	6,721	7,866
Totals	33,045	96,504	831,948	961,497

[1] *Vancouver*—Includes issuance from Motor Licence Offices at 1730 West Georgia Street, 2410 Nanaimo Street, 6237 West Boulevard, Vancouver; 574 Minoru Boulevard, Richmond; 4705 Wayburne Drive, Burnaby; and Mail Order Issuance to the Vancouver area from Victoria. Does not include issuance at North Vancouver. Issuance of 6,812 passenger plates and 3,130 commercial plates issued at Gibsons, Pemberton, Sechelt, and Squamish has been deducted. Passenger, 314,155; commercial, 57,477.

[2] *New Westminster*—Includes mail order issuance to the New Westminster area from Victoria and issuance of 13,364 passenger and 3,312 commercial plates at Port Coquitlam, which accounts through New Westminster. Passenger, 81,651; commercial, 16,332.

[3] *Victoria*—Does not include mail order issuance to other areas or 2,178 passenger and 6,116 commercial plates for Provincial Government vehicles that operate throughout British Columbia. Issuance of 3,204 passenger and 1,826 commercial plates issued at Alert Bay, Bella Coola, Port Alice, Port Hardy, and Port McNeill, who account through Victoria, has been deducted. Issuance at Sidney, which also accounts through Victoria, is included. Passenger, 95,178; commercial, 18,825.

Summary of Commercial Motor-vehicle Licences Issued Under the Department of Commercial Transport Act During the 1973 Licence-year, by Issuing Office

Issuing	Registrations		Renewals	Total
	Used	New		
Abbotsford	153	660	4,675	5,488
Alberni	64	524	3,461	4,049
Ashcroft	23	77	964	1,064
Atlin	26	6	112	144
Burnaby[1]	311	2,208	12,595	15,114
Burns Lake	40	137	1,170	1,347
Campbell River	13	50	6	69
Chilliwack	157	712	5,735	6,604
Clinton	8	11	389	408
Cloverdale	285	1,207	11,585	13,077
Courtenay	151	827	5,925	6,903
Cranbrook	221	601	4,256	5,078
Creston	75	195	1,780	2,050
Dawson Creek	292	752	4,070	5,114
Duncan	92	488	4,569	5,149
Fernie	228	360	1,862	2,450
Fort Nelson	210	195	1,228	1,633
Fort St. James	2	2	1	5
Fort St. John	242	760	4,092	5,094
Ganges	10	15	551	576
Golden	167	259	1,407	1,833
Grand Forks	35	123	1,544	1,702
Haney	61	504	3,279	3,844
Invermere	68	103	1,024	1,195
Kamloops	445	1,671	10,265	12,381
Kaslo	14	9	313	336
Kelowna	413	984	6,963	8,360
Kitimat	45	166	1,081	1,292
Lillooet	4	53	555	612
Merritt	30	176	1,486	1,692
Mission	24	100	1,748	1,872
Nanaimo	197	995	6,667	7,859
Nelson	161	428	4,749	5,338
New Westminster[2]	379	2,702	13,210	16,291
North Vancouver	168	1,324	5,245	6,737
Oliver	39	87	1,531	1,657
100 Mile House	8	40	3	51
Penticton	201	783	4,325	5,309
Port Hardy	1	29	3	33
Pouce Coupe	154	53	425	632
Powell River	30	153	1,964	2,147
Prince George	361	2,134	10,023	12,518
Prince Rupert	54	201	1,986	2,241
Princeton	16	54	844	914
Queen Charlotte City	2	1	.....	3
Quesnel	98	524	3,444	4,066
Revelstoke	58	168	1,419	1,645
Richmond[1]	157	906	5,808	6,871
Rossland	3	8	378	389
Salmon Arm	18	332	2,986	3,502
Smithers	53	463	2,361	2,877
Terrace	68	537	2,774	3,379
Trail	37	300	1,925	2,262
Vancouver[1]	374	2,651	14,395	17,420
Vancouver East[1]	452	3,940	11,000	15,392
Vancouver-Point Grey[1]	142	992	4,222	5,356
Vanderhoof	85	109	2,168	2,362
Vernon	270	972	6,761	8,003
Victoria[3]	455	3,125	25,201	28,781
Williams Lake	148	789	5,418	6,355
Totals	8,264	38,735	239,926	286,925

[1] *Vancouver*—Includes issuance from Motor Licence Offices at 1730 West Georgia Street, 2410 Nanaimo Street, 6237 West Boulevard, Vancouver; 574 Minoru Boulevard, Richmond; 4705 Wayburne Drive, Burnaby; and Mail Order Issuance to the Vancouver area from Victoria. Does not include issuance at North Vancouver. Issuance of 6,812 passenger plates and 3,130 commercial plates issued at Gibsons, Pemberton, Sechelt, and Squamish has been deducted. Passenger, 314,155; commercial, 57,477.

[2] *New Westminster*—Includes mail order issuance to the New Westminster area from Victoria and issuance of 13,364 passenger and 3,312 commercial plates at Port Coquitlam, which accounts through New Westminster. Passenger, 81,651; commercial, 16,332.

[3] *Victoria*—Does not include mail order issuance to other areas or 2,178 passenger and 6,116 commercial plates for Provincial Government vehicles that operate throughout British Columbia. Issuance of 3,204 passenger and 1,826 commercial plates issued at Alert Bay, Bella Coola, Port Alice, Port Hardy, and Port McNeill, who account through Victoria, has been deducted. Issuance at Sidney, which also accounts through Victoria, is included. Passenger, 95,178; commercial, 18,825.

Summary of Total Motor-vehicle Licences Issued Under the Motor-vehicle Act and the Department of Commercial Transport Act During the 1973 Licence-year, by Issuing Office.

Issuing	Registrations		Renewals	Total
	Used	New		
Abbotsford	603	2,239	18,590	21,432
Alberni	317	1,443	13,751	15,511
Ashcroft	86	126	2,584	2,796
Atlin	35	14	199	248
Burnaby[1]	1,884	9,750	60,702	72,336
Burns Lake	106	266	2,576	2,948
Campbell River	48	134	14	196
Chilliwack	810	2,385	22,162	25,357
Clinton	15	13	847	875
Cloverdale	1,681	3,829	50,953	56,463
Courtenay	856	2,272	22,157	25,285
Cranbrook	790	1,653	13,111	15,554
Creston	312	495	4,713	5,520
Dawson Creek	774	1,602	10,064	12,440
Duncan	406	1,358	17,053	18,817
Fernie	878	793	5,136	6,790
Fort Nelson	381	320	2,376	3,077
Fort St. James	8	10	2	20
Fort St. John	568	1,323	8,689	10,580
Ganges	51	26	.....	2,123
Golden	457	613	3,448	4,518
Grand Forks	91	307	4,351	4,749
Haney	336	2,137	14,938	17,411
Invermere	211	221	2,455	2,887
Kamloops	1,766	4,526	32,642	38,934
Kaslo	43	16	732	791
Kelowna	2,062	3,025	28,827	33,914
Kitimat	291	478	5,005	5,774
Lillooet	28	80	1,347	1,455
Merritt	98	338	3,924	4,360
Mission	114	359	6,561	7,034
Nanaimo	902	3,293	27,743	31,938
Nelson	549	1,230	16,188	17,967
New Westminster[2]	2,320	10,803	84,423	97,546
North Vancouver	1,475	7,980	49,880	59,335
Oliver	146	213	4,827	5,186
100 Mile House	23	137	21	181
Penticton	813	2,295	16,628	19,736
Port Hardy	18	57	5	80
Pouce Coupe	200	67	790	1,057
Powell River	146	564	8,166	8,876
Prince George	1,392	4,972	30,486	36,850
Prince Rupert	333	729	7,274	8,336
Princeton	78	112	2,209	2,399
Queen Charlotte City	2	3	.....	5
Quesnel	288	1,125	8,824	10,237
Revelstoke	267	358	4,034	4,659
Richmond[1]	1,382	5,031	41,628	48,041
Rossland	13	36	1,488	1,537
Salmon Arm	522	714	8,308	9,544
Smithers	188	993	5,985	7,166
Terrace	254	1,246	7,427	8,927
Trail	227	1,311	9,015	10,553
Vancouver[1]	3,782	17,398	87,737	108,917
Vancouver East[1]	3,094	10,755	72,546	86,395
Vancouver-Point Grey[1]	1,462	6,206	51,969	59,637
Vanderhoof	216	187	4,812	5,215
Vernon	921	2,390	20,699	24,010
Victoria[3]	3,763	11,238	124,668	139,669
Williams Lake	427	1,655	12,139	14,221
Totals	41,309	135,239	1,071,874	1,248,422

[1] *Vancouver*—Includes issuance from Motor Licence Offices at 1730 West Georgia Street, 2410 Nanaimo Street, 6237 West Boulevard, Vancouver; 574 Minoru Boulevard, Richmond; 4705 Wayburne Drive, Burnaby; and Mail Order Issuance to the Vancouver area from Victoria. Does not include issuance at North Vancouver. Issuance of 6,812 passenger plates and 3,130 commercial plates issued at Gibsons, Pemberton, Sechelt, and Squamish has been deducted. Passenger, 314,155; commercial, 57,477.

[2] *New Westminster*—Includes mail order issuance to the New Westminster area from Victoria and issuance of 13,364 passenger and 3,312 commercial plates at Port Coquitlam, which accounts through New Westminster. Passenger, 81,651; commercial, 16,332.

[3] *Victoria*—Does not include mail order issuance to other areas or 2,178 passenger and 6,116 commercial plates for Provincial Government vehicles that operate throughout British Columbia. Issuance of 3,204 passenger and 1,826 commercial plates issued at Alert Bay, Bella Coola, Port Alice, Port Hardy, and Port McNeill, who account through Victoria, has been deducted. Issuance at Sidney, which also accounts through Victoria, is included. Passenger, 95,178; commercial, 18,825.

REVENUE

Revenue collected by the Motor-vehicle Branch from licences, permits, motor-vehicle inspection, and other services, and in payment of social services tax, increased (14.30 per cent) from $46,203,672.22 to $52,812,085.33, an increase of $6,608,413.11. Social services tax collections amounted to $7,219,650.84, as compared with $5,327,023.28 in 1972. These collections cover motor-vehicle and trailer taxes on transactions which do not involve licensed motor-dealers. The motor-dealers make their payment of tax collections directly to the Consumer Taxation Branch of the Department of Finance.

Offices of this Branch and Motor-vehicle Inspection (Victoria, Vancouver, Burnaby, Nanaimo, and Richmond) collected 65.43 per cent of the total collections, in the amount of $34,555,505.47. Offices of the Department of Finance, which carry out our licence-issuing service in areas not served by the Motor-vehicle Branch, collected the balance of 34.57 per cent. These percentages show no appreciable change on the 1972 licence-year figures.

The location of Motor-vehicle Branch offices are listed and the 1973 revenue collection at each office is shown:

Motor Licence Offices, With Correspondence Revenues, 1973 Licence-year

Revenue, by Issuing Offices

	$		$
Abbotsford	872,594.70	Nanaimo	1,143,943.42
Alberni	552,730.09	Nelson	704,011.73
Ashcroft	124,055.51	New Westminster	3,558,265.98
Atlin	41,392.07	North Vancouver	1,819,395.53
Burnaby	3,725,432.16	Oliver	185,170.96
Burns Lake	149,760.69	100 Mile House	9,913.82
Campbell River	14,666.04	Penticton	720,393.56
Chilliwack	1,056,445.77	Port Hardy	4,956.00
Clinton	43,411.03	Pouce Coupe	281,002.89
Cloverdale	2,372,089.73	Powell River	290,840.11
Courtenay	901,538.50	Prince George	1,947,133.50
Cranbrook	746,399.40	Prince Rupert	314,952.79
Creston	282,081.89	Princeton	116,310.08
Dawson Creek	764,992.22	Queen Charlotte City	2,558.94
Duncan	760,437.44	Quesnel	552,985.64
Fernie	533,258.63	Revelstoke	252,496.84
Fort Nelson	268,053.60	Richmond	1,728,455.21
Fort St. James	2,479.32	Rossland	53,257.66
Fort St. John	825,612.10	Salmon Arm	398,224.26
Ganges	68,450.38	Smithers	367,511.26
Golden	727,167.89	Terrace	503,776.81
Grand Forks	221,134.86	Trail	367,777.02
Haney	594,896.31	Vancouver	5,329,332.03
Invermere	145,367.82	Vancouver East	3,304,342.87
Kamloops	1,832,429.44	Vancouver-Point Grey	1,810,499.71
Kaslo	49,082.33	Vanderhoof	316,639.65
Kelowna	1,329,817.89	Vernon	1,054,429.61
Kitimat	210,101.23	Victoria	4,696,963.98
Lillooet	70,755.79	Williams Lake	762,932.79
Merritt	205,383.04		
Mission	274,948.92	Total	52,812,085.33

Issuing Offices, by Revenue

	$		$
Vancouver	5,329,332.03	Trail	367,777.02
Victoria	4,696,963.98	Smithers	367,511.26
Burnaby	3,725,432.16	Vanderhoof	316,639.65
New Westminster	3,558,265.98	Prince Rupert	314,952.79
Vancouver East	3,304,342.87	Powell River	290,840.11
Cloverdale	2,372,089.73	Creston	282,081.89
Prince George	1,947,133.50	Pouce Coupe	281,002.89
Kamloops	1,832,429.44	Mission	274,948.92
North Vancouver	1,819,395.53	Fort Nelson	268,053.60
Vancouver-Point Grey	1,810,499.71	Revelstoke	252,496.84
Richmond	1,728,455.21	Grand Forks	221,134.86
Kelowna	1,329,817.89	Kitimat	210,101.23
Nanaimo	1,143,943.42	Merritt	205,383.04
Chilliwack	1,056,445.77	Oliver	185,170.96
Vernon	1,054,429.61	Burns Lake	149,760.69
Courtenay	901,538.50	Invermere	145,367.82
Abbotsford	872,594.70	Ashcroft	124,055.51
Fort St. John	825,612.10	Princeton	116,310.08
Dawson Creek	764,992.22	Lillooet	70,755.79
Williams Lake	762,932.79	Ganges	68,450.38
Duncan	760,437.44	Rossland	53,257.66
Cranbrook	746,399.40	Kaslo	49,082.33
Golden	727,167.89	Clinton	43,411.03
Penticton	720,393.56	Atlin	41,392.07
Nelson	704,011.73	Campbell River	14,666.04
Haney	594,896.31	100 Mile House	9,913.82
Quesnel	552,985.64	Port Hardy	4,956.00
Alberni	552,730.09	Queen Charlotte City	2,558.94
Fernie	533,258.63	Fort St. James	2,479.32
Terrace	503,776.81		
Prorate	446,643.89	Total	52,812,085.33
Salmon Arm	398,224.26		

Revenue Equals 65.43 per Cent of Total Revenue

Motor-vehicle Inspection Station Revenue Included

	$		$
Vancouver	5,329,332.03	Richmond	1,728,455.21
Victoria	5,143,607.87	Chilliwack	1,056,445.77
Burnaby	3,725,432.16	Abbotsford	872,594.70
New Westminster	3,558,265.98	Dawson Creek	764,992.22
Vancouver East	3,304,342.87	Haney	594,896.31
Cloverdale	2,372,089.73	Trail	367,777.02
Kamloops	1,832,429.44	Mission	274,948.92
North Vancouver	1,819,395.53		
Vancouver-Point Grey	1,810,499.71	Total	34,555,505.47

Motor-vehicle Inspection Station Revenue not Included

	$		$
Burnaby	324,139.25	Prorate (Victoria)	446,643.89
Nanaimo	26,013.00		
Richmond	149,806.75		
Vancouver	317,009.00		
Victoria	198,835.50		
	1,015,803.50		

Refunds

Legislation provides for refunding of licence fees paid in several instances where the licence-plates are surrendered to this Branch. Prior to November 25, 1973, refunds were granted where a vehicle was removed from the Province, junked, damaged beyond repair, or temporarily removed from use. On November 26, 1973, new legislation provided for a change in the licensing concept in British Columbia where the licence-plates were allocated to the registered owner for use on a vehicle duly registered in his name. A person who was allocated licence-plates for use on a vehicle registered in his name can, upon disposal of the vehicle, retain, destroy, attach the number-plates to a substitute vehicle, or surrender them to the Branch, together with an application for remission of fees in the prescribed form.

Refunds for vehicle licence-plates are granted on the basis of the unexpired portion of the licence-year.

The fee for the unexpired full years of the five-year driver's licence is refundable under the following circumstances upon surrender of the licence to this Branch:

(*a*) The licence has been suspended due to the failure of the licensee to qualify in a driver's examination.
(*b*) The licensee has taken up residence outside the Province.
(*c*) The licensee has died.
(*d*) The licensee has voluntarily surrendered his driver's licence.

The following table sets out the number of refunds and amount of money refunded for the 1973 licence-year:

Refunds, 1973/74 Fiscal Year

Type of Refund	Number		Amount	
General refunds—				
Motor-vehicle Act—			$	$
Passenger	1,168		13,496.82	
Drivers	2		3.00	
Department of Commercial Transport Act—Commercial	659		51,602.32	
		1,829		65,102.14
Relinquishment refunds—				
Motor-vehicle Act—				
Passenger	11,752		130,268.53	
Drivers	1,355		3,224.09	
Dealers	10		264.87	
Department of Commercial Transport Act—Commercial	4,114		357,213.08	
		17,231		490,970.57
All-terrain vehicle refunds—				
All-terrain Vehicles Act		15		43.44
Total refunds		19,075		556,116.15

ACCIDENTS AND CONVICTIONS

Motor-vehicle Accidents

The following table gives a summary of the accident frequency during the period 1964 to 1973:

Year	Motor-vehicles Registered	Number of Accidents	Accidents per 1,000 Vehicles Registered	Injuries	Deaths	Deaths per 10,000 Vehicles Registered	Average Property Damage	Deaths per 100 Million Miles	Fatal Accidents	Fatal Accidents per 100 Million Miles
							$			
1964	700,048	38,368	54.81	16,911	393	5.6	523.39	6.90	345	6.06
1965	764,353	40,262	52.68	17,574	500	6.5	561.96	8.00	421	6.73
1966	817,348	44,177	54.05	19,449	520	6.4	592.91	7.60	445	6.51
1967	864,348	49,750	57.56	19,500	559	6.5	565.58	7.67	461	6.33
1968	917,872	58,300	63.51	20,945	574	6.2	570.87	7.36	460	5.90
1969	989,196	70,624	71.39	22,535	542	5.4	586.29	6.39	467	5.50
1970	1,024,738	60,778	59.35	22,568	559	5.5	731.63	6.70	471	5.64
1971	1,087,992	59,745	54.91	22,340	636	5.8	775.60	6.51	538	5.54
1972	1,164,749	59,996	51.51	23,316	716	6.1	863.44	6.90	602	5.80
1973	1,248,422	69,564	56.00	27,709	825	6.7	969.00	7.17	698	6.07

Again, we must report a substantial increase in fatal accidents from 602 in 1972 to 698 in 1973. Similarly, the ratio of fatal accidents to number of miles driven has also increased.

Quite naturally, the aggregate property damage increased from $51,703,378 in 1972 to $66,372,052 in 1973, which is a similar increase to that from 1971 to 1972. With increasing costs, it is difficult to make just comparisons, but it is quite evident that we can expect all our costs to increase for the privilege of operating a motor-vehicle today.

Statistical Summary of Motor-vehicle Accidents in

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford-Sumas	1	4	300.0	1	3	200.0	71	101	42.0
Agassiz Detachment	4	3	—25.0	3	3	.....	69	105	52.0
Airport Detachment	.....	.....	.....	.....	.....	.....	9	28	211.0
Alert Bay Detachment	1	.....	—100.0	1	.....	—100.0	7	16	128.0
Alexis Creek	.....	2	100.0	.....	2	100.0	9	27	200.0
Armstrong City	.....	.....	.....	.....	.....	.....	9	6	—33.0
Armstrong Detachment	.....	5	100.0	.....	4	100.0	20	82	310.0
Ashcroft Detachment	9	14	55.0	4	10	150.0	115	100	—13.0
Atlin Detachment	.....	.....	.....	.....	.....	.....	1	12	1,100.0
Barriere	.....	1	100.0	.....	1	100.0	25	55	120.0
Bella Coola Detachment	.....	1	100.0	.....	1	100.0	13	18	38.0
Blue River	1	2	100.0	1	2	100.0	11	22	100.0
Boston Bar	14	6	—57.0	8	5	—37.0	80	86	7.0
Burnaby Municipality	12	9	—25.0	11	9	—18.0	1,430	1,553	8.0
Burns Lake Detachment	.....	5	100.0	.....	4	100.0	35	64	82.0
Campbell River Detachment	3	5	66.0	3	4	33.0	86	130	51.0
Campbell River Village	4	3	—25.0	3	3	.....	100	133	33.0
Cassiar	2	.....	—100.0	2	.....	—100.0	4	17	325.0
Castlegar Detachment	7	5	—28.0	4	5	25.0	67	111	65.0
Central Saanich	.....	1	100.0	.....	1	100.0	39	49	25.0
Chase Detachment	5	5	.....	4	5	25.0	65	86	32.0
Chemainus Detachment	6	4	—33.0	4	4	.....	58	92	58.0
Chetwynd	2	4	100.0	1	4	300.0	69	49	—28.0
Chilliwhack Municipality	3	3	.....	3	2	—33.0	117	69	—41.0
Chilliwack Township	8	2	—75.0	7	2	—71.0	120	228	90.0
Clearwater	8	5	—37.0	5	5	.....	79	88	11.0
Clinton	6	11	83.0	5	9	80.0	72	100	38.0
Colwood Detachment	9	11	22.0	8	10	25.0	256	290	13.0
Coquitlam	6	9	50.0	5	9	80.0	468	566	20.0
Courtenay Detachment	6	11	83.0	5	8	60.0	199	281	41.0
Cranbrook City	2	2	.....	2	1	—50.0	65	74	13.0
Cranbrook Detachment	3	11	266.0	3	6	100.0	65	95	46.0
Crescent Valley Detachment	3	4	33.0	3	4	33.0	35	68	94.0
Creston Detachment	6	3	—50.0	6	3	—50.0	101	119	17.0
Dawson Creek City	.....	1	100.0	.....	1	100.0	50	58	16.0
Dawson Creek Detachment	7	2	—71.0	5	2	—60.0	61	80	31.0
Delta Municipality	2	3	50.0	1	3	200.0	278	302	8.0
Duncan City	3	2	—33.0	3	2	—33.0	113	166	46.0
Duncan Detachment	4	7	75.0	4	5	25.0	79	161	103.0
Enderby Detachment	2	6	200.0	2	4	100.0	55	59	7.0
Esquimalt Municipality	2	1	—50.0	2	1	—50.0	85	86	1.0
Falkland	3	4	33.0	2	4	100.0	64	51	—20.0
Fernie City	1	.....	—100.0	1	.....	—100.0	14	2	—85.0
Fernie Detachment	2	5	150.0	2	4	100.0	51	51	.....
Field	.....	3	100.0	.....	2	100.0	16	27	68.0
Fort Nelson	4	5	25.0	4	5	25.0	111	119	7.0
Fort St. James	1	.....	—100.0	1	.....	—100.0	24	20	—16.0
Fort St. John	6	9	50.0	5	8	60.0	124	166	33.0
Fraser Mills	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Freeway Patrol A	7	12	71.0	5	9	80.0	266	309	16.0
Freeway Patrol B	14	15	7.0	13	15	15.0	354	428	20.0
Freeway Patrol C	15	13	—13.0	10	10	.....	146	171	17.0
Fruitvale Detachment	3	1	—66.0	3	1	—66.0	42	31	—26.0
Ganges Detachment	4	.....	—100.0	3	.....	—100.0	57	42	—26.0
Gibsons Landing Detachment	4	6	50.0	3	4	33.0	46	52	13.0
Gold River	1	2	100.0	1	1	.....	21	31	47.0
Golden	9	7	—22.0	7	6	—14.0	135	113	—16.0
Grand Forks Detachment	3	5	66.0	3	3	.....	53	86	62.0
Haney Municipality	10	7	—30.0	7	7	.....	315	341	8.0
Hazelton Detachment	4	3	—25.0	4	3	—25.0	50	41	—18.0
Hope Detachment	24	21	—12.0	18	17	—5.0	264	257	—2.0
100 Mile House	7	11	57.0	6	9	50.0	100	150	50.0
Houston	5	6	20.0	4	4	.....	52	67	28.0
Hudson Hope	1	.....	—100.0	1	.....	—100.0	8	8	.....
Invermere Detachment	3	3	.....	3	3	.....	35	70	100.0
Kamloops City	5	17	240.0	4	14	250.0	335	505	50.0

the Province for the Calendar Years 1972 and 1973

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	$	$	Per Cent
55	63	14.0	316	144	40.0	189	263	39.0	201,272.35	245,259.31	21.0
34	60	76.0	180	253	40.0	123	180	46.0	137,564.92	186,313.90	35.0
7	19	171.0	36	113	213.0	21	60	185.0	15,996.95	40,525.24	153.0
5	13	160.0	40	43	7.0	27	33	22.0	15,980.00	23,471.00	46.0
5	14	180.0	51	62	21.0	37	47	27.0	37,292.29	73,560.00	97.0
8	4	—50.0	40	39	—2.0	25	21	—16.0	19,526.30	15,584.42	—20.0
15	40	166.0	94	185	96.0	63	122	93.0	56,693.69	148,376.22	161.0
64	59	—7.0	339	340	0.2	236	240	1.0	326,800.82	479,763.78	46.0
1	6	500.0	7	12	71.0	4	9	125.0	2,210.00	5,100.00	130.0
19	26	36.0	130	142	9.0	86	111	29.0	90,836.79	137,511.30	51.0
9	9	.....	29	70	141.0	24	48	100.0	17,385.00	44,992.60	158.0
9	15	66.0	61	51	—16.0	51	44	—13.0	54,598.00	108,810.00	99.0
40	47	17.0	231	247	6.0	159	159	.....	300,755.68	363,201.46	20.0
1,012	1,070	5.0	7,742	8,582	10.0	4,054	4,430	9.0	3,019,232.48	3,739,994.86	23.0
24	38	58.0	151	202	33.0	108	146	35.0	97,164.29	160,295.60	64.0
50	76	52.0	250	361	44.0	169	257	52.0	160,308.15	248,687.96	55.0
59	82	38.0	402	533	32.0	228	290	27.0	215,321.97	238,697.95	10.0
3	10	233.0	34	55	61.0	26	38	46.0	31,360.00	47,327.85	50.0
53	77	45.0	322	349	8.0	213	225	5.0	209,156.25	217,270.97	3.0
19	29	52.0	90	143	58.0	61	90	47.0	64,487.73	100,153.84	55.0
34	50	47.0	199	205	3.0	134	158	17.0	200,019.80	195,282.65	—2.0
32	55	71.0	204	277	35.0	135	178	31.0	114,578.88	191,492.76	67.0
37	31	—16.0	134	173	29.0	103	133	29.0	229,218.72	218,888.53	—4.0
79	49	—37.0	496	420	—15.0	294	239	—18.0	215,910.56	181,893.27	—15.0
85	162	90.0	604	949	57.0	357	576	61.0	270,011.58	464,657.87	72.0
40	50	25.0	210	264	25.0	161	188	16.0	339,852.48	212,599.64	—37.0
38	47	23.0	164	193	17.0	125	140	12.0	188,000.30	268,710.95	42.0
162	183	12.0	830	982	18.0	487	571	17.0	482,161.46	551,330.95	14.0
343	404	17.0	2,208	2,460	11.0	1,196	1,332	11.0	843,855.97	1,115,098.55	32.0
126	173	37.0	766	963	25.0	490	606	23.0	392,669.96	613,335.42	56.0
48	49	2.0	438	491	12.0	234	255	8.0	163,340.39	240,202.77	49.0
40	48	20.0	247	270	9.0	177	202	14.0	167,976.40	276,714.78	64.0
23	44	91.0	136	196	44.0	95	146	53.0	98,939.00	159,521.22	61.0
63	76	20.0	298	389	30.0	215	281	30.0	245,045.13	278,004.70	13.0
37	43	16.0	377	369	—2.0	205	211	2.0	136,546.09	146,135.88	7.0
34	50	47.0	222	215	—3.0	142	151	6.0	194,545.61	187,768.13	—3.0
177	206	16.0	1,132	1,379	21.0	659	815	23.0	532,619.66	709,456.88	33.0
82	103	25.0	521	506	—2.0	309	309	.....	247,716.74	248,570.61	0.3
39	102	161.0	221	546	147.0	141	328	132.0	123,786.87	271,590.20	119.0
33	41	24.0	163	231	41.0	113	153	35.0	88,949.82	128,170.76	44.0
64	64	.....	456	465	1.0	251	256	1.0	174,212.71	195,656.69	12.0
27	24	—11.0	116	110	—5.0	87	87	.....	92,219.63	116,573.82	26.0
9	2	—77.0	104	55	—47.0	57	29	—49.0	51,763.37	18,752.09	—63.0
32	34	6.0	161	229	42.0	110	153	39.0	146,309.17	212,777.64	45.0
10	12	20.0	44	59	34.0	34	43	26.0	47,039.93	48,173.00	2.0
55	60	9.0	354	346	—2.0	247	253	2.0	483,155.22	571,217.24	18.0
14	13	—7.0	93	93	.....	62	62	.....	83,534.47	45,523.00	—45.0
82	90	9.0	643	758	17.0	392	459	17.0	526,551.04	585,827.33	11.0
1	.....	—100.0	1	6	500.0	1	4	300.0	4,000.00	2,370.00	—40.0
146	178	21.0	902	1,071	18.0	443	536	20.0	513,753.38	643,317.57	25.0
237	282	18.0	1,446	1,790	23.0	804	962	19.0	1,046,592.74	1,200,567.54	14.0
80	91	13.0	271	304	12.0	199	205	3.0	272,028.34	351,527.87	29.0
21	20	—4.0	96	118	22.0	63	79	25.0	56,253.65	70,241.04	24.0
32	28	—12.0	113	121	7.0	86	93	8.0	68,898.00	69,756.68	1.0
32	31	—3.0	167	168	0.5	108	108	.....	79,850.56	146,295.96	83.0
19	20	5.0	120	103	—14.0	92	80	—13.0	94,007.76	104,511.04	11.0
77	68	—11.0	426	350	—17.0	284	245	—13.0	356,821.88	462,794.07	29.0
33	47	42.0	215	280	30.0	152	195	28.0	154,742.33	276,360.66	78.0
205	222	8.0	1,092	1,197	9.0	631	699	10.0	566,267.82	621,826.63	9.0
31	27	—12.0	134	153	14.0	102	113	10.0	122,944.28	138,411.07	12.0
121	133	9.0	789	689	—12.0	494	450	—8.0	582,358.00	755,110.76	29.0
54	84	55.0	354	441	24.0	255	318	24.0	310,168.31	394,420.82	27.0
33	40	21.0	202	233	15.0	145	162	11.0	163,039.54	217,746.30	33.0
6	6	.....	18	28	55.0	14	24	71.0	46,741.03	22,975.00	—50.0
22	37	68.0	119	180	51.0	78	130	66.0	60,619.20	155,650.88	156.0
236	352	49.0	2,078	2,810	35.0	1,080	1,554	43.0	856,562.67	1,471,272.30	71.0

Statistical Summary of Motor-vehicle Accidents in the

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Kamloops Detachment	16	15	—6.0	14	12	—14.0	286	157	—45.0
Kaslo Detachment	2	.....	—100.0	2	.....	—100.0	12	22	83.0
Kelowna City	3	7	133.0	3	7	133.0	165	392	137.0
Kelowna Detachment	19	2	—89.0	14	2	—85.0	297	182	—38.0
Kelsey Bay	.....	1	100.0	.....	1	100.0	10	21	110.0
Keremeos	3	9	200.0	3	5	66.0	31	76	145.0
Kimberley City	1	1	.....	1	1	.....	19	28	47.0
Kimberley Detachment	2	.....	—100.0	2	.....	—100.0	38	40	5.0
Kitimat Detachment	2	2	.....	2	2	.....	26	41	57.0
Kitimat Municipality	1	3	200.0	1	3	200.0	64	84	31.0
Ladner	.....	.....	.....	.....	.....	.....	1	7	600.0
Ladysmith Detachment	4	5	25.0	3	4	33.0	79	79	.....
Lake Cowichan	1	5	400.0	1	5	400.0	29	58	100.0
Langley	9	10	11.0	9	10	11.0	355	413	16.0
Lillooet Detachment	2	4	100.0	2	3	50.0	42	52	23.0
Lions Gate Bridge	1	1	.....	1	1	.....	48	41	—14.0
Lumby Detachment	1	1	.....	1	1	.....	35	44	25.0
Lytton Detachment	6	11	83.0	5	8	60.0	56	84	50.0
Mackenzie	3	5	66.0	3	5	66.0	32	43	34.0
Masset Detachment	.....	.....	.....	.....	.....	.....	11	19	72.0
Matsqui Municipality	3	2	—33.0	3	2	—33.0	161	215	33.0
McBride Detachment	2	5	150.0	2	4	100.0	36	56	55.0
Merritt Detachment	.....	1	100.0	.....	1	100.0	88	65	—26.0
Mica Creek	1	4	300.0	1	4	300.0	17	4	—76.0
Midway Detachment	3	5	66.0	3	4	33.0	57	60	5.0
Mission Detachment	3	1	—66.0	3	1	—66.0	59	54	—8.0
Mission Municipality	3	4	33.0	3	4	33.0	69	94	36.0
Nakusp Detachment	1	1	.....	1	1	.....	13	28	115.0
Nanaimo City	.....	7	100.0	.....	6	100.0	171	232	35.0
Nanaimo Detachment	11	10	—9.0	8	9	12.0	272	341	25.0
Nelson City	.....	.....	.....	.....	.....	.....	32	46	43.0
Nelson Detachment	4	3	—25.0	4	2	—50.0	43	42	—2.0
New Denver Detachment	.....	1	100.0	.....	1	100.0	13	32	146.0
New Westminster	4	10	150.0	3	10	233.0	607	604	—0.4
North Vancouver Detachment	3	3	.....	2	3	50.0	282	327	15.0
North Vancouver Municipality	2	4	100.0	2	4	100.0	260	252	—3.0
Oak Bay Municipality	.....	.....	.....	.....	.....	.....	61	64	4.0
Ocean Falls Detachment	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oliver	5	3	—40.0	3	2	—33.0	63	71	12.0
Osoyoos	1	1	.....	1	1	.....	82	43	—47.0
Parksville Detachment	7	4	—42.0	7	4	—42.0	161	150	—6.0
Pemberton Detachment	5	3	—40.0	5	2	—60.0	35	28	—20.0
Penticton City	1	6	500.0	1	5	400.0	188	162	—13.0
Penticton Detachment	2	10	400.0	1	7	600.0	40	74	85.0
Port Alberni City	1	2	100.0	1	2	100.0	144	130	—9.0
Port Alberni Detachment	5	2	—60.0	5	2	—60.0	108	190	75.0
Port Alice Detachment	1	.....	—100.0	1	.....	—100.0	9	21	133.0
Port Edward Detachment	.....	.....	.....	.....	.....	.....	.....	.....	.....
Port Hardy Detachment	3	5	66.0	3	5	66.0	42	86	104.0
Port Moody City	.....	2	100.0	.....	2	100.0	70	89	27.0
Powell River Detachment	.....	1	100.0	.....	1	100.0	46	67	45.0
Powell River Municipality	2	1	—50.0	2	1	—50.0	46	66	43.0
Prince George City	3	8	166.0	3	7	133.0	279	307	10.0
Prince George Detachment	24	23	—4.0	20	19	—5.0	364	415	14.0
Prince Rupert City	3	4	33.0	3	4	33.0	63	81	28.0
Prince Rupert Detachment	4	.....	—100.0	2	.....	—100.0	24	39	62.0
Princeton Detachment	13	10	—23.0	9	9	.....	157	174	10.0
Qualicum Detachment	.....	.....	.....	.....	.....	.....	9	6	—33.0
Queen Charlotte Detachment	1	.....	—100.0	1	.....	—100.0	11	8	—27.0
Quesnel Detachment	8	17	112.0	8	12	50.0	199	213	7.0
Radium Hot Springs	2	7	250.0	2	3	50.0	23	38	65.0
Revelstoke City	.....	2	100.0	.....	2	100.0	24	22	—8.0
Revelstoke Detachment	2	13	550.0	2	9	350.0	95	117	23.0

Province for the Calendar Years 1972 and 1973—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	$	$	Per Cent
173	97	—43.0	1,033	532	—48.0	667	357	—46.0	746,277.27	641,429.72	—14.0
6	16	166.0	36	63	75.0	27	52	92.0	27,023.14	60,004.00	122.0
118	251	112.0	965	1,888	95.0	512	1,027	100.0	367,223.28	854,697.89	132.0
186	122	—34.0	1,156	664	—42.0	680	427	—37.0	618,942.48	405,475.10	—34.0
6	14	133.0	28	47	67.0	23	32	39.0	21,737.52	34,200.47	57.0
16	39	143.0	114	169	48.0	83	120	44.0	131,890.57	177,663.94	34.0
14	18	28.0	129	136	5.0	77	83	7.0	49,438.93	67,777.69	37.0
27	26	—3.0	128	108	—15.0	93	81	—12.0	113,823.84	84,762.82	—25.0
20	25	25.0	172	135	—21.0	99	90	—9.0	89,310.73	114,247.74	27.0
40	50	25.0	329	373	13.0	177	200	12.0	169,821.62	172,902.02	1.0
1	5	400.0	5	23	360.0	3	17	466.0	1,251.00	10,475.00	737.0
47	44	—6.0	197	256	29.0	128	159	24.0	146,691.78	164,763.84	12.0
21	32	52.0	146	168	15.0	99	127	28.0	90,693.95	135,522.68	49.0
228	272	19.0	1,116	1,510	35.0	641	864	34.0	528,596.51	770,662.92	45.0
25	28	12.0	148	175	18.0	107	123	14.0	111,484.31	130,686.57	17.0
27	26	—3.0	227	217	—4.0	103	100	—2.0	95,149.98	116,562.46	22.0
19	33	73.0	113	146	29.0	79	107	35.0	80,715.58	129,833.00	60.0
28	37	32.0	121	182	50.0	85	123	44.0	187,470.00	257,548.66	37.0
23	29	26.0	216	211	—2.0	145	139	—4.0	181,401.13	137,673.53	—24.0
7	12	71.0	27	44	62.0	20	33	65.0	28,381.16	25,577.00	—9.0
108	153	41.0	752	1,012	34.0	451	585	29.0	387,618.27	533,776.13	37.0
24	34	41.0	92	131	42.0	78	102	30.0	119,311.86	158,489.57	32.0
55	43	—21.0	383	328	—14.0	259	228	—11.0	228,256.02	225,864.02	—1.0
10	3	—70.0	59	42	—28.0	46	26	—43.0	62,353.18	30,080.00	—51.0
31	38	22.0	128	189	47.0	91	143	57.0	124,084.65	180,161.58	45.0
33	36	9.0	182	149	—18.0	110	104	—5.0	103,935.47	93,746.78	—9.0
46	56	21.0	267	351	31.0	173	207	19.0	131,300.26	199,868.78	52.0
11	19	72.0	96	102	6.0	68	69	1.0	59,401.53	123,582.47	108.0
117	146	24.0	919	1,227	33.0	491	645	31.0	334,760.06	498,018.73	48.0
184	216	17.0	949	1,103	16.0	561	672	19.0	469,370.47	663,693.91	41.0
21	34	61.0	245	343	40.0	135	197	45.0	112,188.83	143,231.23	27.0
28	26	—7.0	157	193	22.0	108	143	32.0	137,338.11	151,194.50	10.0
11	19	72.0	55	70	27.0	42	53	26.0	40,954.24	50,017.84	22.0
434	424	—2.0	2,893	3,251	12.0	1,494	1,711	14.0	1,160,922.94	1,443,940.38	24.0
188	233	23.0	1,507	2,085	38.0	761	1,059	39.0	544,107.20	832,191.29	52.0
187	188	0.5	1,644	1,590	—3.0	884	868	—1.0	590,345.59	699,169.19	18.0
50	52	4.0	293	326	11.0	161	183	13.0	109,858.12	145,335.26	32.0
.....	.....	.....	3	5	66.0	2	3	50.0	800.00	2,950.00	268.0
40	37	—7.0	126	171	35.0	88	113	28.0	146,597.20	141,377.22	—3.0
45	35	—22.0	168	151	—10.0	113	103	—8.0	112,038.90	118,130.58	5.0
96	82	—14.0	413	472	14.0	277	306	10.0	320,975.07	311,432.96	—2.0
21	20	—4.0	84	117	41.0	69	83	20.0	60,645.92	105,201.16	73.0
122	114	—6.0	656	847	29.0	350	473	35.0	306,902.55	365,446.70	19.0
28	49	75.0	132	202	53.0	90	147	63.0	95,516.05	163,945.45	71.0
98	94	—4.0	736	877	19.0	403	477	18.0	289,478.52	382,701.78	32.0
65	120	84.0	284	419	47.0	197	302	53.0	194,755.78	343,372.23	76.0
7	10	42.0	60	69	15.0	41	43	4.0	34,084.10	50,789.23	49.0
.....	.....	.....	8	3	—62.0	5	2	—60.0	5,850.00	2,500.00	—57.0
26	46	20.0	219	271	23.0	152	192	26.0	146,300.59	208,703.88	42.0
52	61	17.0	425	476	12.0	220	264	20.0	161,787.40	220,643.46	36.0
29	45	55.0	163	205	25.0	105	146	39.0	78,278.02	129,934.65	65.0
34	48	41.0	262	341	30.0	160	200	25.0	102,842.34	171,668.57	66.0
199	208	4.0	2,150	2,171	0.9	1,147	1,181	4.0	893,246.81	1,066,923.96	19.0
206	237	15.0	1,160	1,335	15.0	738	850	15.0	991,047.39	1,171,199.20	18.0
43	64	48.0	478	454	—5.0	270	257	—4.0	185,051.05	183,405.24	—0.8
15	25	66.0	88	75	—14.0	61	60	—1.0	71,629.49	119,287.32	66.0
90	92	2.0	476	450	—5.0	317	312	—1.0	396,304.67	431,725.50	8.0
6	5	—16.0	31	41	32.0	20	29	45.0	14,959.00	27,286.50	82.0
6	5	—16.0	26	30	15.0	22	22	.....	19,905.00	19,558.64	—1.0
126	138	9.0	808	883	9.0	504	561	11.0	547,562.72	798,589.91	45.0
16	20	25.0	104	130	25.0	80	105	31.0	79,272.60	93,693.73	18.0
20	15	—25.0	161	170	5.0	94	93	—1.0	74,881.32	70,481.04	—5.0
49	71	44.0	256	295	15.0	178	209	17.0	270,754.82	484,717.58	79.0

Statistical Summary of Motor-vehicle Accidents in the

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Richmond Municipality	4	14	250.0	4	11	175.0	438	594	35.0
Rossland Detachment	.....	.....	.....	.....	.....	.....	8	13	62.0
Saanich Municipality	5	6	20.0	5	6	20.0	469	522	11.0
Salmo Detachment	2	2	.....	2	2	.....	37	48	29.0
Salmon Arm City	2	5	150.0	2	5	150.0	92	89	—3.0
Salmon Arm Detachment	1	1	.....	1	1	.....	46	39	—15.0
Sechelt Detachment	4	4	.....	4	4	.....	64	49	—23.0
Shawnigan Lake Detachment	3	3	.....	3	3	.....	97	74	—23.0
Sicamous Detachment	4	3	—25.0	4	3	—25.0	51	66	29.0
Sidney	3	3	.....	3	3	.....	68	49	—27.0
Smithers Detachment	3	5	66.0	3	3	.....	46	111	141.0
Sooke Detachment	1	2	100.0	1	2	100.0	52	76	46.0
Sparwood	1	4	300.0	1	4	300.0	65	65	.....
Spences Bridge Detachment	8	13	62.0	5	10	100.0	59	41	—30.0
Squamish Detachment	15	3	—80.0	11	3	—72.0	199	256	28.0
Stewart Detachment	.....	5	100.0	.....	2	100.0	18	19	5.0
Summerland Detachment	2	2	.....	2	2	.....	80	56	—30.0
Surrey Municipality	27	23	—14.0	25	21	—16.0	1,376	1,747	26.0
Tahsis	.....	1	100.0	.....	1	100.0	7	9	28.0
Telegraph Creek Detachment	.....	.....	.....	.....	.....	.....	5	2	—60.0
Terrace Detachment	3	9	200.0	3	8	166.0	53	79	49.0
Terrace Village	1	.....	—100.0	1	.....	—100.0	63	50	—20.0
Tofino Detachment	.....	2	100.0	.....	1	100.0	14	31	121.0
Trail City	2	1	—50.0	1	1	.....	36	62	72.0
Trail Detachment	2	3	50.0	2	1	—50.0	40	41	2.0
Ucluelet	1	2	100.0	1	1	.....	30	50	66.0
University Detachment	4	.....	—100.0	3	.....	—100.0	46	62	34.0
Valemount	.....	2	100.0	.....	2	100.0	29	26	—10.0
Vancouver City	68	58	—14.0	59	53	—10.0	4,451	5,554	24.0
Vanderhoof Detachment	11	12	9.0	10	8	—20.0	97	95	—2.0
Vernon City	5	4	—20.0	3	4	33.0	133	141	6.0
Vernon Detachment	9	8	—11.0	7	7	.....	154	170	10.0
Victoria City	7	7	.....	7	7	.....	741	757	2.0
Wells Detachment	.....	1	100.0	.....	1	100.0	6	5	—16.0
West Vancouver Municipality	5	4	—20.0	5	4	—20.0	334	372	11.0
White Rock City	2	.....	—100.0	2	.....	—100.0	75	56	—25.0
Williams Lake Detachment	15	18	20.0	11	13	18.0	204	267	30.0
Totals	716	825	15.0	602	698	15.0	23,316	27,709	18.0

Province for the Calendar Years 1972 and 1973—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease	1972	1973	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	$	$	Per Cent
322	430	33.0	2,215	3,058	38.0	1,216	1,666	37.0	825,587.93	1,299,903.58	57.0
4	8	100.0	77	82	6.0	45	46	2.0	30,378.35	31,924.97	5.0
337	336	—0.2	1,900	1,988	4.0	1,059	1,113	5.0	782,368.70	963,774.32	23.0
25	37	48.0	122	164	34.0	86	119	38.0	172,832.77	165,491.45	—4.0
67	54	—19.0	345	387	12.0	218	234	7.0	194,385.84	259,190.48	33.0
30	26	—13.0	108	109	0.9	74	81	9.0	91,097.00	111,225.96	22.0
35	34	—2.0	174	208	19.0	123	150	21.0	90,628.96	141,630.84	56.0
47	46	—2.0	223	193	—13.0	150	144	—4.0	146,536.50	173,412.26	18.0
33	34	3.0	162	136	—16.0	108	88	—18.0	161,033.25	175,679.06	9.0
44	30	—31.0	193	187	—3.0	121	119	—1.0	96,249.58	118,129.37	22.0
32	64	100.0	233	317	36.0	148	206	39.0	135,623.78	271,179.16	99.0
38	45	18.0	156	199	27.0	116	143	23.0	92,304.26	140,472.66	52.0
39	41	5.0	225	195	—13.0	144	134	—6.0	122,122.58	178,883.89	46.0
27	23	—14.0	122	124	1.0	89	84	—5.0	307,059.57	167,095.00	—45.0
115	149	29.0	586	684	16.0	395	452	14.0	356,010.85	617,656.71	73.0
11	14	27.0	63	69	9.0	42	50	19.0	46,420.18	54,698.98	17.0
50	46	—8.0	237	291	22.0	154	197	27.0	141,910.61	262,086.27	84.0
893	1,047	17.0	5,257	6,339	20.0	2,829	3,418	20.0	2,423,500.76	2,281,921.86	35.0
4	6	50.0	38	35	—7.0	25	23	—8.0	13,850.00	15,946.31	15.0
2	2	.....	10	12	20.0	7	9	28.0	6,800.00	31,066.15	356.0
38	46	21.0	288	293	1.0	182	201	10.0	188,755.56	235,289.59	24.0
47	38	—19.0	352	390	10.0	197	222	12.0	164,224.38	194,520.33	18.0
11	18	63.0	45	56	24.0	37	42	13.0	26,432.00	79,944.90	202.0
26	43	65.0	258	311	21.0	140	174	24.0	83,592.06	123,738.16	48.0
19	25	31.0	115	123	6.0	79	89	12.0	79,057.07	87,752.19	10.0
19	32	68.0	63	105	66.0	51	83	62.0	58,934.00	76,801.55	30.0
32	47	46.0	292	289	—1.0	171	172	0.5	120,196.97	120,383.73	0.1
16	16	.....	55	87	58.0	49	65	32.0	103,900.00	187,251.00	80.0
3,259	3,996	22.0	24,654	28,782	16.0	14,111	16,342	15.0	9,591,083.41	12,501,791.69	30.0
53	45	—15.0	266	302	13.0	184	202	9.0	263,108.99	285,382.21	8.0
90	97	7.0	749	857	14.0	395	456	15.0	296,816.53	381,867.68	28.0
102	102	.....	474	519	9.0	320	337	5.0	374,472.43	363,015.64	—3.0
576	543	—5.0	3,103	3,580	15.0	1,720	1,957	13.0	1,118,564.20	1,378,664.43	23.0
4	4	.....	28	31	10.0	21	24	1.0	17,433.29	24,400.00	39.0
230	241	4.0	1,922	1,848	—3.0	1,022	993	—2.0	810,399.22	847,334.49	4.0
47	44	—6.0	306	326	6.0	164	174	16.0	129,824.44	123,341.13	—4.0
124	157	26.0	920	1,039	12.0	593	682	15.0	624,859.38	864,727.44	38.0
15,579	18,191	16.0	103,469	119,775	15.0	59,996	69,564	15.0	51,703,378.40	66,372,052.42	28.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1973

1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	PERSONS INJURED											
			Total Injured	Male	Female	Age-groups								Total Injured for Same Period Last Year
						0–4	5–14	15–24	25–34	35–44	45–54	55–64	65 and Over	
Collision with—														
1. Another vehicle	49,932	43,277	17,129	8,690	8,439	429	1,095	5,924	3,618	2,137	1,927	1,160	839	14,456
2. Non-collision accident	8,129	6,627	4,246	2,917	1,329	61	243	2,298	757	337	256	170	124	3,379
3. Fixed object	6,723	6,086	2,726	1,833	893	40	106	1,533	446	238	169	115	79	2,284
4. Pedestrian	1,682	1,438	1,646	875	771	124	469	332	172	116	140	120	173	1,422
5. Bicycle	743	699	750	571	179	16	431	222	44	14	5	4	14	710
6. Animal	955	751	113	72	41	2	12	53	30	9	4	1	2	125
7. Motor-cycle	1,233	954	1,016	880	136	3	17	832	121	13	17	6	7	858
8. Railroad train	115	118	39	27	12	2	.....	13	8	5	5	5	1	54
9. Miscellaneous	52	46	44	35	9	2	16	15	7	2	1	1	.....	28
Totals	69,564	59,996	27,709	15,900	11,809	679	2,389	11,222	5,203	2,871	2,524	1,582	1,239	23,316

TYPE OF ACCIDENT	PERSONS KILLED												Totals for Year to Date			Totals for Same Period Last Year		
	Total Killed	Male	Female	Age-groups								Total Killed for Same Period Last Year						
				0–4	5–14	15–24	25–34	35–44	45–54	55–64	65 and Over		Accidents	Injured	Killed	Accidents	Injured	Killed
Collision with—																		
1. Another vehicle	333	236	97	4	15	116	54	30	43	28	43	292	49,932	17,129	333	43,277	14,456	292
2. Non-collision accident	187	152	35	4	11	81	32	20	12	13	14	173	8,129	4,246	187	6,627	3,379	173
3. Fixed object	107	86	21	1	3	58	22	6	4	7	6	98	6,723	2,726	107	6,086	2,284	98
4. Pedestrian	152	84	68	10	29	21	13	10	17	13	39	106	1,682	1,646	152	1,438	1,422	106
5. Bicycle	14	9	5	----	8	5	----	1	----	----	----	18	734	750	14	699	710	18
6. Animal	1	1	-----	----	----	----	----	1	----	----	----	5	955	113	1	751	125	5
7. Motor-cycle	26	24	2	----	----	24	2	----	----	----	----	18	1,233	1,016	26	954	858	18
8. Railroad train	5	3	2	----	----	1	1	1	----	1	1	5	115	39	5	118	54	5
9. Miscellaneous	-----	-----	-----	----	----	----	----	----	----	----	----	1	52	44	-----	46	28	1
Totals	825	595	230	19	66	306	124	69	76	62	103	716	69,564	27,709	825	59,996	23,316	716

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1973—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	2,205	47	594	1,564
1 to 2 a.m.	2,538	39	698	1,801
2 to 3 a.m.	1,765	30	520	1,215
3 to 4 a.m.	1,048	14	276	758
4 to 5 a.m.	551	10	163	378
5 to 6 a.m.	491	11	121	359
6 to 7 a.m.	753	14	191	548
7 to 8 a.m.	2,323	15	580	1,728
8 to 9 a.m.	2,813	17	685	2,111
9 to 10 a.m.	2,201	12	494	1,695
10 to 11 a.m.	2,542	14	579	1,949
11 to 12 m.	2,988	18	700	2,270
12 to 1 p.m.	3,169	24	790	2,355
1 to 2 p.m.	3,630	20	916	2,694
2 to 3 p.m.	4,086	33	1,053	3,000
3 to 4 p.m.	5,333	30	1,418	3,885
4 to 5 p.m.	6,584	50	1,645	4,889
5 to 6 p.m.	5,334	41	1,420	3,873
6 to 7 p.m.	3,615	52	1,040	2,523
7 to 8 p.m.	3,831	32	1,121	2,678
8 to 9 p.m.	3,304	53	905	2,346
9 to 10 p.m.	2,958	55	792	2,111
10 to 11 p.m.	2,660	38	700	1,922
11 to 12 p.m.	2,838	29	788	2,021
Not stated	4	.....	2	2
Totals	69,564	698	18,191	50,675

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	8,226	116	2,347	5,763
2. Monday	8,990	74	2,307	6,609
3. Tuesday	8,675	81	2,160	6,434
4. Wednesday	9,393	65	2,450	6,878
5. Thursday	9,665	72	2,399	7,194
6. Friday	12,743	135	3,276	9,332
7. Saturday	11,872	155	3,252	8,465
Totals	69,564	698	18,191	50,675

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	100,796	753	25,196	74,847
2. Truck	16,002	232	3,913	11,857
3. Bus	387	6	129	252
4. Taxi	693	3	170	520
5. "Drive Yourself"	198	1	53	144
6. Motor-cycle	1,614	43	1,170	401
7. School bus	39	.....	15	24
8. Ambulance	17	.....	7	10
9. Not stated	29	3	5	21
Totals	119,775	1,041	30,658	88,076

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1973—Continued

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	68	1	15	52
2. Automatic signal	19	1	3	15
3. Guarded crossing—man on duty	2	.....	.....	2
4. Gates not down	1	.....	.....	1
5. Driver disregarded signal	4	.....	1	3
6. Signal not given	7	1	2	4
7. Not stated	14	1	5	8
Totals	115	4	26	85

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	28,732	209	7,383	21,140
2. Head-on collision or head-on side-swipe	9,530	304	3,063	6,163
3. Rear-end collision	16,495	17	4,504	11,974
4. Backed into other vehicle	3,130	6	128	2,996
5. Side-swiped other vehicle going same direction	3,708	6	390	3,312
6. Not stated	7,969	156	2,723	5,090
Totals	69,564	698	18,191	50,675

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	86,509	891	23,190	62,428
2. Female	23,917	126	6,698	17,093
3. Not stated	9,349	24	770	8,555
Totals	119,775	1,041	30,658	88,076

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 17 years	7,638	66	2,176	5,396
2. 18 to 19 years	11,071	129	3,148	7,794
3. 20 to 24 years	21,462	189	6,029	15,244
4. 25 to 34 years	26,467	244	7,235	18,988
5. 35 to 44 years	16,892	150	4,406	12,336
6. 45 to 54 years	13,702	122	3,564	10,016
7. 55 to 64 years	8,702	64	2,150	6,488
8. 65 to 69 years	2,331	21	597	1,713
9. 70 years and over	2,258	32	599	1,627

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	2,957	59	848	2,050
2. 3 to 6 months	1,305	7	368	930
3. 6 to 12 months	3,972	8	1,097	2,867
4. 1 to 4 years	24,021	223	6,820	16,978
5. 5 years and over	78,218	719	20,759	56,740
6. Not stated	9,302	25	766	8,511

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1973—Continued

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	106,566	869	28,475	77,222
2. Extreme fatigue	725	21	274	430
3. Physical defect	164	4	64	96
4. Confused by traffic	301	3	86	212
5. Ability impaired	2,848	119	1,004	1,725
6. Not known	1,867	7	79	1,781
7. Not stated	7,304	18	676	6,610

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	102,796	872	27,582	74,342
2. Unlicensed	2,063	47	712	1,304
3. Nonresident	5,602	98	1,596	3,908
4. Not stated	9,314	24	768	8,522

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	37,195	414	9,898	26,883
2. Driving off roadway	8,028	150	2,296	5,582
3. Did not give right-of-way	18,036	55	4,344	13,637
4. Car standing in roadway (not parked)	13,935	19	4,353	9,563
5. Following too close	10,733	3	2,966	7,764
6. On wrong side of road	3,745	118	966	2,661
7. Failing to signal	451	4	100	347
8. Through street—did not stop	1,622	16	528	1,078
9. Passing at intersection	313	3	78	232
10. Exceeding speed limit	1,589	62	523	1,004
11. Careless driving	11,697	147	3,373	8,177
12. Cutting in	2,003	3	219	1,781
13. Car ran away	481	3	36	442
14. Passing on curve or hill	124	9	32	83
15. Passing on wrong side	217	1	33	183
16. Hit and run	2,199	14	139	2,046
17. Railroad—did not stop	69	4	24	41
18. Cutting left corner	377	--------	72	305
19. Parked legally	6,848	15	635	6,198
20. Driving through school-zone	16	--------	11	5
21. Driving through safety-zone	7	--------	7	--------
Totals	119,685	1,040	30,633	88,012

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	48,413	578	12,424	35,411
2. Police officer	85	2	25	58
3. Automatic traffic signal	10,128	23	2,827	7,278
4. Stop signs	8,166	40	2,076	6,050
5. Warning signs, slow signs, etc.	2,772	55	839	1,878
Totals	69,564	698	18,191	50,675

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1973—Continued

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known	9	--------	9
2. Crossing at intersection—no signal	278	12	266
3. In street, not at intersection	275	30	245
4. Coming from behind parked or moving vehicle	289	25	264
5. Crossing at intersection with signal	116	2	114
6. Crossing street diagonally, not at intersection	178	16	162
7. Walking on or along highway	178	40	138
8. Playing in street	78	3	75
9. Crossing at intersection against signal	84	4	80
10. Not on roadway	32	3	29
11. Getting on or off another vehicle	15	--------	15
12. Riding or hitching on vehicle	13	1	12
13. Working on car or roadway	28	2	26
14. Crossing intersection diagonally	14	--------	14
15. In pedestrian crosswalk	163	12	151
16. Standing on safety-isle	3	--------	3
Totals	1,753	150	1,603

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal	1,583	126	1,457
2. Had physical defect	20	5	15
3. Confused by traffic	43	1	42
4. Ability impaired	92	14	78
5. Not known	8	4	4
6. Not stated	7	--------	7
Totals	1,753	150	1,603

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	12,416	265	12,151
2. Drivers	12,242	355	11,887
3. Pedestrians	1,753	150	1,603
4. Bicyclists	744	14	730
5. Motor-cycle drivers	1,093	37	1,056
6. Others (persons in horse-drawn vehicles, etc.)	25	--------	25
7. Motor-cycle passengers	261	4	257
Totals	28,534	825	27,709

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	12,364	2	12,362
2. Fractured skull	399	279	120
3. Fractured spine	129	58	71
4. Other fractures	2,885	24	2,861
5. Other injuries (sprains, dislocations, etc.)	5,584	--------	5,584
6. Internal injuries	790	422	368
7. Concussion of brain	373	1	372
8. Severe general shock with bruises and cuts	5,896	--------	5,896
9. Cuts by glass (only)	57	--------	57
10. Drowned	24	24	--------
11. Burned	22	7	15
12. Asphyxiated	8	8	--------
13. Not stated	3	--------	3
Totals	28,534	825	27,709

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1973—Continued

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	42,015	311	10,773	30,931
2. Darkness	17,894	324	4,881	12,689
3. Artificial light—good	4,385	18	1,152	3,215
4. Dusk or semi-darkness	3,899	33	998	2,868
5. Artificial light—poor	1,306	11	371	924
6. Not stated	65	1	16	48
Totals	69,564	698	18,191	50,675

14. Amount of property damage for period covered by this report, $66,372,052.42; amount for same period last year, $51,703,378.40.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	115,657	994	29,497	85,166
2. No chains (slippery road)	926	2	205	719
3. Brakes defective	900	8	265	627
4. Steering mechanism defective	395	5	139	251
5. Head-lights dim	119	4	45	70
6. Puncture or blow-out	577	6	177	394
7. Head-lights-out (both)	111	1	46	64
8. Tail-lights out (both)	93	--------	24	69
9. Glaring head-lights	13	--------	8	5
10. Head-light out (one light)	84	8	18	58
11. Other defects	850	12	218	620
12. Not stated	50	1	16	33
Totals	119,775	1,041	30,658	88,076

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	60,212	721	16,880	42,611
2. Turning left	15,155	69	3,825	11,261
3. Turning right	6,323	21	1,242	5,060
4. Slowing down or stopping	7,404	15	2,213	5,176
5. Backing (not to or from curb)	2,543	8	139	2,396
6. Skidding	6,287	113	1,620	4,554
7. Leaving curb (including backing)	1,222	1	86	1,135
8. Making U-turn	224	1	58	165
9. Overtaking	754	14	206	534
10. Stopping (not at curb or off paved strip)	7,996	4	2,519	5,473
11. Overtaking on right side	398	2	62	334
12. Overtaking on left side	1,411	43	357	1,011
13. Avoiding object or pedestrian	2,929	13	797	2,119
14. Not stated	6,917	16	654	6,247
Totals	119,775	1,041	30,658	88,076

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	39,967	469	10,967	28,531
2. Wet surface	19,900	148	5,161	14,591
3. Icy surface	4,767	59	924	3,784
4. Loose sand or gravel	1,886	7	551	1,328
5. Snowy surface	2,812	14	544	2,254
6. Muddy surface	212	--------	39	173
7. Not stated	20	1	5	14
Totals	69,564	698	18,191	50,675

Statistical Summary of Motor-vehicle Accidents in the Province for the year 1973—Continued

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	68,058	680	17,779	49,599
2. Defects in roadway	400	3	102	295
3. Obstruction in road	282	3	72	207
4. Road under repair	536	10	166	360
5. Obstruction not marked or lighted	158	1	40	117
6. Other	102	.....	24	78
7. Not stated	28	1	8	19
Totals	69,564	698	18,191	50,675

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt	66,022	660	17,419	47,943
2. Gravel	2,741	32	587	2,122
3. Concrete	364	1	94	269
4. Earth	271	2	50	219
5. Brick or cobble	18	.....	2	16
6. Other	129	2	34	93
7. Not stated	19	1	5	13
Totals	69,564	698	18,191	50,675

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	41,047	457	10,936	29,654
2. Rain	15,203	104	3,974	11,125
3. Cloudy	9,305	90	2,460	6,755
4. Fog or mist	748	15	167	566
5. Snow	3,091	30	608	2,453
6. Smoke or dust	144	2	39	103
7. Not stated	26	.....	7	19
Totals	69,564	698	18,191	50,675

Motor-vehicle and Motor-cycle Licences issued January 1 to December 31, 1972 1,164,749

Motor-vehicle and Motor-cycle Licences issued January to December 31, 1973 1,258,980

Convictions

The receipt of notices of convictions for driving infractions under the *Criminal Code* (Canada), the *Motor-vehicle Act,* and the Motor-vehicle Act Regulations and the reports of violations of any law known as a "Traffic Rule" continued to supply information for the inclusion in the individual driving records of each licensed driver in this Province. Access to these records is available by means of the driver's licence number or by the name of the driver. The retaining of these records and the furnishing of information which is invaluable for driver control is the main duty of the Driver Licence Records Section. The control which is made possible by these records is the responsibility of the Driver Safety and Improvement Section.

Convictions Under Motor-vehicle Act and Criminal Code (Canada), 1970–73

Offences	1970	1971	1972	1973
Under *Criminal Code* (Canada)—				
Causing death by criminal negligence, sec. 192 (as amended 1971) (new sec. 203)	7	7	6	13
Causing injury by criminal negligence, sec. 204	.....	.....	2	.....
Criminal negligence in operation of motor-vehicle, sec. 221 (1) (new sec. 233 (1))	46	28	28	23
Failing to stop after accident, sec. 221 (2) (new sec. 233 (2))	858	867	757	736
Dangerous driving, sec. 221 (4) (new sec. 233 (4))	604	519	439	409
Driving while ability impaired (as amended 1969), sec. 222 (new sec. 234)	5,832	6,311	5,607	6,699
Breath sample not provided (as amended 1969), sec. 223 (2) (new sec. 235)	319	894	842	938
Driving with more than 80 mgs. of alcohol in blood (as amended 1969), sec. 224 (new sec. 236)	4,920	6,878	6,246	6,275
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3) (new sec. 238)	1,141	1,230	1,012	853
	13,727	16,734	14,939	15,946
Under *Motor-vehicle Act*—				
Driving without obtaining driver's licence, sec. 18 (1, 2)	3,392	3,806	1,295	1,544
Driving without subsisting motor-vehicle liability policy, sec. 18 (2*a*)	3,141	3,240	2,080	4,118
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6–8)	901	947	761	1,019
Driving without having driver's licence and liability card in possession at time, sec. 19 (19 (as amended 1970)	4,399	6,759	3,364	3,320
Driving while right to obtain licence is under suspension, sec. 20	33	42	11	11
Using licence belonging to another, refusing to show licence, etc., sec. 56	281	264	163	167
Failing to obey emergency instructions of a peace officer, sec. 124	12	14	5	5
Failing to obey traffic-control signal legend, secs. 127, 128, 152	7,046	1,735	166	173
Failing to obey special signs *re* highway construction, secs. 134, 135, 137	163	27	8	2
Careless driving, secs. 138, 139	1,247	501	98	81
Exceeding maximum speed limit, sec. 140	26,920	9,926	504	532
Exceeding speed limit passing schools and playgrounds, sec. 141	791	225	18	15
Exceeding speed limit overtaking stopped school bus, sec. 142	25	23	22	14
Failure to drive on the right, sec. 143	162	121	15	12
Infractions of "lane" driving, secs. 144–146	1,174	520	50	38
Infractions of "passing," secs. 148–151, 153, 154	868	373	16	29
Infractions of turning, starting, and directional signals, secs. 155–162	1,017	266	36	28
Failure to yield right-of-way, secs. 163–167	858	251	31	14
Not exercising due care *re* pedestrians, secs. 168–172	616	114	12	13
Failure to stop at railroad crossings, secs. 174–176	48	5	2	2
Failure to stop at intersections, sec. 177	1,512	423	40	56
Leaving vehicle improperly parked, sec. 182	457	399	274	585
Backing vehicle illegally, sec. 184	238	67	9	15
Operating motor-cycle with more than one person, sec. 185	6	4	4	2
Requirements of safe driving on highway, secs. 186, 187	9	12	9	72
Fire-vehicle safety, secs. 189, 190	6	4	4	4
Driving on sidewalk, sec. 191	46	7	4	2
Opening-door requirements, sec. 194	11	12	4	3
Illegal depositing of articles on highway, sec. 195	235	196	185	156
Riding motor-cycle without safety helmet, sec. 207	484	412	289	377
Miscellaneous	29	24	975	163
	56,127	31,319	10,454	12,572

Traffic Violation Reports, 1970–73

Offences	1970	1971	1972	1973
Under *Motor-vehicle Act*—				
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6–8)	.....	.....	30	14
Failing to obey emergency instructions of a peace officer, sec. 124	19	21	27	48
Failing to obey traffic-control signal legend, secs. 127, 128, 152	22,099	27,787	25,366	29,779
Failing to obey special signal signs *re* highway construction, secs. 134, 135, 137	563	450	554	579
Careless driving, secs. 138, 139	5,766	5,848	6,787	7,998
Exceeding maximum speed limit, sec. 140	93,205	106,110	111,443	125,545
Exceeding speed limit passing schools and playgrounds, sec. 141	5,711	5,103	5,725	6,456
Exceeding speed limit overtaking stopped school bus, sec. 142	162	146	230	178
Failure to drive on the right, sec. 143	801	1,156	1,286	1,364
Infractions of "lane" driving, secs. 144–146	3,748	4,806	4,965	5,718
Infractions of "passing", secs. 148–151, 153, 154	3,186	4,594	5,135	5,565
Infractions of turning, starting, and directional signals, secs. 155–162	3,501	4,387	3,485	3,762
Failure to yield right-of-way, secs. 163–167	3,387	4,135	4,577	5,332
Not exercising due care *re* pedestrians, secs. 168–172	1,395	1,661	1,258	1,512
Failure to stop at railroad crossing, secs. 174–176	223	254	309	240
Failure to stop at intersections, sec. 177	7,328	8,085	8,294	8,544
Leaving vehicle improperly parked. sec. 182	499	1,589	451	.....
Backing vehicle illegally, sec. 184	1,038	1,164	1,306	1,212
Operating motor-cycle with more than one person, sec. 185	14	10	6	5
Requirements of safe driving on highway, secs. 186, 187	97	100	73	10
Fire-vehicle safety, secs. 189, 190	29	36	27	34
Driving on sidewalk, sec. 191	57	64	55	84
Opening door requirements, sec. 194	24	41	38	35
Miscellaneous	2	32	26	9
	152,854	177,579	181,453	204,023
Under Motor-vehicle Act Regulations	8,809	10,791	10,963	4,816

Notices of Juvenile Offence, 1970–73

Offences	1970	1971	1972	1973
Under *Motor-vehicle Act*—				
Driving without obtaining driver's licence, sec. 18 (1, 2)	1,516	683	14	19
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6–8)	197	72	14	18
Driving without subsisting motor-vehicle liability policy, sec. 18 (2*a*)	.....	.....	50	42
Driving without having driver's licence and liability card in possession at time, sec. 19	241	221	62	60
Using licence belonging to another, refusing to show licence, etc., sec. 56	.....	.....	.....	5
Failing to obey emergency instructions of a peace officer, sec. 124	.....	.....	1	3
Failing to obey traffic-control signal legend, secs. 127, 128, 152	998	1,020	455	408
Failing to obey special signal signs *re* highway construction, secs. 134, 135, 137	17	19	4	2
Careless driving, secs. 138, 139	1,119	885	416	427
Exceeding maximum speed limit, sec. 140	5,570	5,489	2,548	2,659
Exceeding speed limit passing schools and playgrounds, sec. 141	369	309	148	153
Exceeding speed limit overtaking stopped school bus, sec. 142	13	12	5	3
Failure to drive on the right, sec. 143	84	89	55	53
Infractions of "line" driving, secs. 144–146	278	275	93	110
Infractions of "passing," secs. 148–151, 153, 154	356	387	148	183
Infractions of turning, starting, and directional signals, secs. 155–162	213	174	74	70
Failure to yield right-of-way, secs. 163–167	325	311	151	165
Not exercising due care *re* pedestrians, secs. 174–176	76	65	23	30
Failure to stop at railroad crossing, secs. 174–176	12	14	4	4
Failure to stop at intersections, sec. 177	671	596	269	275
Leaving vehicle improperly parked, sec. 182	.....	.....	.....	5
Backing vehicle illegally, sec. 184	94	94	42	38
Requirements of safe driving on highway, secs. 186, 187	.....	.....	2	1
Fire-vehicle safety, secs. 189, 190	.....	.....	2	1
Driving on sidewalk, sec. 191	.....	.....	3	4
Illegal depositing of articles on highway, sec. 195	.....	.....	5	1
Riding motor-cycle without safety helmet, sec. 207	.....	.....	8	13
Miscellaneous	2,845	1,980	27	3
	14,994	12,695	4,623	4,755
Under Motor-vehicle Act Regulations	.....	.....	.....	265

SUMMARY

Offences	1970	1971	1972	1973
Criminal Code (Canada)	13,727	16,734	14,939	15,946
Motor-vehicle Act	56,127	31,319	10,454	12,572
Motor-vehicle Act Regulations	8,483	6,571	1,344	5,361
Traffic Violation Reports	161,663	188,370	192,416	204,023
Notices of Juvenile Offence	14,994	12,695	4,623	4,755
Total infractions	254,994	255,689	223,776	242,657

Suspension of Drivers' Licences by Court Orders and Recommendations, 1973

	Months								Years					Total
	1	2	3	4	5	6	8	9	1	1½	2	3	5	
Death by criminal negligence—Accident	-----	-----	-----	-----	-----	-----	-----	-----	1	1	2	8	1	13
Injury by criminal negligence—Accident	-----	-----	-----	-----	-----	1	-----	-----	-----	-----	-----	-----	-----	1
Criminal negligence—														
Accident	-----	1	1	-----	-----	2	-----	-----	1	1	1	1	-----	8
No accident	2	-----	1	1	-----	1	-----	1	2	1	4	3	-----	16
Failing to remain at scene of accident	109	70	66	10	2	69	1	6	40	2	16	4	-----	395
Dangerous driving—														
Accident	4	4	16	3	1	12	-----	1	11	2	6	6	-----	66
No accident	37	32	45	10	1	64	-----	2	28	5	19	6	1	250
Driving while ability impaired—														
Accident	88	40	93	9	2	48	-----	4	25	1	5	4	-----	319
No accident	1,762	783	1,048	213	21	548	10	43	285	42	104	58	-----	4,917
Breath sample not provided—														
Accident	8	1	4	1	-----	-----	-----	-----	3	-----	-----	-----	-----	17
No accident	148	91	74	13	1	32	-----	1	17	5	10	-----	-----	392
Driving with more than 80 mgs. of alcohol in blood—														
Accident	153	51	71	14	1	25	-----	2	10	1	1	2	-----	331
No accident	2,057	843	831	123	15	328	6	19	118	15	32	13	-----	4,400
Driving while under suspension—														
Accident	1	1	4	-----	-----	2	-----	-----	4	1	3	1	-----	17
No accident	35	28	29	8	4	37	-----	1	46	2	20	7	-----	217
Driving without due care and attention	3	-----	-----	-----	-----	2	-----	-----	2	-----	-----	-----	-----	7
Notices of juvenile offence	4	5	4	1	-----	9	-----	1	3	9	2	-----	1	39
Miscellaneous	16	12	11	11	2	26	-----	1	14	-----	2	-----	-----	95
Totals	4,427	1,962	2,298	417	50	1,206	17	82	610	88	227	113	3	11,500

Conviction and judgment outside the Province, 726; grand total, 12,226.

DRIVING

Driver Improvement Program

During 1973 a total of 9,224 drivers was dealt with who had been previously suspended or previously warned, which was an increase of 2,304 over 1972 when 6,157 persons in this category were contacted. This again indicates that much of the unsafe driving is committed by persons who continually repeat their offences and must be dealt with by the Driver Safety and Improvement Section.

Summary of Action Taken Under Driver Improvement Program, 1973

	Age 16–17	Age 18 and Over	Total
Warning letters	.....	36,640	36,640
Advisory letters	5,182	.....	5,182
Notices of intent to suspend—			
Male	351	9,013	9,364
Female	6	145	151
Results of notices to suspend, interviews and hearings—			
Licences suspended—			
Male	356	9,716	10,072
Female	5	255	260
Previously suspended	21	4,052	4,073
Previously warned	148	5,003	5,151
Previously on probation	3	328	331
Drivers licence placed on probation—			
Male	15	666	681
Female	1	23	24

Impaired, 12,974; total infractions received, 242,657; special restrictions, 3,858; juvenile offences, 5,109.

Examination of Drivers

During the year 1973, the Drivers' Examination Section of the Drivers' Licence Division conducted the examination of 114,686 drivers and 95,195 of this total were original licences.

It will be noted from the table shown below that 28 per cent of those drivers given examinations indicated on their application that they had taken formal driver training, either under the High School Driver Training Program or from commercial schools. The increase in 1973, over previous years, in the numbers of new drivers being exposed to High School Driver Training Programs and Commercial Training Programs is encouraging and reflects the growing interest in proper driver training courses.

Analysis of Annual Input for Year 1973

	Male	Female	Total
Original licences	53,915	41,280	95,195
Examinations taken—			
High school driver training	4,216	2,762	6,978
No professional training	38,450	24,755	63,205
Commercial school training	12,500	12,837	25,337
Unknown	16,609	2,557	19,165
Totals	71,775	42,911	114,686

During the issuance period for commercial driving schools, operators and instructors, 84 licences were issued. Statistics dealing with the issuance of licences and the examinations of operators and instructors are shown hereunder:

Driver Training Schools Statistics, Licence-issuing Period March 1, 1973, to February 28, 1974

Issuances

	Schools	Operator	Instructor
Licences issued	84	73	208
Terminations	1	2	47
Suspensions	----	----	7
Reinstatements	----	----	----
Totals	83	71	154

Examinations Conducted

Written examinations (first, second, and third)—	
Passed	115
Failed	27
Total	142
Practical examinations—	
Passed	89
Failed	31
Total	120
Original permits issued	160
Temporary instructors as of February 28, 1974	26

$500 Security Bonding, 1973

Bonded by surety	60
Security on deposit (parity bond)	21
Security on deposit (cash)	3

Revenue	$
School licences ($25)	2,100
Operator's licences ($10)	730
Instructor's licence ($5)	1,040
Total	3,870

MOTOR-VEHICLE INSPECTION

During 1973 the compulsory program of motor-vehicle inspection continued in the Victoria area, the Lower Mainland, and the Nanaimo area. These areas are served by five inspection stations with a total of 15 lanes. The stations are located in Victoria, Vancouver, Burnaby, Richmond, and Nanaimo.

The following is the number of inspections completed at each station:

Inspection Station	Approved	Rejected	Percentage Rejected	Inspections Conducted
Victoria—				
1972	98,369	38,317	28.0	136,686
1973	106,359	38,156	26.4	144,515
Vancouver—				
1972	150,392	78,178	34.2	228,570
1973	153,389	74,401	32.6	227,790
Richmond—				
1972	61,345	30,515	33.2	91,860
1973	75,318	37,549	33.3	112,867
Burnaby—				
1972	127,495	81,275	38.9	208,770
1973	160,588	83,892	34.3	244,480
Nanaimo[1]—				
1973	12,515	11,423	47.7	23,938

[1] Commenced operation September 14, 1973.

Notices requiring the owner to present his motor-vehicle for inspection were mailed to 391,810 owners during 1973, of whom 72,995 required a second notice, while 30,144 owners received notification of suspension.

The following is a summary of vehicle inspection:

Summary of Vehicle Inspection, April 1, 1973, to March 31, 1974

	Inspected and Approved					Reinspected and Approved					Free Approved					Total Approved
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger	162,048	77,341	20,253	4,567	264,209	60,793	65,051	24,249	5,308	155,401	945	582	220	32	1,779	421,389
Commercial	25,455	8,709	1,698	1,232	37,094	13,063	8,643	2,775	1,744	26,225	326	172	15	17	530	63,849
Motor-cycle	4,323	359	94	30	4,806	740	130	5	35	910	6	1	2	1	10	5,726
Trailer	3,178	414	152	127	3,871	653	230	45	42	970	9,536	4,341	1,473	552	15,902	20,743
Totals	195,004	86,823	22,197	5,956	309,980	75,249	74,054	27,074	7,129	183,506	10,813	5,096	1,710	602	18,221	511,707

	Inspected and Rejected					Reinspected and Rejected					Free Rejected					Total Rejected
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger	69,135	74,259	29,569	6,988	179,951	5,327	7,399	4,011	846	17,583	150	80	38	34	302	197,836
Commercial	16,462	11,093	3,351	2,810	33,716	1,451	1,474	634	516	4,075	99	51	42	.....	192	37,983
Motor-cycle	1,009	182	46	82	1,319	62	14	.....	10	86	4	.....	10	.....	14	1,419
Trailer	966	322	116	108	1,512	213	90	9	.....	312	3,433	1,913	670	343	6,359	8,183
Totals	87,572	85,856	33,082	9,988	216,498	7,053	8,977	4,654	1,372	22,056	3,686	2,044	760	377	6,867	245,421
Per cent	31.0	49.7	59.8	62.6	41.1	8.6	10.8	14.7	16.1	10.7	25.4	28.6	30.8	38.5	27.4	32.4
Presented for inspection	282,576	172,679	55,279	15,944	526,478	82,302	83,031	31,728	8,501	205,562	14,499	7,140	2,470	979	25,088	757,128

During the inspection of motor-vehicles, it was found that 245,421 did not meet the standards and were rejected. The total number of defects found were 493,590, or 2.011 defects for each rejected vehicle.

When conducting the inspection at the inspection stations, 266 vehicles were found to be in such a condition that they could not be allowed to return to the highway. The vehicles were condemned, their licences suspended, and they were towed from the inspection stations.

The following are the causes of rejection:

Causes of Rejection, April 1, 1973, to March 31, 1974

Code	Age 1	Age 2	Age 3	Age 4	Total
1. Motor-vehicle licence	2,818	1,667	561	78	5,124
2. Number-plates	1,802	1,795	1,133	631	5,361
3. Plate-lamp	7,942	11,821	4,892	1,560	26,215
4. Tail-lamps	3,576	5,515	2,494	1,202	12,787
5. Stop-lamps	6,275	8,827	3,934	1,972	21,008
6. Turn-signals	5,447	10,733	5,531	2,240	23,851
7. Reflectors	2,307	1,769	820	745	5,641
8. Horn	1,697	2,823	1,494	647	6,661
9. Windshield-wipers	1,355	3,050	1,802	1,003	7,210
10. Left window-raiser	345	770	446	246	1,807
11. Doors, body, hood	690	2,037	2,789	1,355	6,871
12. Bumper, mudflaps	635	1,372	1,383	634	4,024
13. Headlamps	56,290	46,648	16,993	4,649	124,580
14. Identification lamps	2,481	1,528	516	323	4,848
15. Spot-lamps	45	31	21	.....	97
16. Fog-lamps	1,110	581	167	125	1,983
17. Auxiliary lamps	1,621	969	283	211	3,084
18. Wheel alignment	3,838	5,895	3,048	976	13,757
19. Steering mechanism	8,736	19,213	11,788	4,495	44,232
20. Tires, wheels	10,691	14,503	6,617	2,267	34,078
21. Fuel system	250	324	353	112	1,039
22. Exhaust, muffler	11,801	22,056	9,939	3,606	47,402
23. Service brakes	11,225	12,310	5,345	2,374	31,254
24. Pedal reserve	1,339	2,483	2,119	631	6,572
25. Brake connections	1,843	6,254	2,760	1,078	11,935
26. Air or vacuum	753	520	200	110	1,583
27. Vehicle noise	1,202	1,889	556	339	3,986
28. Parking brake	2,694	4,410	2,598	1,169	10,871
29. Visibility	4,029	5,115	2,319	1,118	12,581
30. Driver seat-belts	233	1,000	496	119	1,848
31. Miscellaneous	5,358	3,710	1,514	718	11,300
Totals	160,428	201,618	94,811	36,733	493,590

Vehicle Age Code: Age 1, 1969 and later; Age 2, 1964 to 1968; Age 3, 1959 to 1963; Age 4, 1958 and prior.

A total of 22 Authorized Fleet Inspection Stations has been established. Two of these stations inspect all types of vehicles and 20 are authorized to inspect regular trailers only. A total of 3,538 vehicles was inspected and approved at these stations.

CENTRAL REGISTRY

The Central Registry was established in 1961 to record documents under the *Bill of Sales Act, Conditional Sales Act, Mechanic's Lien Act,* and the *Assignment of Book Accounts Act* for all types of personal chattels. In the case of corporations, personal chattels other than motor-vehicles are registered with the Registrar of Companies. The Superintendent of Motor-vehicles is also known as the Registrar-General and he is responsible for the operation of the Central Registry.

The Central Registry accepted for registration a total of 400,134 documents during the 1973 calendar year, an increase of 54,374 (15.72 per cent) when compared with the 1972 calendar year. At the Fall Session of the Legislature the

Provincial Home Acquisition Act was amended whereby the Registrar-General registered a "grant" given to an owner of a mobile home. The Data Processing Division was required to key-punch 589,920 lien cards, an increase of 66,765 (12.76 per cent) over the previous year.

In 1973 the value of search fees amounted to $217,871.75, an increase of $15,190.50 (7.49 per cent) over the previous year. The fees for photo copies of documents on file with the Central Registry amounted to $3,175.25, an increase of $323.35 (11.33 per cent).

The Central Registry administers approximately 2,000 search fee accounts which may be used to obtain information pertaining to motor-vehicles and driver's records, in addition to the regular lien searching. This Registry accounted for $163,712 concerning requests for driver's abstracts, a decided decrease of $242,928 over the previous calendar year. The decrease in request for driver's abstracts by the private automobile insurance industry became evident when the Provincial Government announced plans to enter this field of endeavour.

The total revenue accounted for by the Central Registry in 1973 was $1,480,288, a decrease of $83,157.15. However, due to the marked decrease in fees received concerning requests for driver's abstracts, this decrease does not give a true reflection of the over-all total increase of activities in the Central Registry.

Statistical Comparisons for Year Ended March 31, 1974, With Year Ended March 31, 1973

	1972/73 Fiscal Year	1973/74 Fiscal Year
Documents filed under—		
Conditional Sales Act	88,721	99,069
Bills of Sale Act	221,269	246,486
Mechanic's Lien Act	35,947	46,459
Assignment of Book Accounts Act	768	1,028
Companies Act	500	545
Provincial Home Acquisition Act	*Nil*	926
Late order filing documents under *Conditional Sales Act*	2,201	3,685
Late order filing documents under *Bills of Sale Act*	7,594	10,674
Documents discharged under—		
Conditional Sales Act	1,648	1,553
Bills of Sale Act	1,846	2,372
Mechanic's Lien Act	1,279	2,773
Assignment of Book Accounts Act	37	39
Companies Act	160	185
Provincial Home Acquisition Act	*Nil*	1
Total documents accepted	362,970	415,795

Total value of—		
Documents accepted	$998,404.00	$1,126,818.00
Search fees	205,664.75	218,939.00
Photographic copies	2,878.00	3,888.50
Total revenue	$1,206,946.75	$1,349,645.50

Lien cards key-punched by Data Processing Centre *re* document registrations—		
Serial cards	352,543	410,856
Alphabetical cards	188,145	200,436
Total number of lien cards	540,688	611,292

SCHOOL BUSES

Control over the use and operation of school buses engaged in the transportation of students to and from schools in the Province is the responsibility of the Superintendent of Motor-vehicles. The control extends to the setting of minimum standards for the construction and maintenance of these buses and provides for their periodic inspection. This inspection is carried out on behalf of the Superintendent by mechanical inspectors of the Royal Canadian Mounted Police, the Motor Carrier Branch of the Motor Carrier Commission, and senior Motor-vehicle Inspectors of the Branch. Motor-vehicle Inspectors at the five Inspection Stations operated by the Branch are appointed Mechanical Inspectors for the inspection of the buses. School buses in the Victoria area, Greater Vancouver area, and Greater Nanaimo area are inspected at the Inspection Station in the area or by an Inspector from a station.

In the 1973/74 fiscal year the number of permits issued for vehicles to be used as school buses was 1,065 renewal permits and 88 permits for new vehicles, for a total of 1,153 as compared with the 1972 figure of 1,183. Of these permits 24 were cancelled as a result of the lapse of insurance coverage or because of poor mechanical condition. In the 1973/74 fiscal year, school buses were involved in 66 accidents, of which 42 resulted in property damage only. Seven students and 23 persons other than students were injured in 25 injury accidents. There was one fatal accident involving school buses in the 1973/74 fiscal year.

PERMITS FOR FLASHING RED AND AMBER LAMPS, SIRENS, AND THEFT ALARMS

The Superintendent may, under the provisions of the Motor-vehicle Act Regulations, issue permits to allow a vehicle to be equipped with a flashing lamp. The regulations specify that certain emergency vehicles, tow cars, and pilot cars may be equipped without obtaining a permit. The permits are required for vehicles such as public utility vehicles which must stop on a highway to repair power or telephone lines. In each case the permit is issued where a hazard exists and only with the approval of the local enforcement agency.

In the 1973/74 fiscal year, 101 permits for flashing amber lamps and 25 permits for flashing red lamps were issued. In addition, seven permits were issued to allow the installation of sirens and red flashing lamps on vehicles. These vehicles were usually ambulances or the personal vehicles of the chief of a volunteer fire department in a small community.

No permits were issued for the installation of a theft alarm in a vehicle.

One permit was issued to allow police vehicles to install a device which would cause their headlamps to flash white light.

STAFF

The staff of the Motor-vehicle Branch increased by 38 in 1973 for a total of 424 permanent positions. This increase includes the addition of 11 clerical positions, 15 Driver Examiners, 11 Motor-vehicle Inspectors (nine of whom were for the opening of the new station at Nanaimo), and one Administrative Officer.

In addition to the permanent positions, the Branch also employed 79 temporary employees during 1973.

A good deal of assistance was once more obtained from the Liquor Administration Branch during the months of January and February 1973, our licence renewal period. Again we express our sincere gratitude to the Chairman and his staff for the temporary assistance of 42 employees used throughout the entire Province. These trained personnel assisted our issuers and adult staff and we are aware that the work could not have been completed so effectively without their very valuable assistance.

CONCLUSION

The Motor-vehicle Branch enjoys the continued co-operation of many persons and organizations throughout the Province without whose help it would be most difficult to carry on our activities. The various departments of Government are extremely helpful and willing to assist us in the many problems we jointly face. Particular mention must be made of the long association enjoyed with the Attorney-General's Department and the members of that staff that we so frequently turn to for legal advice. I would be remiss to conclude this segment without mentioning the continued co-operation received from the Provincial Courts throughout the Province and all the enforcement agencies with whom we work and without whose valuable assistance it would be very difficult to meet our many obligations.

WEIGH SCALE BRANCH

F. Regan, Director

On reviewing progress within the Weigh Scale Branch for the period January 1, 1973, to date, it can be reported that the Branch has made steady progress in all aspects of its work and responsibilities.

Manpower was increased by one Weighmaster at each of the following locations: Golden, Tête Jaune Cache, Port Mann Bridge, Parksville, and the Massey Tunnel. This increase provides much better shift coverage and has enabled us to give more adequate service to the road transport industry. In addition, we were able to upgrade our Quesnel station by providing the Weighmaster with transport and a set of portable scales. This improvement has resulted in much more equitable enforcement in the area.

Headquarters staff have been increased by the addition of a Research Assistant to the Director of Operations, whose duties are orientated toward the quality of enforcement within the Branch and review and analysis of highway accidents involving commercial vehicles having a gross weight in excess of 40,000 pounds.

The opening of the Agassiz to Haig section of Highway 7 and the four-lane construction of Highway 1 near Laidlaw necessitated the construction of a new weigh station near Haig and a new building near Laidlaw. Both of these buildings are of modern design, which provides for efficient operation and excellent working

conditions. The weighing equipment embodies the latest technology in electronic weighing and also provides (through an exterior digital electric readout) the truck-driver with axle and gross weight information without his having to leave the vehicle. This feature not only speeds up the weighing process but has had the desirable side effect of making the drivers of the vehicles more "weight conscious."

Since the beginning of the fiscal year, the Department of Public Works has been responsible for the maintenance of the weigh-scale buildings, and they are to be congratulated on their efforts and interest in the program of upgrading and maintenance.

In the equipment field, we have completed two projects—one of upgrading our office machines, typewriters, and adding-machines, the other being the installation of electrically controlled truck control signs at the weigh-scale sites. These traffic-control panels go a long way toward solving one of the most difficult problems in weighing vehicles, that of communication of instructions between the Weighmaster and the truck-driver.

In the field of legislation, the 1973 Fall Session of the Legislature saw the adoption of amendments to the Act to provide for the issuance of a "floater trailer plate." This licence-plate will provide an efficient means of licensing of trailers from other jurisdictions that arrive in the Province by rail car.

Plans for the fiscal year 1974/75 include the construction of replacement weigh stations at the following locations: Pouce Coupe, Yahk, and Prince George. These will be of a similar type to those constructed at Haig and Laidlaw this year.

It is also intended to proceed with our electronic readout and weight recording updating program, by which the present dials and beams in selected locations will be replaced with new electronic equipment in an effort to speed up the weighing process, particularly at the busy locations.

The manpower requirements of the Branch have been reviewed and when implemented will enable the Branch to continue to provide a high level of service and enforcement to the expanding trucking industry.

FERRIES

B.C. FERRIES

C. GALLAGHER, General Manager

Growth has again been the key word in all aspects of the British Columbia Ferries Division. Vehicle increases were almost 14 per cent and passenger increases 12 per cent. To keep pace with this growth, three more ships were jumboized, increasing the individual lift-off capacity by some 60 vehicles and 240 passengers per trip. This now brings the total to seven ships which have been stretched over the past few years.

The *Queen of New Westminster* and the *Queen of Burnaby* were both enlarged in time for the summer schedule and the *Queen of Nanaimo* was ready by the Easter period in 1974. All three ships operate on the Horseshoe Bay–Departure Bay service. Extensive alterations to docking facilities were carried out to accommodate the larger vessels. At Horseshoe Bay, two completely new docks were constructed. Departure Bay has been reconstructed with alterations to docking facilities and new offices for the terminal staff, a new catering store-room, and additional compound area (to hold an increase of 170 vehicles inside and 200 outside). Parking facilities were greatly expanded at Tsawwassen, which provided public parking for 1,000 cars. Work was started in the spring of 1974 at an estimated cost of $1.5 million to provide additional berths.

Terminal work was completed in the spring of 1974 at Saltery Bay, providing an enlarged compound, new office building, waiting-room, passenger walkways, and a new berth.

Work began in September 1973 at Langdale to provide an additional off-highway holding area for 270 cars. Gulf Island facilities at Galiano Island (Sturdies Bay), Pender Island (Otter Bay), and Saltspring Island (Fulford Harbour) were enlarged and improved.

The highly competitive northern route to Prince Rupert continues to grow rapidly with an increase of 1,078 vehicles and 4,342 passengers over the preceding year. A cocktail lounge was installed on the promenade deck of the *Queen of Prince Rupert*.

The *Powell River Queen* was modified to accommodate a greater volume of truck and overheight vehicles.

The *Bowen Queen* was moved to Fulford Harbour on Saltspring Island in January to expand the carrying capacity per trip from 30 to 50 vehicles between Saltspring Island and Vancouver Island.

On October 24, 1973, the Minister announced the awarding of a contract to design two 376-car ferries and one truck overheight ferry with a capacity of sixty 40-foot trucks or 148 cars. Construction contracts have since been awarded and building is expected to be completed in 1976.

British Columbia Ferries now operate 24 ships on 12 different routes to 23 ports of call.

Ferry services operate between Victoria (Swartz Bay) and Nanaimo (Departure Bay) on Vancouver Island and the City of Vancouver (Tsawwassen and Horseshoe Bay respectively); between Kelsey Bay on Northern Vancouver Island and Prince Rupert; a Northern Vancouver Island service between Kelsey Bay and Beaver Cove; a Sunshine Coast Service (Horseshoe Bay/Langdale, Earls Cove/Saltery Bay, Horseshoe Bay/Snug Cove); a Gulf Islands service with connections

An addition to the British Columbia ferry fleet, being built in British Columbia shipyards for operation in the summer of 1976, is a trailer vessel which will be 457 feet long and 87 feet in width and will have a speed of 18 knots. She will accommodate 400 passengers, along with 60 large trailers or 148 cars.

Two new car ferries are being constructed and should be operational in the summer of 1976. The 376-car ferries will be 457 feet long and 87 feet in breadth and will accommodate a maximum of 1,500 passengers.

both to Vancouver Island and the Mainland; and a Saanich Inlet service on lower Vancouver Island between Brentwood and Mill Bay. The total per trip carrying capacity of the 24 ships at present in service is 15,711 passengers and 2,500 vehicles.

Total passengers carried during the year ending March 31, 1974, was 8,538,297; total vehicles carried reached 3,169,582. This was an increase over fiscal year 1972/73 of 12.06 per cent for passengers and 13.81 per cent for vehicles.

British Columbia Ferries Division Traffic, April 1, 1973, to March 31, 1974

Route	Total Auto-mobiles	Trucks (Including Drops) and Motor Carriers	Buses	Mobile Homes and Trailers	Adult Passengers (Including Driver)	Children	Total Number Travelling as Organized Party
Tsawwassen–Swartz Bay	914,193	128,376	22,865	99,018	3,100,482	245,580	121,390
Horseshoe Bay–Departure Bay	626,526	134,893	11,558	100,328	2,124,735	187,150	39,825
Horseshoe Bay–Langdale	390,094	49,570	3,352	34,754	1,025,380	98,446	24,218
Earls Cove–Saltery Bay	96,400	12,176	1,696	8,036	238,316	24,652	3,342
Horseshoe Bay–Snug Cove	73,558	15,066	34	3,712	225,188	20,678	2,852
Mainland–Gulf Islands	71,618	8,730	168	6,494	290,250	30,463	7,006
Swartz Bay–Outer Islands	51,606	7,092	21	733	103,103	.....	.....
Swartz Bay–Fulford	95,892	11,994	106	956	223,598	.....	.....
Vesuvius–Crofton	69,837	5,672	104	710	156,371	.....	.....
Brentwood–Mill Bay	55,381	12,866[1]	52	.....	136,598	.....	.....
Kelsey Bay–Beaver Cove	21,637	5,087	586	2,319	59,042	5,778	1,003
Kelsey Bay–Prince Rupert	10,160	455	80	3,021	39,521	2,895	435
Totals	2,476,902	391,977	40,622	260,081	7,722,584	615,642	200,071

[1] Includes miscellaneous and trailers.

Statement of Income and Expenditure, British Columbia Ferries, Fiscal Year 1973/74

	Swartz Bay–Tsawwassen	Per Cent	Horseshoe Bay–Nanaimo	Per Cent	Gulf Islands–Mainland	Per Cent	Gulf Islands–Swartz Bay	Per Cent	Howe Sound–Jervis	Per Cent	Kelsey Bay–Prince Rupert	Per Cent	North V.I.	Per Cent	Salaries and Wages[1]	Per Cent	Total	Per Cent
Vessel Costs																		
Salaries and wages	8,198,961	49.5	8,191,136	66.5	1,126,880	103.5	829,706	120.1	2,219,570	61.6	1,441,031	63.7	415,968	63.6	22,423,252	60.3	22,423,252	60.3
Operating	2,420,195	14.6	1,936,345	15.7	286,233	26.2	241,053	34.8	1,028,963	28.5	642,204	28.4	168,654	25.8	.....	.....	6,723,647	18.1
Catering (food costs)	2,495,620	15.0	1,964,358	15.9	114,402	10.5	23,400	3.4	292,646	8.1	248,999	11.0	45,418	6.9	.....	.....	5,184,843	13.9
Maintenance and refit	517,720	3.1	489,291	4.0	43,100	4.0	108,251	15.7	613,690	17.1	211,951	9.4	9,067	1.4	.....	.....	1,993,070	5.4
Total vessel	13,632,496	82.2	12,581,130	102.1	1,570,615	144.2	1,202,410	174.0	4,154,869	115.3	2,544,185	112.5	639,107	97.7	.....	.....	36,324,812	97.7
Terminal Costs																		
Salaries and wages	1,779,353	10.7	1,296,910	10.5	130,698	12.0	166,524	24.1	375,877	10.4	207,438	9.2	59,879	9.2	4,016,679	10.8	4,016,679	10.8
Operating and maintenance	674,267	4.1	561,027	4.6	28,485	2.6	243,711	35.3	253,150	7.0	106,288	4.7	30,680	4.7	.....	.....	1,897,608	5.1
Total terminal	2,453,620	14.8	1,857,937	15.1	159,183	14.6	410,235	59.4	629,027	17.4	313,726	13.9	90,559	13.9	.....	.....	5,914,287	15.9
Total vessel and terminal	16,086,116	97.0	14,439,067	117.2	1,729,798	158.8	1,612,645	233.4	4,783,896	132.7	2,857,911	126.4	729,666	111.6	.....	.....	42,239,099	113.6
Revenue for period	16,568,871	100.0	12,317,942	100.0	1,089,015	100.0	691,130	100.0	3,604,411	100.0	2,261,035	100.0	653,662	100.0	.....	.....	37,186,066	100.0
Net gain (or *loss*)	482,755	3.0	*2,121,125*	*17.2*	*640,783*	*58.8*	*921,515*	133.4	*1,179,485*	32.7	*596,876*	26.4	*76,004*	*11.6*	.....	.....	*5,053,033*	*13.6*
Insurance and general administration															644,919	1.7	4,127,203	11.1
Deas (maintenance)															889,206	2.4	1,381,408	3.7
Total costs																	47,747,710	128.4
Revenue																	37,186,066	100.0
Net gain (or *loss*)																	*10,561,644*	*28.4*
Capital appropriation—																		
Vessels																	3,950,367	10.6
Terminals																	5,061,822	13.6
Total capital cost																	9,012,189	24.2

[1] A minor adjustment of less than $1,000 is expected before final close of books of account.

COASTAL FERRIES

During the fiscal year 1973/74, ferry service was provided on 10 salt-water routes under jurisdiction of the Department of Transport and Communications. This was accomplished by a fleet of 11 major ferries. In addition, the *Queen of the Islands* was borrowed from B.C. Ferries for tourist service on the Comox–Powell River run during the summer season.

Traffic

The fleet carried 613,129 vehicles and 2,055,946 passengers.

Maintenance

All ferries were inspected during the year and repairs carried out where necessary. In addition, all ferries were drydocked and overhauled, and relief ferries provided interim service wherever possible.

Major Changes

Courtenay District—A new passenger-vehicle ferry, MV *Nimpkish,* was put into operation between Alert Bay, Sointula, and Port McNeill.

Nanaimo District—A new vessel, the MV *Kahloke,* was placed on the Gabriola Island route, replacing the MV *Klatawa.*

Mackenzie District—The vessel MV *Garibaldi* was re-engined and upgraded.

Ferry Revenue

	$
Comox–Powell River	531,419.76
Cortes Island	55,326.10
Denman Island	43,965.75
Gabriola Island	117,912.06
Hornby Island	10,516.70
Quathiaski Cove	154,758.00
Nimpkish	77,671.95
Texada Island	149,290.45
Thetis Island	20,173.00
Woodfibre	52,297.25
	1,213,331.02

Record of Traffic Salt-water Ferries Operated by Department of Highways, 1973/74

	Round Trip	Trucks	Passengers (Excluding Drivers)	Passenger Cars	Trailers and Semi-trailers	Motor-buses	Motor-cycles	Miscel-laneous	Total Vehicles Carried
Comox–Powell River	1,690	41,715	169,665	14,460	2,839	75	571	.....	59,660
Cortes Island	2,099	11,725	23,925	2,429	301	47	92	24	14,618
Denman Island	5,962	81,772	103,600	4,641	2,255	138	308	687	89,801
Gabriola Island	5,455	118,037	250,565	5,049	1,436	43	823	1	125,389
Hornby Island	4,614	37,080	63,460	1,635	1,291	57	92	25	40,180
Nimpkish	2,497	17,914	82,607	1,487	140	59	59	19	19,678
Quathiaski Cove	5,958	125,459	269,394	44,770	4,348	55	616	.....	175,248
Texada Island	3,613	26,558	140,503	16,840	872	48	126	.....	44,444
Thetis Island	3,650	24,285	101,864	1,087	294	23	99	.....	25,788
Woodfibre	4,336	15,057	251,654	1,884	644	604	134	.....	18,323
Totals	39,874	499,602	1,457,237	94,282	14,420	1,149	2,920	756	613,129

COMMUNICATIONS

INTER-PROVINCIAL/FEDERAL—PROVINCIAL DISCUSSIONS ON COMMUNICATIONS

During the year this Department took part in a number of meetings with the other provinces and with the Federal Government to discuss points of common interest in the field of communications. Meetings were held at both ministerial and officials' levels.

At the inter-Provincial meetings, the discussions centred around the various individual policies and aspirations of the respective governments in the field of communication, in the areas of common carrier activities, broadcasting, and cable television. The objective is to devise elements for incorporation into a new national policy which will be flexible enough to accommodate each participant's aims and objectives.

The only Federal-Provincial conference of Ministers was held in November 1973 and it was largely confined to statements of the policy objectives of the several governments and a pledge to continue the discussions in a second conference in 1975.

TELECOMMUNICATIONS SERVICES BRANCH

J. B. HALL, Director

The work of the various sections of this Branch during the period under report has been a responsibility of both the Department of Transport and Communications and of the Department of Public Works.

The work of the Telephone Equipment Section continued at an increased tempo. The additions of functions and of staff in the Government throughout the Province resulted in the necessity to process over 35 per cent more orders than in the same period of the previous year. Concurrently, the routine tasks of cost control, investigation, and recording also increased in proportion. Improvements were made in the Government private intercity (Telpak) network, particularly by increasing the number of lines and by initiating a programme for direct dialling in intercity calling. In some cases the objective of only one "equipment busy" per 10 calls was achieved, but in other cases improvement is still required. During the year, major alterations were ordered for the exchanges at Duncan, Nelson, and Williams Lake, while new exchanges were ordered for Smithers, Cranbrook, and a number of new rental premises.

The Telephone Operating Section continued to serve the Government and the public in exemplary fashion. During peak periods when equipment may be overloaded, many operators worked under considerable stress to maintain good service, and as a result have established a reputation for excellence. The Section is divided into two parts, with a senior supervisor in Vancouver for the Mainland and another in Victoria for Vancouver Island. Although the Department operates only the more complex exchanges, these Supervisors are available to assist in the functioning of exchanges operated by individual departments whenever requested.

The Teletype Section of this Department is relatively small at present and provides a specialized service to limited numbers of people. The time has arrived when the potential of this type of operation should be made available on a broad basis. The technology and equipment for efficient message and data handling are now available. The organization of a good Government teletype and data service throughout the Province is a high priority project for the coming year.

Co-ordination of interdepartmental communications took place in an informal manner by arranging meetings with communications-oriented personnel from other departments, branches, and corporations. Involved were the Forest Service, Department of Highways, the Data Processing Division, Planning and Regulation Division, Provincial Emergency Programme, B.C. Hydro and Power Authority, B.C. Railway, Attorney-General's Department, Postal Branch, and others.

The Telecommunications Advisory Committee, formed as a nucleus of the larger communications co-ordinating group, was active during the year. Activities included a proposal for a hospital link between Vancouver and the Queen Charlotte Islands via communications satellite, CATV proposals, interconnection problems, consultations with Federal departments and regulatory commissions, land use for communications purposes, a broad study of Provincial communications requirements, in-depth studies of policy proposals, etc.

Major assistance to the Department was provided by communications consultants retained on a fee basis. A preliminary report has been received and a full report is expected on a detailed study of the existing and required communications capability throughout all departments, Crown corporations, and associated authorities. This will facilitate reasonable planning to avoid duplication and promote over-all efficiency and economy. With a different emphasis, the Communications Department at Simon Fraser University has provided an essential input to ensure that broader applications of the social sciences are not neglected in the development and application of communications policies.

At the end of the calendar year, the detailed transfer of personnel and administrative backup for the Communications Services Division from the Department of Public Works to the Department of Transport and Communications had not been completed. During the long transition period the work of the Division increased markedly, but progressed smoothly despite a growing shortage of personnel. The efficiency of the Branch was significantly helped by the continuing willing assistance provided by the Department of Public Works.

SYSTEM DEVELOPMENT AND REGULATION BRANCH

H. J. PAGE, Director

Until the latter part of 1973 there was no department whose main function was communications. It was necessary to draw support staff for the Minister of Public Works (then responsible for communications) from various departments and agencies. Members now in this Branch were actively engaged in this support capacity through participation in the Telecommunications Advisory Committee, even though it was not until July 15 that they were transferred from the former Public Utilities Commission staff to the new Department of Transport and Communications.

Through the first six months of 1973, detailed examination was given to the problems associated with liberalizing the carriers' rules for interconnection of privately owned terminal equipment to the public-switched telephone network. This was an area of intense interest raised primarily by the Federal Department of Communications. Concurrently, consideration was given to the policy position of the provinces in the matter of cable television systems. The activity involved meetings with communications officials of other provinces and of the Federal Government.

During this same period, the British Columbia Government intervened in an application by CN/CP Telecommunications before the Federal Department of Communications for construction of a microwave radio system from Kamloops to Prince George. The Province held that there were already microwave systems through the same corridor, that the need of CN/CP for the capacity to be provided

had not been demonstrated, and that other means were available to carry the anticipated traffic, means which would not require construction of more mountain-top repeater stations over a route in which there had been considerable investments in equipment. Members of this Branch worked with a Vancouver-based consulting engineering firm to prepare the successful intervention.

On March 22 and 23, 1973, the first meeting of Canadian communications regulatory officials was held in Toronto. British Columbia was represented by two members now within this Branch. The degree of interest in the meeting was indicated by the fact that every province attended, with the exception of Prince Edward Island whose representative had to cancel at the last minute because of sickness. The Federal agencies, Canadian Radio-Television Commission and Telecommunications Committee of Canadian Transport Commission, also sent observers.

Contact is maintained with United States problems and practice in the communications field by a member of this Branch who is a member of the Conference of Utility Commission Engineers. This valuable link facilitates discussion and exchange of information on many items of common concern. This year, for example, the experience of United States agencies in dealing with interconnection of subscriber-owned communications equipment to their public network was of special significance.

Since dissolution of the Public Utilities Commission the power of making official decisions on such matters as rates and financing for Okanagan Telephone Company, the sole significant telephone utility under Provincial regulatory jurisdiction, has been vested with the B.C. Energy Commission and more recently with the Motor Carrier Commission. The work of examining these applications, service complaints, and general items which do not require official decisions, have been handled by the Department of Transport and Communications within this Branch along with other assignments of a general communications regulatory nature. Procedures are presently being worked out to collate the responsibilities for the two facets of Okanagan Telephone applications.

An application was made during the year by B.C. Telephone Company to purchase the shares of Canadian Telephones and Supplies Ltd., an affiliated company furnishing installation services. The Government of British Columbia wished to be represented at the ensuing hearing of the Canadian Transport Commission's Telecommunications Committee and this Branch was requested to work with counsel for the Attorney-General in studying the case, and to support counsel in an advisory capacity at the hearing.

The Canadian Transport Commission is in the process of conducting a far-reaching inquiry into the costs and accounting procedures of Federally regulated carriers, including Bell Telephone Company, B.C. Telephone Company, CN/CP Telecommunications, Telesat Corporation, and Canadian Overseas Telecommunications Corporation. It is examining, among other things, cost-allocation methods, depreciation, accounting systems, and treatment of income tax. British Columbia is presently served mainly by Federally regulated telecommunications companies and therefore has an obvious interest in the details of this inquiry. The Department of Transport and Communications, through this Branch, is actively participating in this inquiry, and so represents British Columbia in this area of communications involvement.

Another specific project in the communications planning area is the development of a procedure for systematic review of all applications for use of Crown land for communications purposes. Co-ordination between several departments is required to ensure that the proper account is taken of the interests of various

Government agencies, users, and the general public. The first steps have already been taken, and work is progressing on this project.

The Province has signified its intention to work with other provinces and the Federal Government toward conversion from the inch-pound system of measurement to the metric SI system, and to this end a Provincial co-ordinating committee has been formed. Under the direction of the Provincial Secretary's office, the committee is composed of appointees from all sectors of Government service. Within the communications sector, this Branch has been designated as the co-ordinating element.

In addition to the specific activities outlined above, the Branch is concerned with a range of day-to-day functions related either to planning or to regulation, or more often to both. Proposals are studied from individuals and companies who have some special communications application to promote, reviews are made to determine the significance to British Columbia of miscellaneous applications before Federal regulatory agencies such as CTC and CRTC, and meetings are attended with people from other provincial and Federal Government departments with various related communications involvements.

COMPUTER AND CONSULTING SERVICES

J. B. BAIRD, Director

The main offices of the Data Processing Centre are located at 421 Menzies Street, Victoria. The centre provides computer, systems, programming, and management consulting services to any Government department or agency upon request. The centre has a staff of 205 and operates one large and one small computer.

This year has seen the centre embark on a program of expansion which will make a greater range of services available to all Government departments. Computer-oriented systems and programming facilities will be greatly increased, the embryo Management Consulting Service will eventually comprise 15 to 20 consultants, a Special Projects team of analysts and programmers will be available for major computer projects of great urgency, and the software specialists of the new Internal Services section will support analysts and programmers with advice and assistance in programme design, as well as maintain and improve the computer operating systems.

By the end of the fiscal year there will be approximately 100 persons on our systems, programming, and consulting staff, while temporary extra accommodation will be provided in a renovated area of our present old building and two rented offices downtown.

The year's major projects have been

(*a*) the reorganization of several million computerized motor-vehicle and driver records to conform to the data processing requirements of the Insurance Corporation of British Columbia; and

(*b*) the conversion of all motor-vehicle computer systems to handle the change from plate-with-vehicle to plate-with-owner.

These tasks were successfully completed, working to rigid standards and critical deadlines.

Other projects completed include an improved system for maintaining teacher and municipal employee contributor accounts and a computerized distribution system for *Beautiful British Columbia* magazine.

Analysts undertook over 60 feasibility, equipment, or systems studies during the year. Their recommendations included a new computer-based accounting

system for the Liquor Administration Branch, and the installation of high-speed terminals at the Water Resources Laboratory and at the Liquor Administration Branch warehouse in Vancouver.

Off-line storage for our largest computer, model 370/145, has been improved by upgrading both disk and magnetic-tape facilities. The tape drives are faster and self-loading; the new disk facilities give triple the storage facilities and faster access times. A punched paper tape-reader has been added to the smaller computer, 360 model 30, primarily for processing pollution control data, but also for use by several other applications. A Province-wide telex network has also been connected to our smaller computer to speed processing of welfare payments by the Department of Human Resources.

To support the expanded services being offered by the centre, more powerful computers and peripheral equipment are going to be needed. To provide for their accommodation it has been necessary to remodel some areas of our old building and relocate the unit-record machines and the 360 model 30 computer.

In 1974/75 the Data Processing Centre plans to move its consultant, programming, and analyst staff away from its old Menzies Street quarters and temporary downtown offices into one location at 914 Yates Street. The computers, key-punch, and operating staff will stay within the precinct where they will continue to be available to users in other departments.

Presently we have a large backlog of projects. During 1974/75 we will have recruited our full complement of expert management and computer specialists and work will begin on this backlog.

Equipment, including high-speed terminals, will be added. Studies are in progress to determine the extent of equipment expansion.

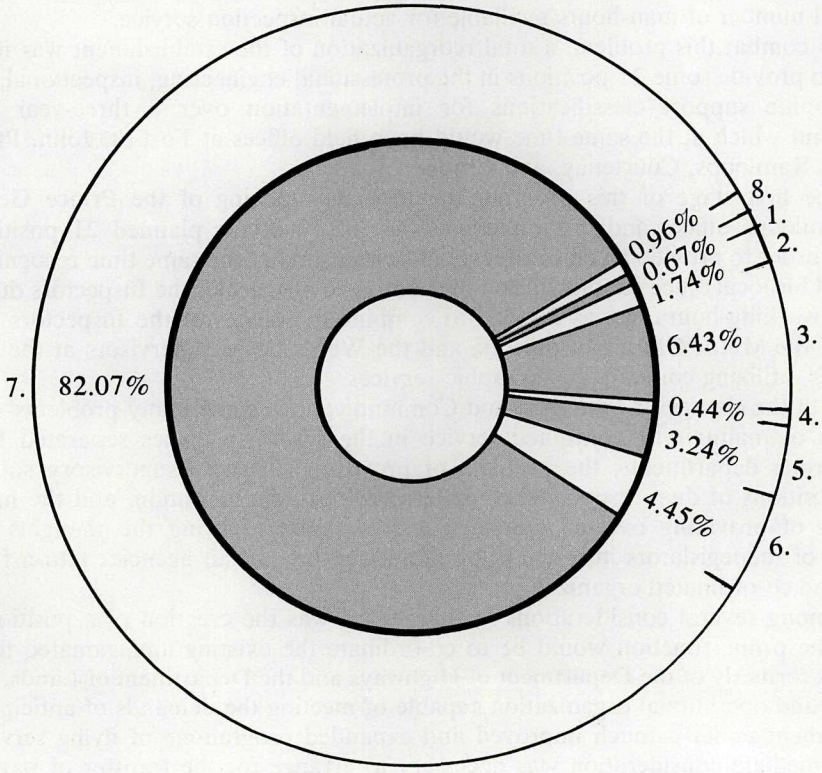
ADMINISTRATION, PERSONNEL, AND ACCOUNTING

REPORT OF THE COMPTROLLER OF EXPENDITURE

A. E. RHODES, COMPTROLLER

HOW THE TRANSPORT AND COMMUNICATION DOLLAR IS SPENT

Fiscal Year 1973/74



1. Administration and Engineering.
2. Weigh Scale Branch operation.
3. Motor-vehicle Branch operation.
4. Motor Carrier Branch and Commission.
5. Data Processing Centre.
6. Communications Branch (telephones).
7. British Columbia Ferries.
8. Aircraft—Maintenance and operation.

NOTE—During the fiscal year 1973/74 the above functions were transferred to the jurisdiction of the new Department of Transport and Communication from a number of departments. For report purposes the expenditures for the above functions are reflected in the report of the other departments.

PERSONNEL SERVICES

A. SHAW, ADMINISTRATIVE OFFICER

A study undertaken in the latter months of 1973 indicated a need for a considerable increase in establishment in the Weigh Scale Branch if the service was to keep pace with the demands of the expanded flow of industrial traffic in this Province. Requests were made for 39 additional positions in this Branch, all of which were approved for implementation in the 1974/75 fiscal year.

In the Engineering Branch, the problem was two-fold in that the limited staff of Inspectors was totally unable to meet the demands of an accelerated industrial expansion program in the four particular industrial fields being served; and the centralized headquarters in Vancouver was proving to be a major limiting factor in the total number of man-hours available for actual inspection service.

To combat this problem, a total reorganization of the establishment was introduced to provide some 21 positions in the professional engineering, inspectional, and stenographic support classifications for implementation over a three-year program, and which at the same time would open field offices at Fort St. John, Prince George, Kamloops, Courtenay, and Cranbrook areas.

The first stage of this program included the opening of the Prince George and Kamloops offices and the implementation of 10 of the planned 21 positions.

In order to provide an efficient level of service, and at the same time recognizing the need for local office contact during the continued absence of the Inspectors during normal working-hours, it was decided to combine the offices of the Inspectors with those of the Motor Carrier Inspectors, and the Weigh Scale Supervisors at the field locations, utilizing common stenographic services.

With the change to Transport and Communications came many problems—the problem of maintaining continued service in the several agencies separated from their former departments, the problem of providing alternate supervisory staff in those positions of dual responsibility under previous administration, and the major problem of providing over-all guidance and planning to bring the thoughts and wisdom of the legislators into reality by moulding the orphan agencies into a functional and co-ordinated organization.

Among several considerations in this regard was the creation of a position in which the prime function would be to co-ordinate the existing amalgamated flying services, formerly of the Department of Highways and the Department of Lands, into a fluent and operational organization capable of meeting the demands of anticipated development under a much improved and expanded programme of flying services.

Immediate consideration was necessary to arrange for the transfer of payroll, accounting, and personnel records from the several branches to the central payroll and personnel offices in headquarters, and initial steps were taken to provide the necessary support staff to meet the increased work load.

Approval was obtained for the appointments of certain key senior staff, i.e., Departmental Comptroller, Deputy Minister, and Secretary.

A. E. Rhodes, Comptroller of Expenditure, Department of Highways, assumed the role of Departmental Comptroller for the Department of Transport and Communications, in addition to his current responsibilities with the Departments of Highways and Public Works.

As a result of the abolition of the Public Utilities Commission, the Motor Carrier Branch and the Telecommunications Consultants Branch were transferred to the Department of Transport and Communications and arrangements were made to fill the vacancies on the Motor Carrier Commission and on the Commission staff establishment.

This was an interesting period, involving many establishment and individual staff changes. The enlarged scope of classification variations contained in the revised Departmental structure presented a challenge in the area of personnel administration.

The following statistical outline of the activities during the reporting period indicates a major increase in public interest in Departmental competitions, and the general calibre of applicant has increased considerably.

Competitions held	25
Applications received	385
Interview panels conducted	27
Personal interviews	178
Resignations	7
Retirements	3
New appointments	26
Promotions within the Department	6
Transfers within the Service	8
Deceased	2

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