PROVINCE OF BRITISH COLUMBIA

MINISTRY OF ENERGY, TRANSPORT AND COMMUNICATIONS

ANNUAL REPORT

For the fiscal year ending March 31,

1978

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in right of the Province of British Columbia.
1979

VICTORIA, B.C., December 31, 1978

To the Honourable HENRY P. BELL-IRVING,
Lieutenant-Governor of the Province of British Columbia

MAY IT PLEASE YOUR HONOUR:

The undersigned takes pleasure in submitting the Annual Report for the Ministry of Energy, Transport and Communications for the fiscal year ending March 31, 1978.

ALEX. V. FRASER
Minister of Transportation, Communications and Highways

VICTORIA, B.C., December 31, 1978

To the Honourable ALEX. V. FRASER,
Minister of Transportation, Communications and Highways

SIR: I have the honour to present for your consideration the report of activities of the Ministry of Energy, Transport and Communications for the fiscal year ending March 31, 1978.

Respectfully submitted,

FRASER MACLEAN
Assistant Deputy Minister (Transport)

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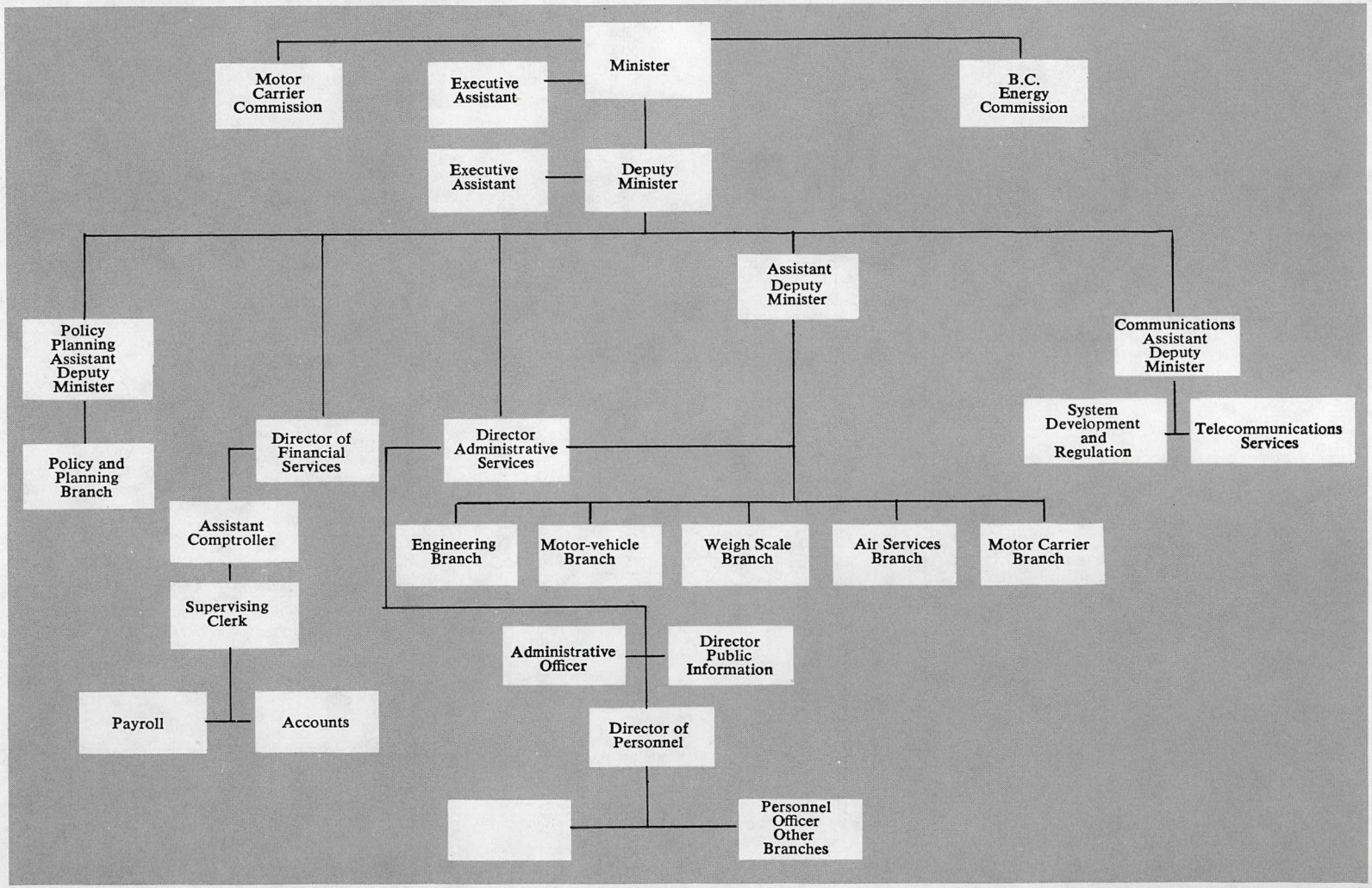

Minister
Motor Carrier Commission
Executive Assistant
B.C. Energy Commission
Executive Assistant
Deputy Minister
Assistant Deputy Minister
Policy Planning Assistant Deputy Minister
Communications Assistant Deputy Minister
System Development and Regulation
Telecommunications Services
Director of Financial Services
Director Administrative Services
Policy and Planning Branch
Assistant Comptroller
Engineering Branch
Motor-vehicle Branch
Weigh Scale Branch
Air Services Branch
Motor Carrier Branch
Supervising Clerk
Administrative Officer
Director Public Information
Payroll
Accounts
Director of Personnel
Personnel Officer Other Branches

INTRODUCTION

During the year under report, this Ministry was affected by several changes in areas of responsibility.

On December 8, 1977, the organization was amended by virtue of the Air Services Branch being transferred back to this Ministry from the office of the Provincial Secretary and Travel Industry. Around the same time, the Minister's responsibility in reporting to the Lieutenant-Governor in Council for the B.C. Ferry Corporation and the B.C. Steamship Corporation was transferred to the Minister of Recreation and Conservation and the Provincial Secretary respectively.

The Ministry of Energy, Transport and Communications is comprised of three service areas—Transport Operations, Communications, and Transport Research and Planning. All energy matters come under the jurisdiction of the B.C. Energy Commission.*

Under Transport Operations there are five branches—Air Services, Motor-vehicle, Motor Carrier, Weigh Scale, and Engineering. Transport Research and Planning, while related to transport operations, acts as a separate division. In Communications there are two branches—System Development and Regulation, and Telecommunication Services. Headquarters for the Ministry are located at 2631 Douglas Street, Victoria.

Reports from the various branches follow:

TRANSPORT OPERATIONS

AIR SERVICES BRANCH

This Branch is responsible for the provision of aircraft and crews to carry out Air Transportation, Aerial Photography, and Air Ambulance requirements of Provincial Government ministries.

The two Beechcraft A.200's continued to be used for the high altitude photographic role in the summer and for passenger transportation and air ambulance in the winter. The three Cessna Citation 500's were also used for passenger transportation and air ambulance, and the Turbo Beech 18 assisted by a Citation 500 filled the role on the Victoria/Vancouver scheduled flight service in the summer and other transportation requirements in the winter. The two Beechcraft 18 aircraft were used for low-level photography, and for lease to the Federal Department of Fisheries and Environment, to undertake survey flying, including flight testing of a data acquisition system.

The Otter aircraft on floats was used for transportation and support of survey crews, aerial photography, and numerous other uses, while the Beaver aircraft, based at Kamloops, was used in a similar role in that area.

The Flight Simulator installed in May of 1975 continues to operate effectively. A total of 182.1 hours was flown on the machine for flight training in instrument flying, emergency procedures, and pilot upgrading. This has reduced the actual flight training and corresponding costs to a minimum. The flight simulator was leased for pilot training to the Ministry of Transport, RCMP, and Woodwards Ltd., and other commercial aviation industry firms have indicated an interest for similar type training.

* The B.C. Energy Commission regulates privately owned utilities in the Province, excluding B.C. Hydro and city or municipally owned systems. The Commission also monitors the price of oil and oil by-products and makes studies and prepares reports for the Minister on all matters pertaining to energy. Head office is located at 1177 West Hastings Street, Vancouver. (The Act authorizing the establishment of the Commission was assented to April 18, 1973.)

The scheduled flight service between Victoria and Vancouver continued at four round flights daily with an added flight Friday afternoon and as required in the late evening when the House was in session. This change in schedule has allowed a better utilization of personnel and equipment. All other transportation flights continue to be on a nonscheduled basis. Every effort is made to ensure that a maximum number of seats are filled on each flight.

During the past year the Branch flew 5,756.6 hours in its air transportation, aerial photography, and air ambulance* roles and carried 13,053 Government employees over 1,315,988 passenger miles. In January 1977 the air ambulance role was redeveloped in co-ordination with the Emergency Health Services and as a result there was a 97-per-cent increase in air ambulance flights over the past fiscal year.

In June 1977 the Travel Recording Centre began its operation under the direction of the Air Services Branch. The purpose of this centre is to co-ordinate and record all commercial and Government air travel by members of the Executive Council and public servants of the Province of British Columbia and to ensure maximum utilization of Government Air Service. The centre also provides statistical and charge back returns for air travel to each ministry on a monthly basis.

Personnel in the Branch increased during the year from 41 to 47 positions by the employment of four clerks in the Travel Recording Centre, a full-time clerk-typist in the Hangar Administrative area, and a Stockman 2.

Summary of Statistics for the Fiscal Year 1977/78

Aircraft Flying Hours—	
Beaver Aircraft (1)	564.7 hours
Beechcraft 18 Aircraft (2)	185.0 hours
Beechcraft Turbo Aircraft (1)	148.9 hours
Otter Aircraft (1)	540.8 hours
Cessna Citation Aircraft (3)	2,800.5 hours
Beechcraft 200 Aircraft (2)	1,334.6 hours
Simulator (1)	182.1 hours
Total	5,756.6 hours
Air Ambulance Flights—	
AirVacs	277
Number of patients	334
Flight time	755.4 hours
Mileage	184,043 miles
Air Ambulance Transfers—	
Transfers	180
Number of patients	284
Flight time	510.9 hours
Mileage	117,436 miles
Aerial Photography—	
Total hours flown	929.4 hours

* This figure includes 929.4 hours flown on aerial photography in co-ordination with the Field Operations Division of the Ministry of the Environment, and 457 air ambulance flights (1,266.3 hours) in co-ordination with the Emergency Health Services and Canadian Forces Rescue Centre.

Over-all Operating Statistics, April 1977 to March 1978—

Total aircraft miles	437,390 miles
Total seat miles	2,951,824 miles
Total passenger miles	1,315,988 miles

Total Number of Passengers Carried—

Victoria/Vancouver scheduled service	9,810
Nonscheduled service	3,243
Total	13,053

ENGINEERING AND INSPECTION BRANCH

This Branch processes construction applications and inspects pipelines, railways, aerial tramways, logging equipment on industrial roads, and certifies operating personnel for railways, aerial tramways, and industrial road equipment. It is also the regulatory authority which administers the *Railway Act,* the *Pipe-lines Act,* and the *Industrial Transportation Act.*

Inspections carried out during the fiscal year included 181 aerial tramways, 59 pumping and compressor stations, 45 bulk-fuel storage plants, 830 industrial vehicles, 255 locomotives, 58 railway yards, 263 miles of industrial roads, 1,183 miles of railway trackage. In addition, 601 operating personnel were certified for industrial roads and railways and 69 accidents were investigated.

The Branch was also involved in processing, inspecting, and testing the following new projects: nine new aerial tramways; 15 miles of new trackage, including sidings and industrial leads; 214 pipelines; 20 new compressor stations; plus 352 crossing applications. The Branch is represented on two Pipeline Code Committees, the Mobile Equipment Committee, and the Provincial Emergency Program's Hazardous Materials and Oil Spills Committee.

EXAMINATIONS

Railway operating examinations were conducted at various railway and plant sites during the year. The following certificates were issued: diesel locomotive engineer, 10; steam locomotive engineer, 1; hostler, 10; switchman, 35; conductor, 3; locomotive crane operator, 1; recreational locomotive engineer, 2; operators, 30; and motorman, 27.

Industrial transportation: number of field lectures, 28; number of office lectures, 1; field lecture attendance, 372; office lecture attendance, 12; vehicle driver examinations, 482.

Vehicles inspected: logging trucks, 642; gravel trucks, 138; crummies, 22; loaders and spars, 28.

Statistics for the Period April 1, 1977, to March 31, 1978

Industrial Road Industry—

Industrial vehicles inspected	830
Field and office air brake lecture attendance	263
Industrial vehicle driver examinations processed	482
Industrial roads inspected (miles)	263

Industrial road bridges inspected	25
New vehicle applications reviewed and processed	499
Mobile Equipment Committee meetings attended	6
Industrial road accidents investigated	5
Lectures to RCMP (9) attendance	121

Railway Industry—

Railways under the jurisdiction of the Ministry of Energy, Transport and Communications:

British Columbia Railway
British Columbia Hydro and Power Authority Railway
B.C. Harbours Board Railway
Vancouver Wharves
Canadian Forest Products Railway
Crown Zellerbach Logging Railway
MacMillan Bloedel Company Railway
and some 43 other industrial railways, plus five recreation railways.

Locomotives and other motive power equipment inspected	255
Railway yards inspected	58
Railway operating personnel certified	119
New trackage applications reviewed and processed	38
Railway accidents investigated	21
Railway trackage inspected (miles)	1,188
Bulk fuel (petroleum derived) storage plants inspected	45
Dangerous commodity facilities inspected	2
Crossing applications	67
Automatic signalization applications	2
Shops and fixed installation inspections	4

Aerial Tramway Industry—

Annual inspections	181
Winter operational inspections	50
Engineering designs reviewed and processed for new aerial tramway installations	9
Progress inspections carried out during various stages of construction of the nine new aerial tramways	70
Summer inspections	54

Pipelines Industry—

Number of pipeline projects reviewed and processed and endurance tested	214
Total length of pipelines approved for construction (miles)	393
Natural gas compressor stations inspected	30
Oil pumping stations inspected	6
Water injection pumping stations inspected	3
Pipeline crossing applications reviewed and processed	285
Pipeline failures investigated	43
New compressor stations approved and tested	20

Pipeline Breaks and Oil Spills April 1, 1977, to March 31, 1978

OIL

Date	Company	Cause	Amount
04.21.77	Pacific Petroleums	External corrosion	25 bbls.
05.27.77	Amerada Petroleum	External corrosion	20 bbls.
05.28.77	Westcoast Petroleums	Earth movement	4,975 bbls.
06.19.77	Westcoast Petroleums	Earth movement	2,989 bbls.
06.23.77	Blueberry-Taylor Oil P/L	Weld failure	3,169 bbls.
06.23.77	Blueberry-Taylor	Weld failure	100 bbls.
07.18.77	Pacific Petroleums	External corrosion	100 bbls.
08.13.77	Norcen	Hit by backhoe	1,900 bbls.
08.25.77	Pacific Petroleums	Internal corrosion	15 bbls.
11.30.77	Pacific Petroleums	External corrosion	300 bbls.
12.30.77	Pacific Petroleums	External corrosion	100 bbls.
01.03.78	Chautauqua Oil	Struck by backhoe	Several gallons.
01.08.78	Pacific Petroleums	External corrosion	200 bbls.
02.01.78	Pacific Petroleums	Corrosion	15 bbls.
02.22.78	Pacific Petroleums	Internal corrosion	Several gallons.

GAS

04.03.77	Placid	External load	
06.23.77	Pacific Petroleums	External corrosion	
06.24.77	Pacific Petroleums	External corrosion	
06.25.77	Pacific Petroleums	External corrosion	
09.29.77	Inland Natural Gas	Hit by grader	
10.16.77	Pacific Petroleums	Overpressure	
10.18.77	Western Decalta	Struck by bulldozer	
10.21.77	Apache Oil	External corrosion	
11.29.77	Pacific Petroleums	Earth movement	
12.01.77	Dome Petroleum	Hit by bulldozer	
12.29.77	Amoco Petroleum	Weld failure	
01.09.78	Pacific Petroleums	Hit by bulldozer	
02.12.78	Pacific Petroleums	Fitting failure (human error)	
02.18.78	C.D.C. Oil and Gas	Valve failure (design)	
02.19.78	Pacific Petroleums	Earth movement	
03.01.78	Pacific Petroleums	External corrosion	
03.02.78	Pacific Petroleums	Human error	
03.28.78	Pacific Petroleums	Fitting failure	

WATER

04.21.77	Pacific Petroleums	Internal corrosion	Unknown.
05.24.77	Pacific Petroleums	Failure of fitting	Several bbls.
05.27.77	Texaco	Weld failure	Unknown.
06.21.77	Pacific Petroleums	Weld failure	2 bbls.
07.18.77	Pacific Petroleums	Internal corrosion	
07.30.77	Pacific Petroleums	Internal corrosion	
08.30.77	Pacific Petroleums	Internal corrosion	
10.10.77	Pacific Petroleums	Fitting failure	Several bbls.
12.02.77	Pacific Petroleums	Fitting failure	5 bbls.
12.03.77	Texaco	Overpressure	300 bbls.
12.04.77	Pacific Petroleums	Internal corrosion	1,400 bbls.

* NOTE—bbls. denotes "barrels".

MOTOR CARRIER BRANCH

The Motor Carrier Branch serves as the operating arm of the Motor Carrier Commission, a regulatory tribunal appointed by Cabinet.

The major function of the Branch is to investigate applications for permanent motor carrier authority to transport goods or persons for compensation on British Columbia highways. Following investigations, applications are referred to the Commission. Once the decision has been rendered, the application is returned to the Branch for processing. The Branch also investigates complaints from the ship-

ping or travelling public regarding the service of licensed carriers. Headquarters are located in Burnaby, B.C., and there are seven field offices throughout the Province located at Dawson Creek, Prince George, Kamloops, Kelowna, Cranbrook, Nanaimo, and Victoria. (During the year the Nelson office was closed and a new one opened at Cranbrook.)

Enforcement under the *Motor Carrier Act* is undertaken by the RCMP and weigh scale operators, who ensure that goods transported by freight concur with the conditions of licence granted to a carrier or ensure that goods are being transported by carriers adequately licensed under the *Motor Carrier Act.* Enforcement is also undertaken under the *Motor Vehicle Transport Act* (Canada) through authority delegated to the Motor Carrier Commission by the Federal Government. This Act applies to operations of an extra-provincial nature, for example, an Alberta carrier must obtain authority not only from the home province of Alberta but from the British Columbia authorities before operating into and out of the Province of British Columbia.

During the year under report, the Branch, through its administration and field inspectors, investigated and processed approximately 3,000 applications. In addition, complaints were investigated from shippers and motor carriers, and there were 24,853 motor carrier licences issued. These consisted of 1,547 bus licences, 2,184 taxi licences, 2,338 limited freight-vehicle licences, and 18,784 public freight licences. Revenue collected amounted to $884,514.84. There were also 19,957 temporary permits issued to authorize temporary services in addition to the authorities being held by licensed carriers, or new services of a short-term duration.

MOTOR-VEHICLE BRANCH

The Motor-vehicle Branch is responsible for driver licensing, vehicle registration and licensing, and vehicle safety inspection. A Central Registry Division is responsible for the registering of documents under the *Bills of Sale Act,* the *Conditional Sales Act,* the *Mechanics' Lien Act,* and the *Assignment of Book Accounts Act.*

HIGHLIGHTS OF BRANCH ACTIVITIES

Total registered vehicles licensed in 1977 was 1,556,262, an increase of 144,882 or 10 per cent over the previous year.

Original driver licences issued up to December 31, 1977, were 92,760, an increase of 336 or 4 per cent over the 1976 total. The total number of licensed drivers as of December 31, 1977, was 1,699,524, an increase of 65,201 or 4 per cent over the 1976 total. There were 1,000,558 male drivers, while female drivers accounted for 698,966.

The Motor-vehicle Inspection Program inspected 631,990 vehicles with 167,494 or 26 per cent rejected during the fiscal year April 1, 1977, to March 31, 1978.

The Central Registry Division processed a total of 585,336 transactions during the fiscal year April 1, 1977, to March 31, 1978.

Following are reports from the four divisions—Motor-vehicle, Driver Licence, Inspection, and Central Registry:

THE MOTOR-VEHICLE DIVISION is responsible for vehicle registration and licensing, issuance of permits, and collection of revenue under the *Motor-vehicle Act, Commercial Transport Act, Social Services Tax Act, Automobile Insurance Act,* and *Motive-fuel Use Tax Act.*

VEHICLE LICENCES

The total number of registered vehicles licensed during 1977 was 1,556,262, an increase of 144,882 or 10 per cent over the 1976 total.

Passenger vehicles licensed totalled 989,119, an increase of 77,497 or 8 per cent over the 1976 total.

Commercial vehicles licensed totalled 353,668, an increase of 45,148 or 14 per cent over the 1976 total.

Motorcycles licensed were 26,521, an increase of 3,370 or 25 per cent over the 1976 total.

Trailers licensed in 1977 totalled 186,954, an increase of 16,000 or 9 per cent over the 1976 total.

Comparative Statement of Licences, Permits, Etc., Issued During the Licence-years 1969–77, Inclusive

Licences Issued	1969	1970	1971	1972	1973	1974	1975	1976	1977
Motor vehicles—									
Passenger	790,493	811,590	856,086	906,268	961,497	879,751	884,250	911,622	989,119
Commercial	197,755	207,495	228,098	256,313	286,925	270,101	283,198	308,520	353,668
Total motor vehicles	988,248	1,019,085	1,084,184	1,162,581	1,248,422	1,149,852	1,167,448	1,220,142	1,342,787
Motorcycles	20,905	22,500	25,339	29,372	33,495	21,184	19,971	21,148	26,521
Trailers	114,420	129,864	141,978	156,143	171,869	162,855	161,963	170,090	186,954
Extra-Provincial prorated trucks	3,231	3,093	3,699	4,048	5,067	9,202	8,625	9,243	10,081
Extra-Provincial prorated trailers	8,009	6,640	7,335	8,090	10,714	14,024	14,658	16,703	17,148
Total of all licensed vehicles	1,134,813	1,181,182	1,262,535	1,360,234	1,469,567	1,357,117	1,372,665	1,437,326	1,583,491
Transfer of ownership—									
Passenger vehicles	383,477	347,879	405,928	439,242	452,980	291,027	338,878	407,056	419,765
Commercial vehicles	71,858	70,522	86,003	101,424	112,273	69,908	88,012	122,046	131,157
Motorcycles	13,447	15,334	17,278	20,044	22,279	11,312	12,214	15,171	20,420
Trailers	12,003	14,337	19,167	22,022	26,282	22,613	25,890	37,072	39,078
Total transfer of ownership	480,785	448,072	528,376	582,732	613,814	394,860	464,994	581,345	610,420
Motor dealers—									
Original licences	1,173	1,204	1,205	1,274	1,392	1,408	1,489	...	...
Additional licences	1,538	1,490	1,538	1,674	2,146	2,098	2,334	...	...
Original motorcycle dealer licences	124	141	148	150	167	215	182	...	...
Additional motorcycle dealer licences	95	84	134	158	207	93	93	...	...
Demonstration—									
Original licences	...	...	...	...	...	...	...	1,883	2,132
Additional licences	...	...	...	...	...	...	...	2,194	3,356
Original motorcycle licences	...	...	...	...	...	...	...	168	123
Additional motorcycle licences	...	...	...	...	...	...	...	49	52
Transporter—									
Original licences	30	38	44	53	72	214	191	257	305
Additional licences	87	95	141	177	244	489	371	308	206
Manufacturer—									
Original licences	...	...	...	...	...	10	12	20	22
Additional licences	...	...	...	...	...	10	9	8	14
Trailer floater—					...	58	105	141	370
Original licences	...	...	...	...					
Additional licences	...	...	...	...	...	346	338	421	212
Repairman—									
Original licences	...	...	...	...	...	39	290	500	586
Additional licences	...	...	...	...	...	17	138	190	281

Comparative Statement of Licences, Permits, Etc., Issued During the Licence-years 1969–77, Inclusive—Continued

Licences Issued	1969	1970	1971	1972	1973	1974	1975	1976	1977
Permits—									
Nonresident touring motor vehicle permits	590	540	550	496	468	266	226	69	88
Nonresident special motor vehicle permits	19	10	1	2	3	5	.....	.....	.....
Nonresident commercial motor vehicle permits:									
Single trip	20,696	21,596	33,880	33,443	40,508	39,923	34,606	28,542	27,903
Quarterly	3,029	3,156	4,488	4,001	4,900	2,412	4,881	1,607	3,732
Totals	23,725	24,752	38,368	37,444	45,408	42,335	39,487	30,149	31,635
Temporary operation permits—									
Passenger	20,260	20,805	23,814	26,600	29,402	52,027	41,558	59,389	57,476
Commercial	49,665	52,831	69,648	80,603	75,983	60,221	47,674	57,070	55,091
Totals	69,925	73,636	93,462	107,203	105,385	112,248	89,232	116,459	112,567
Temporary testing and demonstration permits—									
Passenger	.....	.....	.....	.....	.....	1,888	11,788	46,851	55,419
Commercial	.....	.....	.....	.....	.....	63	2,231	8,174	11,256
Totals	.....	.....	.....	.....	.....	1,951	14,019	55,025	66,675
Interim-licence/insurance certificates	.....	.....	.....	.....	.....	14,144	14,227	19,379	26,249
All-terrain vehicles—									
Registration	.....	.....	.....	17,456	6,356	3,983	3,426	2,744	3,048
Substitution	.....	.....	.....	84	141	89	130	115	102
Transfer of ownership	.....	.....	.....	908	2,881	2,580	2,559	2,003	1,765
Totals	.....	.....	.....	18,448	9,378	6,652	6,115	4,862	4,915
Air brake manuals	.....	.....	.....	.....	.....	15,077	14,339	14,899	15,138

DISTRIBUTION OF MOTOR-VEHICLES

The following table provides information concerning the number of licences issued and their locality. This table cannot be regarded as an accurate population count of vehicles in the various parts of the Province as the owners move frequently from one area to another and vehicles are often sold to new owners residing in different localities than the previous owners. The table does, however, provide an indication of how vehicles are distributed throughout the Province.

Licences Issued

Name (1977 Licensed Vehicles)	District Code	Passenger Vehicles	Commercial Vehicles	Commercial Trailers	Utility Trailers	Motorcycles
Abbotsford	190	15,705	5,293	307	2,485	493
Agassiz	036	1,619	786	29	307	65
Alaska Highway	510	3,111	2,720	122	1,158	222
Aldergrove	191	5,558	2,609	136	1,067	141
Alvin	514	2	.....	.....	.....	.....
Armstrong	085	1,929	1,342	64	486	71
Ashcroft	042	1,380	1,047	37	430	44
Barriere	159	761	739	47	204	32
Bella Coola	083	354	586	23	88	15
Blue River	161	149	162	16	47	2
Boston Bar	044	363	221	5	61	21
Bralorne	046	47	59	.....	13	7
Burnaby	103	59,338	14,683	3,348	5,925	1,173
Burns Lake	048	1,421	1,503	120	568	72

Licences Issued—Continued

Name (1977 Licensed Vehicles)	District Code	Passenger Vehicles	Commercial Vehicles	Commercial Trailers	Utility Trailers	Motorcycles
Campbell River	010	7,839	3,787	171	2,377	272
Cassiar Mines	182	382	387	25	83	51
Castlegar	123	4,363	1,955	69	1,114	129
Chase	050	2,104	1,494	110	623	64
Chemainus	017	1,568	797	21	436	35
Chilliwack	038	17,098	6,239	339	3,459	639
Clinton	052	492	588	42	179	13
Cloverdale	028	24,568	7,600	449	3,844	511
Courtenay	012	11,096	4,974	120	3,594	546
Cowichan	018	1,856	952	6	579	72
Cranbrook	125	6,867	4,192	745	1,837	259
Creston	127	3,719	2,413	112	1,057	183
Dawson Creek	167	4,995	4,578	380	1,589	169
Duncan	019	11,572	5,172	393	2,673	341
Elkford	516	1,751	1,354	28	591	91
Enderby	087	1,548	1,290	109	388	45
Fernie	131	3,794	2,584	130	957	120
Fort Nelson	181	1,071	1,297	136	305	47
Fort St. James	185	857	897	91	267	33
Fort St. John	169	5,244	6,233	569	1,701	220
Ganges	023	2,107	886	24	389	68
Golden	133	2,155	1,547	103	587	86
Gold River	016	657	308	2	233	39
Grand Forks	089	2,533	1,475	106	568	99
Greenwood	091	923	812	42	217	53
Haney	032	14,596	4,955	154	2,752	379
Hazelton	054	882	873	72	204	44
Hope	040	2,119	1,326	94	421	47
Houston	056	1,067	930	107	318	68
Hudsons Hope	186	1,191	1,365	140	376	61
Invermere	135	1,924	1,710	124	495	74
Kamloops	157	23,763	12,440	808	5,436	737
Kaslo	137	449	343	15	162	50
Kelowna	093	31,102	12,018	769	6,707	951
Keremeos	095	1,063	801	27	280	48
Kimberley	139	3,160	1,846	49	1,002	166
Kitimat	058	3,703	1,538	57	875	132
Ladysmith	021	3,007	1,355	44	800	73
Lillooet	059	915	777	36	225	50
Lytton	061	314	286	6	70	13
McBride	171	501	581	39	144	27
Merritt	063	2,594	2,000	138	796	75
Mission	034	7,710	2,885	82	1,327	191
Nakusp	141	775	673	38	328	49
Nanaimo	006	19,467	7,381	262	4,327	697
Natal	143	5	6	.....	2	.....
Nelson	150	6,145	2,560	66	1,371	225
New Denver	145	393	288	7	101	22
New Westminster area	003	53,408	11,943	1,130	6,956	1,225
Northern Vancouver Island	515	5,541	3,974	64	1,199	277
North and West Vancouver	004	61,497	7,871	585	4,791	1,280
Ocean Falls	183	143	86	.....	22	15
Oliver	099	2,255	1,333	63	503	53
100 Mile House	065	2,928	2,580	177	886	82
Osoyoos	100	1,715	940	47	366	37
Parksville	014	2,868	1,225	35	829	80
Penticton	112	14,337	5,952	335	3,055	450
Point Roberts, U.S.A.	512	1,672	1,074	33	269	85
Port Alberni	008	9,632	4,513	73	2,977	305
Powell River	175	6,065	2,530	81	2,046	175
Prince George	067	24,200	15,268	1,103	6,291	785
Prince Rupert	069	4,529	1,848	89	723	132
Princeton	114	1,556	1,142	62	497	86
Qualicum	015	1,855	861	17	495	44
Queen Charlotte	520	1,121	1,002	25	257	51
Quesnel	071	5,807	4,941	330	1,660	293
Revelstoke	116	2,716	1,909	137	768	131
Richmond	102	64,922	12,402	506	7,509	1,187
Riondel	147	128	69	.....	38	1
Salmo	148	792	529	33	215	35
Salmon Arm	118	5,687	3,678	249	1,638	177
Saltspring Island	513	1,209	727	9	196	35

Licences Issued—Continued

Name (1977 Licensed Vehicles)	District Code	Passenger Vehicles	Commercial Vehicles	Commercial Trailers	Utility Trailers	Motorcycles
Sechelt	173	4,790	2,321	41	993	176
Sidney	025	6,700	1,812	56	1,109	176
Slocan	155	573	452	13	138	20
Smithers	073	2,417	2,023	156	734	105
Sooke	026	2,320	1,194	53	450	82
Squamish	177	2,930	1,481	76	481	158
Surrey	029	48,228	15,001	607	8,010	1,142
Terrace	075	4,775	3,377	149	1,352	194
Tofino	180	318	179	4	45	8
Trail	152	8,898	3,272	135	2,263	390
Ucluelet	179	524	436	19	146	28
Vancouver	002	173,821	34,172	4,628	10,171	2,988
Vanderhoof	077	2,376	2,452	197	728	128
Valemount	163	483	457	32	139	32
Vavenby	165	1,245	1,133	72	415	56
Vernon	121	15,488	8,004	506	3,513	522
Victoria	001	90,963	26,519	1,715	12,586	2,340
Wells	079	102	77	1	24	7
Williams Lake	081	5,575	5,451	387	1,521	224
Out of Province	529	265	959	1,147	57	2
Miscellaneous	999	4	1	.....	1	.....
Total licensed vehicles		1,556,262	989,119	353,668	26,887	160,067	26,521
Total registered vehicles		2,542,684	1,606,335	515,566	29,814	309,871	81,098

The difference between total licensed vehicles and total registered vehicles is due to the licence with owner concept, e.g., vehicles on dealers sales lots are not required to be licensed. Some vehicles have been destroyed or removed from the Province but remain registered for six years or until notice is received.

REVENUE

Revenue received by the Motor-vehicle Branch from licences, permits, and motor-vehicle inspection amounted to $57,853,816. Funds collected under the *Motive-fuel Use Tax Act, All-terrain Vehicles Act,* social services tax, and the Insurance Corporation of British Columbia premiums amounted to $6,227,953. A further $50,697,586 in insurance premiums was collected by Motor-vehicle Branch offices and accounted for directly to the Insurance Corporation.

Source of Revenue, 1977 Licence-year

Revenue collected by the Motor-vehicle Branch pursuant to:

	$	$
Motor-vehicle Act	4,481,801.00	
Commercial Transport Act	2,674,429.00	
		7,156,230.00

Revenue collected by the Insurance Corporation of British Columbia on behalf of the Motor-vehicle Branch:

Motor-vehicle Act fees—		
Passenger vehicles	20,685,756.00	
Motorcycles	119,206.00	
Notice of Transfer	610,060.00	
Duplicate of Registration Certificate of Insurance	17,206.00	
New vehicle registration	129,606.00	
Decal replacement	3,103.00	
Substitution plate fee	40,774.00	
		21,605,711.00
Commercial Transport Act fees—commercial vehicles		25,527,604.00

Combined fees under *Motor-vehicle Act* and *Commercial Transport Act*—		
Trailers	848,144.00	
Substitution plates	3,950.00	
Decal replacements	504.00	
		852,598.00
Other fees		2,711,673.00
Total revenue, *Motor-vehicle Act* and *Commercial Transport Act*		57,853,816.00
Other revenue collected by the Motor-vehicle Branch—		
Motive-fuel tax	36,442.00	
All-terrain Vehicles Act	15,758.00	
Social services tax	578,351.00	
Insurance Corporation of British Columbia premiums	6,227,953.00	
		6,858,504.00
Insurance Corporation of British Columbia premiums collected by Motor-vehicle Branch and accounted for directly to the Insurance Corporation		50,697,586.00

REFUNDS

Legislation provides for the refunding of licence fees where licence-plates are surrendered to the Superintendent. A person who was allocated motor-vehicle licence-plates for use on a vehicle registered in his name can, upon disposal of the vehicle, retain, destroy, or attach the number plates to a substitute vehicle, or surrender them to the Superintendent, together with an application for refund of fees.

Refunds for motor-vehicle licence-plates are granted on the basis of the unexpired portion of the licence-year, but no refund is made of an amount less than $5.

On reassignment of the motor-vehicle licence-plates to a substitute vehicle, no refund is granted if the combined licence and insurance fee is less than $5.

The following summary sets out the amount of money refunded for the 1977 licence-year:

Refunds, 1977

		$	$
General refunds—			
Motor-vehicle Act—			
Passenger	11,688	92,694.00	
Drivers	81	1,825.00	
Commercial Transport Act—commercial	6,255	95,071.00	
			189,590.00
Relinquishment refunds—			
Motor-vehicle Act—			
Passenger	93,257	1,297,877.00	
Drivers	1,703	4,894.00	

Relinquishment refunds—*continued*

		$	$
Commercial Transport Act—commercial	27,493	1,039,693.00	
			2,342,464.00
Total refunds			2,532,054.00

THE DRIVER LICENCE DIVISION is responsible for examination of the applicant's ability to safely operate a motor-vehicle, for the issuance of drivers' licences, for the Driver Safety and Improvement Program, and for compiling and maintaining incident reports.

DRIVERS' LICENCES

Original drivers' licences issued during the 1977 licence-year totalled 92,760, an increase of 336 from 92,424 issued in 1976.

The number of licensed drivers in British Columbia as of December 31, 1977, was 1,699,524, an increase of 65,201 over the previous total of 1,634,323. There were 1,000,558 male drivers, while female drivers numbered 698,966. The analysis of drivers on record as of December 31,1977, indicating sex and classification, are shown below.

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 surrendered 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 is deceased.
(*d*) The licensee has voluntarily surrendered his licence.

The following is a general description of driver licence classes:

Class 1—Includes any vehicle except motorcycles.
Class 2—Includes large buses
Class 3—Trucks and combinations with small trailers.
Class 4—Taxis and small buses.
Class 5—Private cars and small trucks.
Class 6—Motorcycles.

Analysis of Drivers on Record as at December 31, 1977

MALE CLASSIFICATION

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	1				120	13					25,791	1,322	167	27,414
18–19 ,,	136	34	18	6	507	104	8	3	219	26	38,896	3,067	141	43,165
20–24 ,,	2,153	780	582	189	3,050	875	328	124	3,854	824	97,292	14,966	477	125,494
25–34 ,,	9,036	1,791	3,098	615	8,724	1,546	1,283	317	10,719	1,733	204,864	22,046	551	266,323
35–44 ,,	9,057	741	2,516	188	7,396	451	790	86	4,657	290	147,405	4,236	59	177,872
45–54 ,,	5,838	329	1,921	107	6,278	224	523	39	2,792	109	127,449	2,299	49	147,957
55–64 ,,	1,805	63	1,185	29	3,792	70	221	11	1,557	36	103,589	968	32	113,358
65–69 ,,	78	4	99	3	182	1	6	1	212		41,211	190	18	42,005
70–74 ,,	14		17		46		3		59	1	28,683	53	20	28,896
75–79 ,,			1		6				12		16,127	18	13	16,177
80–84 ,,			1		2				1		7,508	15	5	7,532
85–89 ,,	1								2		3,311	4	7	3,325
90 and over									1		1,037	1	1	1,040
Totals	28,119	3,742	9,438	1,137	30,103	3,284	3,162	581	24,085	3,019	843,163	49,185	1,540	1,000,558

FEMALE CLASSIFICATION

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					4						17,017	66	10	17,097
18–19 ,,	3		2	1	14	1			29	1	31,312	160	25	31,548
20–24 ,,	34	5	70	4	45	2	3	2	756	33	95,886	976	65	97,881
25–34 ,,	85	16	233	18	67	3	15		1,455	59	201,818	1,793	96	205,658
35–44 ,,	54	1	210	4	55	2	6		766	11	127,236	426	24	128,795
45–54 ,,	30		106	1	55	1	1		461	4	99,369	143	14	100,185
55–64 ,,	3		42		11				158		75,960	38	3	76,215
65–69 ,,			1						8		21,802	8	3	21,822
70–74 ,,											11,572	1	1	11,574
75–79 ,,									1		5,363	5	3	5,372
80–84 ,,	1										2,082			2,083
85–89 ,,											627	1		628
90 and over											107	1		108
Totals	210	22	664	28	251	9	25	2	3,634	108	690,151	3,618	244	698,966

CONVICTIONS

The receipt of notices of convictions for driving infractions under the *Criminal Code* (Canada), *Motor-vehicle Act,* 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 Criminal Code (Canada) 1974–77

Offences	1974	1975	1976	1977
Under *Criminal Code* (Canada)—				
Causing death by criminal negligence, sec. 203	7	8	4	9
Causing injury by criminal negligence, sec. 204	1	2	0	4
Criminal negligence in operation of motor-vehicle, sec. 233 (1)	31	31	23	35
Failing to stop after accident, sec. 233 (2)	564	564	538	553
Dangerous driving, sec. 233 (4)	451	452	500	560
Driving while ability impaired, sec. 234	7,186	10,508	8,726	3,991
Breath sample not provided, sec. 235	914	969	1,187	1,337
Driving with more than 80 mg of alcohol in blood, sec. 236	7,249	6,285	8,674	12,168
Driving motor-vehicle while driver's licence under suspension, sec. 238	933	1,102	1,048	1,849
	17,336	19,921	20,700	20,506

Convictions Under Motor-vehicle Act 1974–77

Offences	1974	1975	1976	1977
Under *Motor-vehicle Act*—				
Driving without obtaining driver's licence, sec. 18 (1)	1,311	1,275	1,937	2,566
Driving without subsisting motor-vehicle liability policy, sec. 18 (2*a*)	2,778	1,273	1,373	1,837
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6, 8)	890	779	986	1,063
Driving without having driver's licence and liability card in possession at time, sec. 19	2,587	2,417	3,191	4,033
Driving when right to obtain licence is suspended, sec. 20 (2)	12	9	4	182
Leaving the scene of an accident, sec. 54A	537	641	678	975
Using licence belonging to another, refusing to show licence, sec. 56	202	115	188	218
Failing to obey emergency instructions of a peace officer, sec. 124	7	3	6	5
Failing to obey traffic-control signal legend, secs. 127, 128, 152	185	156	210	285
Failing to obey special signs *re* highway construction, secs. 134, 135, 137	0	7	6	6
Careless driving, sec. 138	80	79	107	127
Slow driving, sec. 139	2	1	1	3
Exceeding maximum speed limit, sec. 140	501	396	763	1,188
Exceeding speed limit passing schools and playgrounds, sec. 141	13	26	17	40
Passing stopped school bus, sec. 142	11	20	21	12
Failure to drive on the right, sec. 143	6	4	9	12
Infractions of "lane" driving, secs. 144, 145, 146	32	30	41	58
Infractions of "passing", secs. 148, 149, 150, 151, 153, 154	28	34	21	48
Infractions of turning, starting, and directional signals, secs. 155, 156, 157, 158, 159, 160, 161, 162	26	24	34	41
Failure to yield right-of-way, secs. 163, 164, 165, 166, 167	24	24	21	34
Not exercising due care *re* pedestrians, secs. 169, 171	19	8	15	12
Failure to stop at railroad crossing, sec. 174	1	2	2	6
Failure to stop at intersection, sec. 177	47	52	69	74
Leaving vehicle improperly parked, sec. 182	566	537	665	817
Backing vehicle illegally, sec. 184	2	14	15	15
Operating motorcycle with more than one person, sec. 185	4	5	5	4
Failure to comply with requirements before moving vehicle, sec. 186	63	90	63	73
Improper control and operation of vehicle in canyon or defile, sec. 187	0	1	0	0
Failure to observe fire vehicle safety, secs. 189, 190	3	3	4	4
Driving on sidewalk, sec. 191	5	10	8	5
Opening door requirements, sec. 194	0	3	4	5
Illegal depositing of articles on highway, sec. 195	219	196	188	172
Riding motorcycle without safety helmet, sec. 207	311	313	332	368
Other	8	5	3	1
	10,480	8,552	10,987	14,289
Under Motor-vehicle Act Regulations	7,580	7,962	10,953	10,850

Violations Under Section 126A of Motor-vehicle Act, 1974–77

Offences	1974	1975	1976	1977
Under *Motor-vehicle Act*—				
Failing to obey emergency instructions of a peace officer, sec. 124	53	79	55	82
Failing to obey traffic-control signal legend, secs. 127, 128, 152	34,201	35,949	40,413	46,386
Failing to obey special signs *re* highway construction, secs. 134, 135, 137	310	1,752	508	1,080
Careless driving, sec. 138	9,144	9,011	10,284	13,177
Slow driving, sec. 139	106	89	134	157
Exceeding maximum speed limit, sec. 140	148,237	189,158	222,575	227,872
Exceeding speed limit passing schools and playgrounds, sec. 141	6,634	9,550	11,320	13,198
Passing stopped school bus, sec. 142	223	226	247	228
Failure to drive on the right, sec. 143	1,539	1,552	1,633	1,698
Infractions of "lane" driving, secs. 144, 145, 146	6,156	5,880	6,005	6,334
Infractions of "passing", secs. 148, 159, 150, 151, 153, 154	6,230	6,107	6,093	6,523
Infractions of turning, starting, and directional signals, secs. 155, 156, 157, 158, 159, 160, 161, 162	3,795	3,724	4,154	4,486
Failure to yield right-of-way, secs. 163, 164, 165, 166, 167	6,009	5,392	5,508	6,097
Not exercising due care *re* pedestrians, secs. 169, 171	1,448	1,419	1,342	1,527
Failure to stop at railroad crossings, sec. 174	177	445	441	450
Failure to stop at intersection, sec. 177	8,746	10,592	11,389	12,213
Backing vehicle illegally, sec. 184	1,533	1,678	1,871	2,214
Operating motorcycle with more than one person, sec. 185	10	3	6	4
Improper control and operation of vehicle in canyon or defile, sec. 187	5	0	2	4
Coasting down grade with gears in neutral, sec. 188	10	7	3	13
Failure to observe fire vehicle safety, secs. 189, 190	44	29	28	28
Driving on sidewalk, sec. 191	93	95	124	144
Opening door when unsafe, sec. 194	44	39	36	44
Other	22	0	0	0
	234,769	282,776	324,171	343,959
Under Motor-vehicle Act Regulations	5,850	5,042	5,011	4,793

Total Number of Offences Under Motor-vehicle Act as Recorded on B.C. Driver's Records

Offences	1974	1975	1976	1977
Under *Motor-vehicle Act*—				
Driving without obtaining driver's licence, sec. 18 (1)	1,337	1,289	1,963	2,602
Driving without subsisting motor-vehicle liability policy, sec. 18 (2*a*)	2,807	1,290	1,391	1,869
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6, 8)	903	808	1,008	1,098
Driving without having driver's licence and liability card in possession at time, sec. 19	2,640	2,454	3,235	4,101
Driving when right to obtain licence is suspended, sec. 20 (2)	12	9	4	185
Leaving the scene of an accident, sec. 54A	548	649	683	987
Using licence belonging to another, refusing to show licence, sec. 56	206	117	190	224
Failing to obey emergency instructions of a peace officer, sec. 124	61	84	64	88
Failing to obey traffic-control signal legend, secs. 127, 128, 152	35,073	36,810	41,353	47,353
Failing to obey special signs *re* highway construction, secs. 134, 135, 137	316	1,791	517	1,106
Careless driving, sec. 138	9,954	9,977	11,392	14,490
Slow driving, sec. 139	113	91	138	162
Exceeding maximum speed limit, sec. 140	153,079	194,743	228,994	234,530
Exceeding speed limit passing schools and playgrounds, sec. 141	6,875	9,876	11,659	13,600
Passing stopped school bus, sec. 142	238	253	275	246
Failure to drive on the right, sec. 143	1,641	1,633	1,728	1,803
Infractions of "lane" driving, secs. 144, 145, 146	6,340	6,087	6,193	6,538
Infractions of "passing", secs. 148, 159, 150, 151, 153, 154	6,539	6,431	6,401	6,868
Infractions of turning, starting, and directional signals, secs. 155, 156, 157, 158, 159, 160, 161, 162	3,933	3,861	4,275	4,644
Failure to yield right-of-way, secs. 163, 164, 165, 166, 167	6,289	5,642	5,807	6,372
Not exercising due care *re* pedestrians, secs. 169, 171	1,498	1,460	1,395	1,567
Failure to stop at railroad crossing, sec. 174	208	453	448	464
Failure to stop at intersection, sec. 177	9,211	11,114	11,976	12,810
Leaving vehicle improperly parked, sec. 182	570	540	672	828
Backing vehicle illegally, sec. 184	1,612	1,794	1,983	2,356
Operating motorcycle with more than one person, sec. 185	15	9	12	9
Requirements of safe driving on highway, secs. 186, 187	72	94	70	81
Coasting down grade with gears in neutral, sec. 188	10	8	4	13
Failure to observe fire vehicle safety, secs. 189, 190	48	36	34	32
Driving on sidewalk, sec. 191	101	112	136	158
Opening door requirements, sec. 194	45	42	40	49
Illegal depositing of articles on highway, sec. 195	224	202	196	174
Riding motorcycle without safety helmet, sec. 207	319	328	344	379
Other	8	5	3	1
	252,845	300,092	344,583	367,787
Under Motor-vehicle Act Regulations	14,414	13,771	16,788	16,372

Offences Committed by Juveniles 1974–77

Offences	1974	1975	1976	1977
Under *Motor-vehicle Act*—				
Driving without obtaining driver's licence, sec. 18 (1)	26	14	26	36
Driving without subsisting motor-vehicle liability policy, sec. 18 (2*a*)	29	17	18	32
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6, 8)	13	29	22	35
Driving without having driver's licence and liability card in possession at time, sec. 19	53	37	44	68
Driving while right to obtain licence is suspended, sec. 20 (2)	0	0	0	3
Leaving the scene of an accident, sec. 54A	11	8	5	12
Using licence belonging to another, refusing to show licence, sec. 56	4	2	2	6
Failing to obey emergency instructions of a peace officer, sec. 124	1	2	3	1
Failing to obey traffic-control signal legend, secs. 127, 128, 152	687	705	730	682
Failing to obey special signs *re* highway construction, secs. 134, 135, 137	6	32	3	20
Careless driving, sec. 138	730	887	1,001	1,186
Slow driving, sec. 139	5	1	3	2
Exceeding maximum speed limit, sec. 140	4,341	5,189	5,656	5,470
Exceeding speed limit passing schools and playgrounds, sec. 141	228	300	322	362
Passing stopped school bus, sec. 142	4	7	7	6
Failure to drive on the right, sec. 143	96	77	86	93
Infractions of "lane" driving, secs. 144, 145, 146	152	177	147	146
Infractions of "passing", secs. 148, 149, 150, 151, 153, 154	281	290	287	297
Infractions of turning, starting, and directional signals, secs. 155, 156, 157, 158, 159, 160, 161, 162	112	113	87	117
Failure to yield right-of-way, secs. 163, 164, 165, 166, 167	256	226	278	241
Not exercising due care *re* pedestrians, secs. 169, 171	31	33	38	28
Failure to stop at railroad crossing, sec. 174	7	6	5	8
Failure to stop at intersection, sec. 177	418	470	518	523
Leaving vehicle improperly parked, sec. 182	4	3	7	11
Backing vehicle illegally, sec. 184	77	102	97	127
Operating motorcycle with more than one person, sec. 185	1	1	1	1
Failure to comply with requirements before moving vehicle, sec. 186	3	3	5	3
Improper control and operation of vehicle in canyon or defile, sec. 187	1	0	0	1
Coasting down grade with gears in neutral, sec. 188	0	1	1	0
Failure to observe fire vehicle safety, secs. 189, 190	1	4	2	0
Driving on sidewalk, sec. 191	3	7	4	9
Opening door requirements, sec. 194	1	0	0	0
Illegal depositing of articles on highway, sec. 195	5	6	8	2
Riding motorcycle without safety helmet, sec. 207	8	15	12	11
Other	1	0	0	0
	7,596	8,764	9,425	9,539
Under Motor-vehicle Act Regulations	944	767	824	730

Driver Improvement Program

The Driver Safety and Improvement Section of the Driver Licence Division continued the screening of unsatisfactory driving records which resulted in many suspensions of drivers' licences, and continued to make progress in the controlling of drivers whose actions become hazardous on the highways as a result of alcohol involvement and other dangerous driving practices.

Legislation effective July 15, 1976, under section 86D of the *Motor-vehicle Act*, requires a minimum three months mandatory suspension of a person's driving privileges upon conviction of a driving offence under the *Criminal Code* (Canada).

Summary of Action Taken Under Driver Improvement Program, 1977

	Age 16–17	Age 18 and over	Total
Warning letters	.....	.....	64,485
Notices of intent to suspend	.....	.....	10,799
Drivers' licences suspensions—			
Male	996	42,024	43,020
Female	71	2,835	2,906
Previously suspended	463	26,688	27,151
Previously on probation	20	453	473
Previously warned	297	7,526	7,823
Drivers' licences placed on probation—			
Male	363	5,875	6,238
Female	9	375	384
Impaired driving convictions	.....	.....	17,958
Total of all infractions received	.....	.....	404,940
Juvenile offences	.....	.....	10,385
Drivers required to pay assessment under section 18 (13) of the *Motor-vehicle Act*	.....	.....	41,901
Reasons for suspension—			
Section 74 (court suspension)	.....	.....	45
Section 78 (suspension by superintendent)	.....	.....	1,753
Section 78 (5), (6), (7) (suspension for nonpayment of penalty point premium)	.....	.....	3,686
Section 84 (unsatisfied judgment)	.....	.....	30
Section 86 (unsatisfactory driving record)	.....	.....	6,230
Section 86c (nonpayment of assessment fee)	.....	.....	12,592
Section 86D (mandatory suspension)	.....	.....	20,558
Section 87 (suspension outside of British Columbia)	.....	.....	31
Court recommendations	.....	.....	845
Driver records reviewed	.....	.....	114,101

Examination of Drivers

During the year the Drivers' Examination Section of the Driver Licence Division examined 119,754 drivers, of which 92,760 were original licences.

It will be noted from the table below that 22 per cent of the drivers given examinations indicated on their application that they had taken formal training, either under the High School Driver Training Program or from commercial schools.

Analysis of Annual Input, 1977

	Male	Female	Total
Original licences	47,477	45,283	92,760
Examinations taken—			
High school driver training	2,973	2,080	5,053
No professional training	33,598	23,425	57,023
Commercial school training	9,513	11,827	21,340
Unknown	25,011	11,327	36,338
Totals	71,095	48,659	119,754

Driver Training School Statistics, Licence-issuing Period of March 1, 1977, to February 28, 1978

Issuances March 1, 1977, to February 28, 1978

	Schools	Operators	Instructors
Licences issued	91	91	275
Terminations	6	6	63
Suspensions	1	1	1
Total active licences as of February 28, 1978	84	84	211

Examinations Conducted, March 1, 1977 to February 28, 1978

Written examinations—	
Passed	60
Failed	47
Total	107
Practical examinations—	
Passed	71
Failed	14
Total	85

Temporary Permits

Original permits issued	77
Temporary instructors as of February 28, 1978	4

$500 Security Bonding, 1977

Bonded by surety	53×$500=	$26,500
Security on deposit (parity bond)	33×500=	$16,500
Security on deposit (cash)	5×500=	$2,500
Total surety and security value		$45,500

March 1, 1977, to February 28, 1978, Revenue

School licences ($25)	$2,275
Operator's licences ($10)	910
Instructor's licences ($5)	1,375
Total	$4,560

Inspections Conducted

Driver training schools	189
Driver Education Incentive Program	134

Driver Education Incentive Program Certificates

Number of DEIP certificates received	9,600
Number of DEIP certificates approved	9,574
Number of DEIP certificates rejected	26

During the fiscal period ending February 28, 1978, there were 56 secondary schools and 63 driver training schools approved to conduct Driver Education Incentive Program courses.

Driver Examiner Staff Training, March 1, 1977, to February 28, 1978

Phase I—	
Part 1 (basic two weeks)	3
Part 2 (intermediate one week)	6
Part 3 (advanced one week)	0
Phase III—	
Part 1 (Hydro, one week)	2
Part 2 (air and class 1 and 3 operation)	29
Part 3 (Examining Class 1 and 2) (Burnaby Centre)	7
Total	47

TRAINING SEMINARS—All driver examiners and examining supervisors received a one-day seminar in the use of the new road test paper. This was conducted on a regional basis by the regional examination supervisors and the headquarters training staff.

CERTIFICATION PROGRAM

With the introduction of the classified driver's licence system in 1971, a Driver Certification Program was offered to persons, schools, firms, and businesses involved in the transportation and trucking industry.

The privilege of certifying drivers is granted to those companies who meet program standards.

There are 109 recognized authorities currently under the certification program in the Province.

In 1977 there were 47 liaison visits to recognized authorities conducted by supervisory examiners and members of the special programs staff.

Three recognized authorities were cancelled or withdrawn, and three new companies were accepted into the program.

1977 Traffic Incidents by Police Jurisdiction

Police Jurisdiction Location	Total Incidents	Fatal Incidents		Injury Incidents		Property Damage		Victims Killed	Victims Injured
KELOWNA SUBDIVISION RCMP									
Armstrong	222	2	.90	52	23.40	168	75.70	2	95
Enderby	198	1	.50	67	33.80	130	65.70	1	106
Falkland	93	1	1.10	26	28.00	66	71.00	2	37
Kelowna	2,917	10	.30	617	21.20	2,290	78.50	12	953
Keremeos	192	4	2.10	59	30.70	129	67.20	4	94
Lumby	210	2	1.00	48	22.90	160	76.20	2	71
Mica Creek	20	.....	.....	6	30.00	14	70.00	.....	9
Oliver	175	1	.60	52	29.70	122	69.70	1	61
Osoyoos	176	3	1.70	51	29.00	122	69.30	3	80
Penticton	1,125	8	.70	244	21.70	873	77.60	8	355
Princeton	368	9	2.40	102	27.70	257	69.80	12	165
Revelstoke	522	12	2.30	115	22.00	395	75.70	14	174
Salmon Arm	752	8	1.10	101	13.40	643	85.50	9	162
Sicamous	161	5	3.10	40	24.80	116	72.00	8	68
Vernon	1,650	16	1.00	289	17.50	1,345	81.50	17	472
Summerland	177	.....	.....	37	20.90	140	79.10	.....	48
KAMLOOPS SUBDIVISION RCMP									
Alexis Creek	51	.....	.....	15	29.40	36	70.60	.....	23
Anahim Lake	20	.....	.....	2	10.00	18	90.00	.....	3
Ashcroft	242	4	1.70	50	20.70	188	77.70	4	90
Barrière	162	1	.60	36	22.20	125	77.20	1	59
Blue River	71	.....	.....	18	25.40	53	74.60	.....	26
Chase	284	4	1.40	95	33.50	185	65.10	4	163
Clearwater	245	1	.40	62	25.30	182	74.30	1	107
Clinton	160	1	.60	65	40.60	94	58.80	1	97
Kamloops	3,079	20	.65	493	16.00	2,566	83.30	23	762
Lillooet	202	2	1.00	40	19.80	160	79.20	2	68
Logan Lake	51	.....	.....	11	21.60	40	78.40	.....	14
Lytton	149	5	3.40	34	22.80	110	73.80	7	74
Merritt	460	2	.40	104	22.60	354	77.00	2	149
100 Mile House	446	8	1.80	95	21.30	343	76.90	11	151
Spences Bridge	83	9	10.80	23	27.70	51	61.40	10	61
Valemount	135	1	.70	32	23.70	102	75.60	1	59
Williams Lake	1,195	7	.60	253	21.20	935	78.20	9	373
NELSON SUBDIVISION RCMP									
Castlegar	365	4	1.10	79	21.60	282	77.30	5	117
Cranbrook	823	9	1.10	154	18.70	660	80.20	10	245
Crescent Valley	141	2	1.40	42	29.80	97	68.80	2	60
Creston	388	6	1.50	76	19.60	306	78.90	7	124
Fernie	340	5	1.50	91	26.80	244	71.80	8	183

1977 Traffic Incidents by Police Jurisdiction—Continued

NELSON SUBDIVISION RCMP—*Continued*

Police Jurisdiction Location	Total Incidents	Fatal Incidents		Injury Incidents		Property Damage		Victims Killed	Victims Injured
Field	71	4	5.60	9	12.70	58	81.70	6	17
Fruitvale	133	1	.80	26	19.50	106	79.70	1	44
Golden	428	7	1.60	96	22.40	325	75.90	8	168
Grand Forks	290	1	.30	64	22.10	225	75.60	1	91
Invermere	209	5	2.39	42	20.10	162	77.50	5	69
Kaslo	82	3	3.70	19	23.20	60	73.20	3	29
Kimberley	238	.....	.....	55	23.10	183	76.90	.....	80
Midway	119	8	6.70	24	20.20	87	73.10	10	34
Nakusp	120	.....	.....	27	22.50	93	77.50	.....	42
Nelson	205	3	1.50	59	28.80	143	69.80	3	98
New Denver	37	.....	.....	10	27.00	27	73.00	.....	10
Radium	139	1	.70	29	20.90	109	78.40	1	41
Rossland	136	1	.70	27	19.90	108	79.40	1	41
Salmo	105	4	3.80	29	27.60	72	68.60	4	41
Sparwood	245	3	1.20	66	26.90	176	71.80	3	93
Trail	448	1	.20	81	18.10	366	81.70	1	109
MUNICIPAL FORCES									
Vancouver	25,082	55	.20	3,319	13.20	21,708	86.50	57	4,545
Victoria	3,179	7	.20	731	23.00	2,441	76.80	7	990
Saanich	1,971	6	.30	538	27.30	1,427	72.40	6	762
Central Saanich	141	.....	.....	43	30.50	98	69.50	.....	66
Esquimalt	462	4	.90	106	22.90	352	76.20	4	152
Oak Bay	286	.....	.....	56	19.60	230	80.40	.....	68
Delta	1,565	6	.40	268	17.10	1,291	82.50	7	363
Matsqui	1,000	2	.20	216	21.60	782	78.20	2	306
New Westminster	2,791	4	.14	463	16.60	2,324	83.30	4	623
West Vancouver	1,378	6	.44	274	19.90	1,098	79.70	6	392
Nelson	338	2	.59	43	12.70	293	86.70	2	64
Port Moody	470	1	.21	76	16.20	393	83.60	1	110
PRINCE GEORGE SUBDIVISION RCMP									
Burns Lake	199	4	2.01	27	13.60	168	84.40	4	54
Chetwynd	232	3	1.29	44	19.00	185	79.70	3	82
Dawson Creek	623	8	1.38	96	15.40	519	83.30	12	155
Fort Nelson	331	3	.91	56	16.90	272	82.20	3	85
Fort St. James	143	3	2.10	30	21.00	110	76.90	3	52
Fort St. John	884	8	.90	125	14.10	751	85.00	8	205
Fraser Lake	124	4	3.23	42	33.90	78	62.90	4	72
Hudson Hope	87	.....	.....	23	26.40	64	73.60	.....	35
Mackenzie	232	2	.96	44	19.00	186	80.20	4	66
McBride	133	1	.75	34	25.60	98	73.70	1	62
Prince George	3,683	23	.62	633	17.20	3,027	82.20	26	1,005
Quesnel	891	7	.79	179	20.10	705	79.10	11	294
Vanderhoof	246	4	1.63	45	18.30	197	80.10	4	59
Wells	27	1	3.70	14	51.90	12	44.40	1	22
Watson	17	.....	.....	14	51.90	13	48.10	.....	5
PRINCE RUPERT SUBDIVISION RCMP									
Atlin	8	.....	.....	.....	.....	8	100.00	.....	.....
Bella Coola	71	.....	.....	18	66.70	53	74.60	.....	23
Cassiar	94	1	1.06	15	16.00	78	83.00	1	20
Hazelton	185	2	1.08	53	28.60	130	70.30	2	93
Houston	232	1	.43	36	15.50	195	84.10	1	56
Kitimat	379	2	.53	79	20.80	298	78.60	2	115
Masset	73	.....	.....	16	21.90	57	78.10	.....	24
Ocean Falls	13	.....	.....	3	23.10	10	76.90	.....	4
Prince Rupert	620	3	.48	104	16.80	513	82.70	4	156
Queen Charlotte City	82	2	2.44	25	30.49	55	67.07	2	39
Smithers	428	4	.93	65	15.19	359	83.88	4	98
Stewart	51	4	7.84	9	17.65	38	74.51	4	15
Telegraph Creek	40	1	2.50	8	20.00	31	77.50	1	14
Terrace	636	6	.94	109	17.14	521	81.92	6	174
Granisle	40	.....	.....	9	22.50	31	77.50	.....	14

1977 Traffic Incidents by Police Jurisdiction—Continued

LOWER MAINLAND DISTRICT RCMP

Police Jurisdiction Location	Total Incidents	Fatal Incidents		Injury Incidents		Property Damage		Victims Killed	Victims Injured
Abbotsford	490	3	.61	97	19.80	390	79.59	3	148
Agassiz	303	5	1.65	72	23.76	226	74.59	9	127
Burnaby	7,151	13	.18	1,131	15.82	6,007	84.00	15	1,571
Boston Bar	188	5	2.66	37	19.68	146	77.66	7	65
Chilliwack	1,568	7	.45	332	21.17	1,229	78.38	8	498
Coquitlam	2,642	4	.15	588	22.26	2,050	77.59	5	827
Haney	1,417	3	.21	255	18.00	1,159	81.79	3	384
Hope	558	8	1.43	151	27.06	399	71.51	11	273
Gibsons	209	4	1.91	36	17.22	169	80.86	4	43
Langley	1,583	10	.63	345	21.79	1,228	77.57	13	524
Mission	583	4	.69	167	28.64	412	70.67	5	241
North Vancouver	3,103	3	.10	567	18.27	2,553	81.63	3	746
Richmond	3,785	9	.24	726	19.18	3,050	80.58	10	1,016
Sechelt	257	3	1.17	50	19.46	204	79.38	3	78
Squamish	775	6	.77	190	24.52	579	74.71	6	300
Surrey	5,259	35	.67	1,187	22.57	4,037	76.76	41	1,814
University	297	.....	.....	41	13.80	256	86.20	.....	54
Vancouver Marine	11	.....	.....	4	36.36	7	63.64	.....	7
White Rock	344	2	.58	45	13.08	297	86.34	2	60
Unit A Freeway	413	2	.48	108	26.15	303	73.37	3	173
Unit B Freeway	983	12	1.22	303	30.82	668	67.96	13	455
Unit C Freeway	288	5	1.74	104	36.11	179	62.15	5	154
Pemberton	103	4	3.88	27	26.21	72	69.90	5	38

VICTORIA/COURTENAY SUBDIVISION RCMP

Alert Bay	67	.....	.....	18	26.87	49	73.13	.....	27
Campbell River	1,190	3	.25	215	18.07	972	81.68	3	305
Chemainus	193	.....	.....	47	24.35	146	75.65	.....	63
Colwood	900	7	.78	245	27.22	648	72.00	8	356
Courtenay	1,073	6	.56	240	22.37	827	77.07	6	328
Duncan	1,247	6	.48	223	17.88	1,018	81.64	6	358
Ganges	167	.....	.....	43	25.75	124	74.25	.....	55
Gold River	165	.....	.....	25	15.15	140	84.85	.....	36
Kelsey Bay	87	1	1.15	10	11.49	76	87.36	1	14
Ladysmith	274	2	.73	68	24.82	204	74.45	2	103
Lake Cowichan	205	1	.49	52	25.37	152	74.15	1	79
Nanaimo	2,174	8	.37	353	16.24	1,813	83.39	21	514
Parksville	592	8	1.35	128	21.62	456	77.03	8	194
Port Alberni	1,300	4	.31	253	19.46	1,043	80.23	4	351
Port Alice	94	1	1.06	15	15.96	78	82.98	1	22
Port Hardy	277	2	.72	39	14.08	236	85.20	2	61
Shawnigan Lake	280	7	2.50	67	23.93	206	73.57	11	105
Sidney	320	2	.63	80	25.00	238	74.38	2	139
Sooke	350	.....	.....	108	30.86	242	69.14	.....	146
Tahsis	110	.....	.....	7	6.36	103	93.64	.....	8
Tofino	41	.....	.....	11	26.83	30	73.17	.....	18
Ucluelet	137	1	.73	21	15.33	115	83.94	2	29
Port McNeill	136	.....	.....	21	15.44	115	84.56	.....	32
Powell River	403	3	.74	101	25.06	299	74.19	6	146

OTHER POLICE FORCES

National Harbours Board	68	.....	.....	9	13.24	59	86.76	.....	12
B.C. Highway Patrol	36	.....	.....	4	11.11	32	88.89	.....	9
Miscellaneous	328	3	.96	76	24.20	235	74.84	3	332
Totals	115,046	617	.....	21,559	.....	92,586	.....	718	31,942

Incidents and Victims by Month During 1977

Month	Fatal	Deaths	Personal Injury	Injuries	Property Damage	Number of Vehicles	Pedes-trians	Incidents
January	33	39	1,575	2,238	7,839	20,150	156	9,447
February	34	39	1,390	2,035	6,704	17,191	149	8,128
March	47	49	1,591	2,372	6,957	18,087	172	8,595
April	47	54	1,622	2,439	6,644	17,597	160	8,313
May	72	81	1,949	3,018	7,402	19,800	139	9,423
June	41	47	1,819	2,789	6,655	17,857	176	8,515
July	62	74	2,007	3,175	7,001	18,949	170	9,070
August	74	87	2,062	3,154	7,377	20,036	210	9,513
September	45	61	1,912	2,756	7,560	20,066	291	9,517
October	68	81	1,927	2,796	8,271	21,592	305	10,266
November	56	63	1,914	2,659	10,594	26,782	351	12,564
December	38	43	1,792	2,511	9,865	24,543	398	11,695
Totals (1977)	617	718	21,560	31,942	92,869	242,650	2,677	115,046

Vehicle Types Involved Related to Damage Severity

Vehicle Type	No Damage	Light Damage	Moderate Damage	Severe Damage	Demol-ished	Total
Passenger car	30,609	77,020	57,762	18,155	5,425	188,972
Car and trailer	136	249	163	77	30	655
Single unit truck, light	8,159	13,691	9,477	3,288	1,101	35,715
Single unit truck, heavy	720	461	269	159	41	1,650
Combination unit truck, light	347	206	115	42	17	728
Combination unit tractor-trailer	870	595	389	265	139	2,257
School bus	64	87	41	7	2	201
Public bus	385	465	180	29	9	1,068
Motorcycle	409	779	642	227	103	2,160
Cycle, play vehicle	1,025	59	22	15	20	1,140
Truck Camper/Motor Home	1,552	2,987	2,138	719	222	7,619
All-terrain vehicle	130	156	123	57	19	485
Total vehicles	44,406	96,755	71,321	23,040	7,128	242,650

Injury by Location and Type During 1977

Injury Location	Type of Injury														
	Amputation	Concussion	Internal	Minor Bleeding	Severe Bleeding	Minor Burns	Moderate Burns	Severe Burns	Fracture/ Dislocation	Contusion Bruise	Abrasion	Complaint of Pain	Other	No Injury	Total
Head	15	1,065	139	2,757	678	37	3	4	173	1,098	526	2,512	11	.....	9,018
Face	2	42	19	2,117	256	22	2	.....	154	322	323	348	4	.....	3,611
Eye	.....	12	4	100	7	7	.....	.....	1	48	29	53	1	.....	262
Neck	3	31	41	58	16	7	2	1	58	60	24	3,073	2	.....	3,376
Chest	.....	17	215	614	18	4	.....	.....	126	153	31	783	1	.....	1,962
Back	1	12	63	80	13	2	2	.....	79	154	69	1,666	1	.....	2,142
Shoulder/Elbow	1	5	13	130	21	4	1	1	294	259	69	868	2	.....	1,668
Elbow/Hand	6	10	9	668	60	25	5	4	359	308	310	594	4	.....	2,362
Abdomen/Pelvis	.....	4	105	28	7	6	1	1	70	67	13	397	1	.....	700
Hip/Knee	2	9	11	54	10	12	1	1	219	270	79	553	2	.....	1,223
Knee/Foot	5	20	18	437	55	19	5	2	607	869	457	1,646	7	.....	4,147
Entire Body	5	36	294	105	84	9	3	21	120	154	88	393	4	.....	1,316
Other	19	4	3	25	3	2	1	1	5	19	9	59	5	.....	155
No Injury	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	139,737	139,737
Totals	59	1,267	934	7,173	1,228	156	26	36	2,265	3,781	2,027	12,945	45	139,737	272,679

Total persons involved, 171,679. Total injured, 31,942 (18.61 per cent). Total noninjuries, 139,737 (81.39per cent).

*1977 Motor-vehicle Traffic Incident Frequencies**

The following table gives a summary of the incident frequency during the period 1967 to 1977:

Year	Motor-vehicles Licensed	Number of Incidents	Incidents Per 1,000 Vehicles Licensed	Injuries	Deaths	Deaths Per 10,000 Vehicles Licensed	Average Property Damage	Deaths Per 100 Million Miles	Fatal Incidents	Fatal Incidents Per 100 Million Miles
							$			
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
1974	1,333,891	84,445	63.30	28,699	844	6.3	995.26	6.80	718	5.79
1975	1,349,382	85,601	63.44	25,003	717	5.3	1,017.33	5.70	593	4.71
1976	1,411,380	84,158	59.65	25,239	630	4.5	1,047.61	4.86	541	4.17
1977	1,556,262	115,046	73.92	31,942	718	4.6	1,133.00	5.18	617	4.45

* Reportable incidents are those where the aggregate property damage exceeds $200 or a person is injured or killed. During 1977, a new Traffic Incident Reporting system was introduced and as a result, a higher number of incidents were reported. Prior to 1977, incident data was obtained from driver completed forms. The new system now obtains data from forms completed by the police. Due to the significant change in the way reports are submitted, comparison between data previous to 1977 and data of 1977 should not be attempted.

The number of incidents in 1977 increased to 115,046, up from 84,158 in 1976. The 26.85 per cent increase is due to a larger number of traffic incident reports received during 1977 by the new system. In 1977 there were 617 fatal incidents and 718 deaths, an increase from the 1976 figures which show 541 incidents and 630 deaths. The rate of deaths per 100 million miles increased from 4.86 in 1976 to 5.18 in 1977. Similarly, fatal incidents per 100 million miles in 1977 were 4.45, up from 4.17 in 1976.

Property damage based upon nationally adjusted dollar values per vehicle is estimated at $185,141,760. In 1977, 242,650 vehicles were involved and 163,422 vehicles were damaged. The average property damage per vehicle in 1977 was $1,133. Comparisons between 1976 and 1977 cannot be used. Based upon nationally adjusted dollar values, apparent economic loss including property damage per incident is estimated at $517,644.000.

THE MOTOR-VEHICLE INSPECTION DIVISION is responsible for continued inspection of vehicles with regard to their mechanical safety.

MOTOR-VEHICLE INSPECTION

During 1977 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, Richmond, Burnaby, and Nanaimo.

The following table shows the number of inspections completed at each inspection station:

Inspection Station	Approved	Rejected	Percentage Rejected	Inspections Conducted
Victoria—				
1976	106,542	36,558	25.5	143,100
1977	108,906	32,999	23.1	141,905
Vancouver—				
1976	109,420	48,560	30.7	157,980
1977	112,973	49,926	30.6	162,899
Richmond—				
1976	78,116	22,339	22.2	100,455
1977	72,098	21,094	21.0	100,192
Burnaby—				
1976	145,703	56,848	28.1	202,551
1977	136,587	53,642	28.1	190,229
Nanaimo—				
1976	22,449	11,570	34.0	34,019
1977	26,932	9,833	26.7	36,765

Summary of Vehicle Inspection, 1977/78

	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	174,307	77,531	27,627	4,674	284,139	35,523	38,368	21,545	3,871	99,307	63	.....	21	3	87	383,533
Commercial	32,314	10,581	3,425	849	47,169	8,961	6,309	2,437	1,112	18,819	134	70	19	.....	223	66,211
Motorcycle	2,893	540	72	31	3,536	425	187	31	11	654	16	.....	.....	.....	16	4,206
Trailer	2,389	1,469	549	315	4,722	614	231	126	48	1,019	5,075	2,769	1,090	738	9,672	15,413
Totals	211,903	90,121	31,673	5,869	339,566	45,523	45,095	24,139	5,042	119,799	5,288	2,839	1,130	741	9,998	469,363

	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	42,353	47,831	29,739	5,303	125,226	2,240	3,457	2,612	715	9,024	88	77	129	19	313	134,563
Commercial	11,577	8,054	3,356	1,072	24,059	867	832	540	132	2,371	73	32	20	14	139	26,569
Motorcycle	682	362	44	24	1,112	47	10	11	11	79	.....	10	.....	.....	10	1,201
Trailer	806	320	150	125	1,401	86	24	31	21	162	1,731	1,150	492	225	3,598	5,161
Totals	55,418	56,567	33,289	6,524	151,798	3,240	4,323	3,194	879	11,636	1,892	1,269	641	258	4,060	167,494
Per cent	20.7	38.6	51.2	52.6	30.9	0.7	8.7	11.7	14.8	8.9	26.4	30.9	36.2	25.8	28.9	26.3
Presented for inspection	267,321	146,688	64,962	12,393	491,364	48,763	49,418	27,333	5,921	131,435	7,180	4,108	1,771	999	14,058	636,857

Vehicle age-group: Age 1, 1973 and later; Age 2, 1968 to 1972; Age 3, 1963 to 1967; Age 4, 1962 and earlier.

Notices requiring the owner to present his motor-vehicle for inspection were mailed to 530,605 of whom 260,580 required a second notice.

During the inspection of motor-vehicles it was found that 167,494 did not meet the standards and were rejected. The total number of defects found were 349,743 or 2.08 defects for each rejected vehicle.

The inspection stations found 204 vehicles to be in such condition that they could not be allowed to return to the highway. The vehicles were condemned, their licence suspended, and they were towed away from the inspection station.

Causes of Rejection

Code	Age 1	Age 2	Age 3	Age 4	Total
1. Motor-vehicle licence	1,345	755	250	66	2,416
2. Number-plates	1,660	1,889	1,065	327	4,941
3. Plate-lamp	4,954	8,090	5,177	1,130	19,351
4. Tail-lamps	2,099	3,418	2,607	725	8,849
5. Stop-lamps	4,589	5,202	4,295	1,367	15,453
6. Turn-signals	3,806	5,821	5,148	1,357	16,132
7. Reflectors	933	928	656	465	2,982
8. Horn	1,039	1,805	1,504	353	4,701
9. Windshield-wipers	643	2,016	1,430	560	4,649
10. Left window-raiser	439	714	490	117	1,760
11. Doors, body hood	849	2,503	2,941	991	7,284
12. Bumper, mudflaps	942	1,387	1,190	345	3,864
13. Headlamps[1]	14,971	20,017	14,562	2,980	52,530
14. Identification lamps	1,308	1,127	465	287	3,187
15. Spot-lamps	1,641	975	321	123	3,060
16. Fog-lamps	764	2,575	1,364	232	3,935
17. Auxiliary lamps	1,235	609	342	118	2,304
18. Wheel alignment	4,668	4,210	3,228	625	12,731
19. Steering mechanism	8,584	11,666	9,664	2,829	32,743
20. Tires, wheels	10,036	12,604	7,258	1,597	31,495
21. Fuel system	439	574	332	148	1,493
22. Exhaust, muffler	10,166	14,560	9,161	2,003	35,890
23. Service Brakes	8,469	8,308	4,958	1,251	22,986
24. Pedal reserve	1,252	1,676	1,559	518	5,005
25. Brake connections	3,754	4,355	3,513	754	12,376
26. Air or vacuum	409	386	262	74	1,131
27. Vehicle noise	515	739	387	121	1,762
28. Parking Brake	3,259	4,658	2,878	691	11,486
29. Visibility	4,864	4,780	2,726	519	12,889
30. Driver seat-belts	1,412	1,744	1,070	184	4,410
31. Miscellaneous	2,425	2,044	1,138	341	5,948
Grand totals	103,469	131,135	91,941	23,198	349,743

[1] Headlight adjustments, 53,882.
Vehicle Age Code: Age 1, 1973 and later; Age 2, 1968 to 1972; Age 3, 1963 to 1967; Age 4, 1962 and earlier.

Twenty-nine Authorized Fleet Inspection Stations have been established. Three of the stations inspect all types of vehicles, and 26 are authorized to inspect regular (commercial) trailers only. Vehicles inspected and approved at these stations totalled 4,867.

Another service provided by inspection stations is the mechanical inspection of salvaged vehicles. A total of 1,008 salvaged vehicles was inspected and those that were approved were issued a Certificate of Mechanical Condition. The average time taken to inspect a salvage vehicle is 1.5 hours.

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 school buses and provides for periodic inspection of school buses. The inspection is carried out on behalf of the

Superintendent of Mechanical Inspectors of the Royal Canadian Mounted Police, the Motor Carrier Branch 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 school buses. School buses in the Victoria, Greater Vancouver, and Greater Nanaimo areas are inspected either at the inspection station in the area or by an inspector from a station.

During the year there were 1,450 permits issued for vehicles to be used as school buses. These include 1,281 renewal permits and 169 permits for new vehicles. This compares to 1,482 for the previous year. Of the number of permits issued, 75 were cancelled as the result of the sale and transfer of vehicle or because of poor mechanical condition. From April 1, 1977, to March 31, 1978, school buses were involved in 185 accidents, 164 were involved in property damage, and 21 cases involved personal injuries.

PERMITS FOR FLASHING RED AND AMBER LAMPS, SIRENS, THEFT ALARMS AND ALLEY LIGHTS, FLASHING HEADLAMPS

Under provisions of the Motor-vehicle Act Regulations, the Superintendent may, issue permits to allow a vehicle to be equipped with a flashing lamp. Such 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. The regulations also specify, however, that certain emergency vehicles, tow cars, and pilot cars may be equipped without obtaining such a permit.

From April 1, 1977, to March 31, 1978, 60 permits were issued for flashing amber lamps and 20 permits for flashing red lamps. In addition, 13 permits were issued to allow installation of sirens and red flashing lamps on vehicles. These vehicles were usually ambulances or the personal vehicle of the chief of a volunteer fire department in a small community.

Four permits were issued for the installation of theft alarms in vehicles.

Fourteen permits were issued to allow fire departments the use of flashing headlamps.

CENTRAL REGISTRY*

The Superintendent of Motor-vehicles is also the Registrar General and in this capacity is responsible for the operation of Central Registry.

Documents are searched and recorded in accordance with the *Bills of Sale Act, Conditional Sales Act, Mechanics' Lien Act,* and *Assignment of Book Accounts Act;* and are registered in connection with the *Companies Act* when chattels refer to motor vehicles. A certificate issued in respect of a grant made under the *Provincial Home Acquisition Act,* describing a mobile home situated in a mobile home park, is also registered in the office of the Registrar General. In the case of corporations, personal goods or chattels other than motor-vehicles, are recorded with the Registrar of Companies.

The Central Registry accepted for registration a total of 413,827 documents during the 1977/78 fiscal year which was a decrease of 3,339 documents when compared with the 1976/77 fiscal year. However, there were 19,907 discharges accepted for registration during the 1977/78 fiscal year, which is an increase of 8,804 documents over the previous year. This increase is a reflection of certain amendments made to the statutes administered by the Central Registry and now

* The Central Registry was transferred to the Ministry of Consumer and Corporate Affairs on April 1, 1978, and M. A. Jorre de St. Jorre, Registrar of Companies, assumed the duties of Registrar-General.

permits this office to provide up-to-date information, as well as eliminate obsolete information from the files.

The *Mechanics' Lien Act* was amended whereby the Central Registry may now accept a mechanics' lien regarding a boat or boat motor.

Search fees for the year amounted to $533,943.50, an increase of $164,795.55; photographic copying fees amounted to $9,006.25, an increase of $661.20; and document registration fees amount to $3,442,944, an increase of $1,284,238. The total amount accounted for by Central Registry for the 1977/78 fiscal year amounted to $3,985,893.75, an increase of $1,449,694.75 over the previous year.

A statistical comparison with the 1976/77 fiscal year follows and provides a detailed report of the various activities carried out by the Registry.

Statistical Comparison 1976/77 and 1977/78 (April 1 to March 31)

	1976/77 Fiscal Year	1977/78 Fiscal Year
Total documents filed under—		
Conditional Sales Act	89,944	75,970
Bills of Sale Act	257,979	258,994
Mechanics' Lien Act	33,622	35,412
Assignment of Book Accounts Act	1,508	1,841
Companies Act	644	867
Provincial Home Acquisition Act	2,334	1,095
Late order filings under *Conditional Sales Act*	4,658	4,204
Late order filings under *Bills of Sale Act*	15,344	15,436
Late order filings under *Assignment of Book Accounts Act*	30	101
Documents discharged under—		
Conditional Sales Act	1,931	3,740
Bills of Sale Act	5,603	12,031
Mechanics' Lien Act	2,783	3,309
Assignment of Book Accounts Act	76	106
Companies Act	292	330
Provincial Home Acquisition Act	418	391
Total number of documents accepted	417,166	413,827
Number of records added to file—		
Serial file	430,686	443,501
Alphabetical file	140,365	141,835
Total number of entries added to Central Registry records	571,051	585,336
Total value of—	$	$
Document registration fees received	2,158,706.00	3,442,944.00
Search fees	369,147.95	533,943.50
Photographic copies	8,345.05	9,006.25
Total revenue	2,536,199.00	3,985,893.75

WEIGH SCALE BRANCH

This Branch operates 39 permanent weigh scales throughout the Province, situated at strategic points along the main highway system. Thirty-five of the scales are manned on a regular basis, with certain Border scales being operated on a 24-hour seven-day-week basis.

The Branch also has 17 portable units to monitor commercial vehicle activity in areas where there are no permanent scales. Portable operators also monitor logging-truck loads through data compiled by Ministry of Forests' scalers. This involves up to 700,000 loads per annum.

In addition to monitoring and checking commercial vehicles, weighmasters are responsible for issuing various types of permits, such as temporary operation, nonresident, motive-fuel user, highway crossing, overweight, and oversize.

Weighmasters are also required to enforce the various statutes pertaining to the operation and movement of commercial vehicles, and are empowered to lay charges under the *Commercial Transport Act, Motor Carrier Act, Motor-vehicle Act, Highway Act, Motive-fuel Use Tax Act,* and *Motor Vehicle Transport Act* (Canada).

During the year substantial amendments made to the Commercial Transport Act Regulations took effect. These changes allowed for greater flexibility in the use of highway transport vehicles as well as for some increase in gross vehicle weights to counteract increased fuel costs and other factors affecting highway transportation costs.

Simultaneously, the regulations were converted to the System International, and all weights and dimensions are now indicated in both metric and imperial to familiarize industry with the changeover.

Statistics for this Branch for fiscal year 1977/78 are as follows:

Commercial vehicles checked	1,925,860
Prosecutions entered	6,255
Permits Issued	
Single trip and short term (oversize and overweight)	70,759
Nonresident	31,823
Temporary operation	33,556
Motive-fuel (permits and/or emblems)	11,521
Restricted route	6,540
Highway crossing	1,150
Special temporary (Motor Carrier)	1,235
Term overweight and oversize	582
Total permits issued	157,166

Revenue Collected, 1977/78

	$
Oversize and overweight permits	1,062,569
Nonresident permits	799,767
Temporary operation permits	100,640
ICBC (nonresident, temporary operation, and highway crossing)	425,482
Restricted route permits	228,681
Motive-fuel tax	134,311
Highway crossing permits	11,500
Supplementary fees	12,251
Special temporary permits	4,283
Total	2,779,484

TRANSPORT RESEARCH AND PLANNING

The Research and Planning Division is playing an expanding role in the activities of the Ministry related to Provincial transport policy development and its application to specific projects. With proposed changes to the Federal transport policy affecting a wide range of Provincial jurisdictions, and together with a maturing of the infrastructure in British Columbia, the need for refinement of terms of reference for the future has never been more apparent. The impetus in evolution of a Provincial transportation policy for the past year was provided by the Division through programs principally in airport, railway, marine, and surface modes.

During the year under report the Provincial Air Transport Assistance Program was established to meet airport facility needs of regional and subregional centres by improved access for basic scheduled and emergency services. Applications by communities for project assistance are now being received, and the budget of $5 million for the first year of the program, 1978/79, is expected to be fully allocated through grants. The program is expected to rekindle the interests of the private sector and the spirit of local responsibility, both inherent elements of success. Also, its impact will be positive in terms of social and economic objectives for, particularly, the more isolated areas of the Province.

This Division, together with Transport Canada, is also actively pursuing the development plans of instituting a land-based air passenger service between downtown Victoria and Vancouver International Airport with possible extensions of service to other British Columbia centres and Seattle. Both DASH-7 and helicopter equipment alternatives are being considered.

With respect to construction of other airports in the Province, the Division continues to liaise with Transport Canada on matters of site selection and cost responsibility. Personnel are also active in issues of Canada-United Kingdom bilateral agreement negotiations, general aviation policy, and air service systems planning development.

In matters of railway service, the Division continued its effort to ensure that economic and financial realities are thoroughly considered for rail abandonment proposals, doube-tracking projects, and passenger service changes. Specific issues arose in connection with Provincial positions on Canadian National's application to abandon the Cowichan and Saanich Subdivisions on Vancouver Island, CP Rail's similar application for the Okanagan Subdivision, CP Rail's Lake Louise double-tracking project, and passenger operations of the Esquimalt and Nanaimo Railway and the U.S. Amtrak service to Vancouver. Where abandonment of rail service has taken place, the question of right-of-way disposal arises. The Division intends to lead a multi-ministerial committee in proposing a formal policy for implementing the Province's interest. Such interests may relate to maintaining transport corridors, or alternative uses in agriculture, highway access, and commercial/industrial planning.

The Division continues to monitor any activity by the State of Alaska in respect of their consideration of a rail connection to the lower 48 states.

The B.C. Rail Royal Commission concluded its investigation into operations of the Province's railway in the past year. Depending on its recommendations and matters of acceptance and decisions made by the Provincial Cabinet, the Division may be required to contribute significantly in economic planning for the future of

B.C. Rail. Although the Ministry did not participate in public hearings, the proceedings were monitored with a view toward possible involvement in respect of implementing the conclusions.

The Province's most important users of bulk rail service—forest and mining industries—are concerned about the impact of revisions to the Railway Cost Order. Cost determination of the Canadian Class I Railways is critical for calculation of subsidies for passenger services and branch lines, assessment of minimum and maximum freight rates, and evaluating the economies of branch line abandonment proposals. The positions on these specific matters together with prescribed acceptable depreciation practice, cost of capital, and overhead allocation techniques are represented by the Division in meetings with the other nine provinces and the Canadian Transport Commission.

In marine matters, the Research and Planning Division continued its liaison function in a number of Federally initiated port development and policy-oriented issues. Expansion of grain and bulk handling facilities at Prince Rupert and proposed construction of Phase II at Roberts Bank for coal, potash, and sulphur loading continued to be at the forefront of port planning. A delicate balance of economic objectives and environmental protection must be sought by all involved parties, particularly in the Roberts Bank activity. Improvements in port capability have been proposed for Masset, Stewart, and Campbell River. These too, are under consideration by the Division.

In proposed amendments to the Canada Ports Policy, Bill C-6, and the regulations of the *Canada Shipping Act,* Bill C-54, the Division was active in delineating those areas of impact to British Columbia as a Pacific Rim trading partner and an entrepôt for western Canada. The Province's position on establishment of a Canadian merchant fleet is also a responsibility.

The Division continued its participation in the Western Provinces Inter-Modal Passenger Study under the auspices of the Federal Provincial Committee on Western Transportation. The Inter-Modal study will identify areas in the passenger transport sector that require service change and improvement.

The Alaska Highway Gas Pipeline proposal is one of the most important transportation developments in British Columbia. The economic implications of the pipeline system, apart from carefully studied social and environmental consequences, will have a significant impact on the distribution of energy resources in North America. The Division has an active part in the transportation impact of pipeline development: pre-construction, construction, and operating phases.

A good deal of the Division's effort has and continues to be devoted to the transportation requirements of Northeast Coal development. The co-ordinated planning effort between various ministries and B.C. Rail for provision of road and rail infrastructure is being led by the Division.

Finally, the Federal Government has proposed a national formula designed to integrate existing rail relocation and grade separation projects into an expanded Urban Transportation Assistance Program. The Research and Planning Division is co-ordinating British Columbia's role in this program.

COMMUNICATIONS

SYSTEM DEVELOPMENT AND REGULATION BRANCH

The function of this Branch is to deal with the "public interest" aspects of the Government's involvement with communications. This includes dealing with the impact technological developments will have on people of the Province, the need for extension and improvement of service, and rates which will be charged for service. Since communications services are provided mainly by companies under Federal jurisdiction, many of the Branch activities are by way of liaison, negotiation, and intervention before Federal boards.

This Branch provided liaison with the Federal Department of Communications and the Ministry of Education for the use of the Hermes Satellite and the Anik B Satellite for educational television purposes. Personnel also participated in the interministry committee investigating the uses of remote sensing satellites for Provincial Government purposes, and prepared a policy paper on satellite earth station ownership for presentation to the Provincial Cabinet and forwarding to the Federal Government.

In the field of Federal-Provincial relations, staff participated in a Federal-Provincial Working Group investigating Pay Television, analysed and made recommendations regarding the revised Federal Telecommunications Bill C-24, and prepared all background papers for the Federal-Provincial Communications Ministers' Conference originally scheduled for November 1977 and finally held in March of 1978.

Branch staff prepared the Provincial position paper and attended the hearing on the CN/CP interconnect application with the Bell system before the CRTC commencing in March 1978. In addition, staff monitored various CRTC broadcast public hearings for applications affecting the citizens of British Columbia.

A brief was prepared and submitted to the CRTC on the proposed joining of Telesat and the Trans-Canada Telephone System. This paper was subsequently presented to the Commission through the Ministry of the Attorney-General.

Staff participated in two studies—an interministerial study on electronic payment systems, and a study on the communications requirements for the proposed Alcan Pipeline. In addition, previous estimates submitted by this Branch on the proposed Northeast Coal Development Project, were reviewed and updated.

Considerable emphasis was placed on communications requirements in the northern part of the Province. Liaison was furthered with the Kitimat-Stikine Regional District and the ground work was undertaken to retain a consultant to prepare a report on existing communications facilities. This report detailed the needs and priorities for communications requirements in the northwest corner of the Province, from Highway 16 north to the Alaska border.

Some considerable time was spent in the preparation of goals for provision of telecommunications services in British Columbia, and a comprehensive submission was prepared by staff for the Provincial Cabinet on the telecommunications industry in British Columbia and in Canada.

Preliminary investigation was undertaken into the possible introduction and implementation of a Province-wide emergency response system utilizing the 911 telephone system.

Investigations were carried out on complaints received about cablevision, radio, and television services in the Province, and work done by the Branch resulted in a number of these complaints being satisfactorily resolved.

A responsibility of this Branch is to provide staff support to the Motor Carrier Commission in its regulation of Okanagan Telephone Company (OK Tel). Accordingly, staff continued work on four orders from the MCC Decision 61-76 requiring Okanagan Telephone Company to

(*a*) submit a proposal for establishing and maintaining a Continuing Property Record which will provide greater detail on the cost and location of units of telephone plant;

(*b*) conduct a study with a view to revising its depreciation rates;

(*c*) provide the Commission with advance information concerning its construction program;

(*d*) file with the Commission regular reports of a specific list of standard indices disclosing quality of service furnished.

A rate increase application was filed with the Commission in June 1977, to obtained uniformity of rates with the B.C. Telephone Company rate increase of May 1977. Staff prepared material concerning income debenture financing, the growth parameters of the construction program, service standards and rates for the Commission's review.

The company's application was granted approval with the exception of the mobile stations tariff where the Commission requested that a revised application be submitted. This issue was still under review at the close of the fiscal year.

While the B.C. Telephone Company is currently regulated by the Federal Canadian Radio-Television and Telecommunications Commission (CRTC) in Ottawa, the Government of British Columbia, through the Attorney-General, intervenes on behalf of the B.C. Tel subscribers when that company applies for rate increases. The purpose of the intervention is to closely scrutinize the material which the company advances to support its case, and to bring to the Commission's attention any concerns which the Government may have concerning B.C. Tel's operation. Branch staff works with counsel from the Ministry of the Attorney-General to prepare the Government's case and to advise counsel during the public hearings.

During December 1977, B.C. Tel applied for a restructuring and increase in their CATV Support Structure Services (Private Services Tariff CRTC (TP) No. 52). Staff prepared a submission for a public hearing scheduled for May 1978 expressing concerns about the method of evaluating the proposed tariff's effect on the CATV and B.C. Tel subscribers.

Throughout the year, staff prepared reports concerning the impact of the TWU strike in late 1977; the impact of the Provincial Government interventions at BC. Tel rate hearings; an historical analysis of telecommunications in the Province; and regulatory decision analysis.

Over the year many complaints were received from British Columbia residents about telephone service provided by both B.C. Tel and OK Tel. While primary responsibility for dealing with complaints about B.C. Tel rests with the CRTC, this Branch nevertheless provides assistance to any resident of British Columbia who seeks it in the resolution of problems with service. B.C. Telephone Company officials have co-operated well with Branch staff, and many cases have been satisfactorily resolved.

In this process the Branch is able to obtain an indication of areas with deficient service standards. Since OK Tel is within Provincial jurisdiction, any complaints respecting that company are handled directly by Branch staff on behalf of the Motor Carrier Commission.

During the year staff participated with the CRTC on an intergovernmental committee attempting to resolve an impasse between the Prince Rupert Telephone Department and B.C. Tel concerning the sharing of toll revenue, but to date the issue has not been decided.

The Branch, with the assistance of consultants, participated in Phase I of the CRTC Inquiry into Telecommunications Carriers' Costing and Accounting procedures. The topics of depreciation and income tax were the main concerns of this phase of the inquiry. Phase II is scheduled for the latter months of 1978.

An application by a local group from the Dease Lake-Iskut/Eddontenajon area for a telephone system in this area was first raised in January 1977, and staff, acting on behalf of the MCC, continued to meet with company officials, technicians, and the Commission to review this project.

Branch personnel experienced in utility regulation continued to be called to make recommendations on oil pipeline tariffs submitted to the Minister for consideration under the *Pipe-lines Act*. Applications were reviewed from Westcoast Petroleum Ltd. and Pacific Petroleums Ltd.

TELECOMMUNICATIONS SERVICES BRANCH

This Branch is responsible for the co-ordination, design, provision, maintenance, and operation of telecommunications systems and services required by Provincial Government ministries and some agencies, with the exception of the radio systems owned and operated by the Ministry of Forests and the Ministry of Highways and Public Works. The major activities of the Branch are concerned with telephones, radio systems, data communications, and a variety of local communications systems.

Telephone Systems Division

During the year the Division processed a total of 2,811 service orders to telecommunications common carriers. These resulted in an increase in telephone rental costs amounting to $450,000 annually, and a nonrecurring installation cost amounting to $293,000.

A major disruption in the productive effort of this Division occurred because of a B.C. Tel strike/lockout situation, with the work stoppage lasting from November 24, 1977, until February 13, 1978. The principal adverse effects were

(1) part of the Government private-line network became inoperative, causing a large increase in the B.C. Tel long distance network at extra cost;

(2) all work on alterations and new installations stopped. This resulted in a massive backlog of projects when work was resumed.

(3) all planning and engineering by B.C. Tel stopped because supervisory personnel were involved in B.C. Tel operations. This increased the backlog.

At the end of the fiscal year, a rigid priority system for telephone work was in effect, but the combination of a large backlog and an unusually large amount of new work was causing long delays in provision of telephones, particularly in the Victoria area.

In May 1977, most Government offices in the downtown Vancouver area were connected to a new Centrex operation which provides dial access direct to each local telephone without the assistance of an operator. This additional automation was necessary because of the growth of the system, and for most offices it is more

efficient than the old system. However, the function of some organizations demands the services of an operator, and provision was made for the necessary systems, separate from the Centrex.

Assistance in an advisory and co-ordinating capacity was provided on request to municipalities interested in establishing the emergency telephone number "911". This was particularly effective in the case of Kamloops, where good progress was made in the development of their system.

Telephone Operations Division

The two Telephone Operations Division, one in Victoria and the other in Vancouver, continued to provide effective service for Government personnel and the public. There was one partial exception, when the B.C. Tel strike/lockout resulted in picketing which was selectively directed to the telephone operators at the main Parliament Buildings exchange in the Douglas Building. However, operation of the exchange continued in the automatic mode.

Because of the nature of their work, the job of the Ministry's telephone operators on busy exchanges is unusually demanding and rigorous, and the cheerful service they habitually provide is thoroughly commendable.

Radio Division

A number of projects reached or approached completion. Examples are

(1) AMBULANCE SERVICE—a number of local base stations, including radio paging systems for effective control of personnel.
(2) CO-ORDINATED LAW ENFORCEMENT UNIT—a radio system in the Victoria area and a number of smaller projects.
(3) SHERIFF'S SERVICE—a number of base stations.
(4) AIR SERVICES BRANCH—an improved H/F system to extend radio communications throughout the Province, and a VHF ground-to-air system for the Victoria-Vancouver area.
(5) FISH AND WILDLIFE BRANCH—additional base stations and mobile radios.
(6) PROVINCIAL FIRE MARSHAL—a new base station.
(7) TELECOMMUNICATIONS SERVICES BRANCH—minor advances toward an electronic laboratory, and development of a computer-assisted program for processing and recording radio licensing for all ministries.

Data Communications Division

At the end of the fiscal year, the Data Communications Network consisted of 110 Telex stations, 70 TWX stations, and nine Facsimile stations.

During the year, messages processed by the Message Centre numbered as follows: Telex and TWX, 43,611; Facsimile, 3,294.

Auxiliary Communications Division

This Division is concerned with local communications services such as the sound reinforcement systems in the Legislature and elsewhere, numerous paging and public address systems for courtrooms, many types of office intercommunications, and other audio and visual systems.

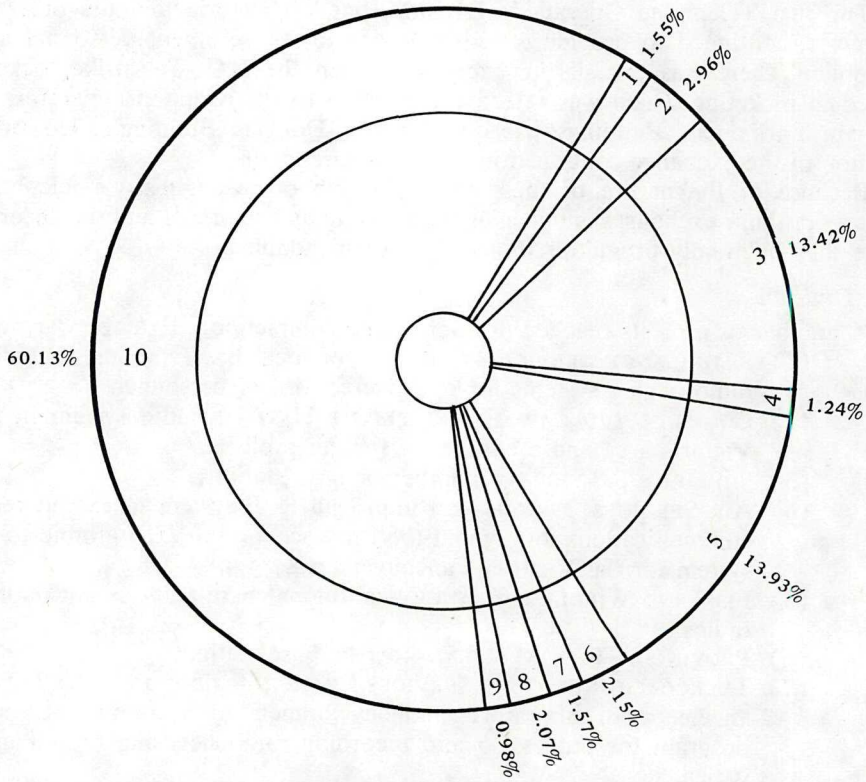
A major project in this category is the sophisticated sound, visual and animation production and control system which is progressively being developed and installed to augment the exhibits of the Provincial Museum. This project moved slowly because of financial restraint. However, with the development of additional museum displays, it is expected that the work will accelerate in subsequent years.

ADMINISTRATION

FINANCE

HOW THE ENERGY, TRANSPORT AND COMMUNICATIONS DOLLAR IS SPENT

Fiscal Year 1977/78



1. General Administration, Engineering Branch.

2. Weigh Scale Branch.

3. Motor-vehicle Branch.

4. Motor Carrier Branch and Commission.

5. Telecommunications Services Branch and System Development and Regulation Branch.

6. Transport Research and Planning Branch.

7. B.C. Energy Commission.

8. Building Occupancy Charges.

9. Computer and Consulting Services Branch.

10. B.C. Ferries Corporation—annual highway equivalent subsidy and lease payments on ferry vessels.

Summary of Expenditures, Fiscal Year 1977/78

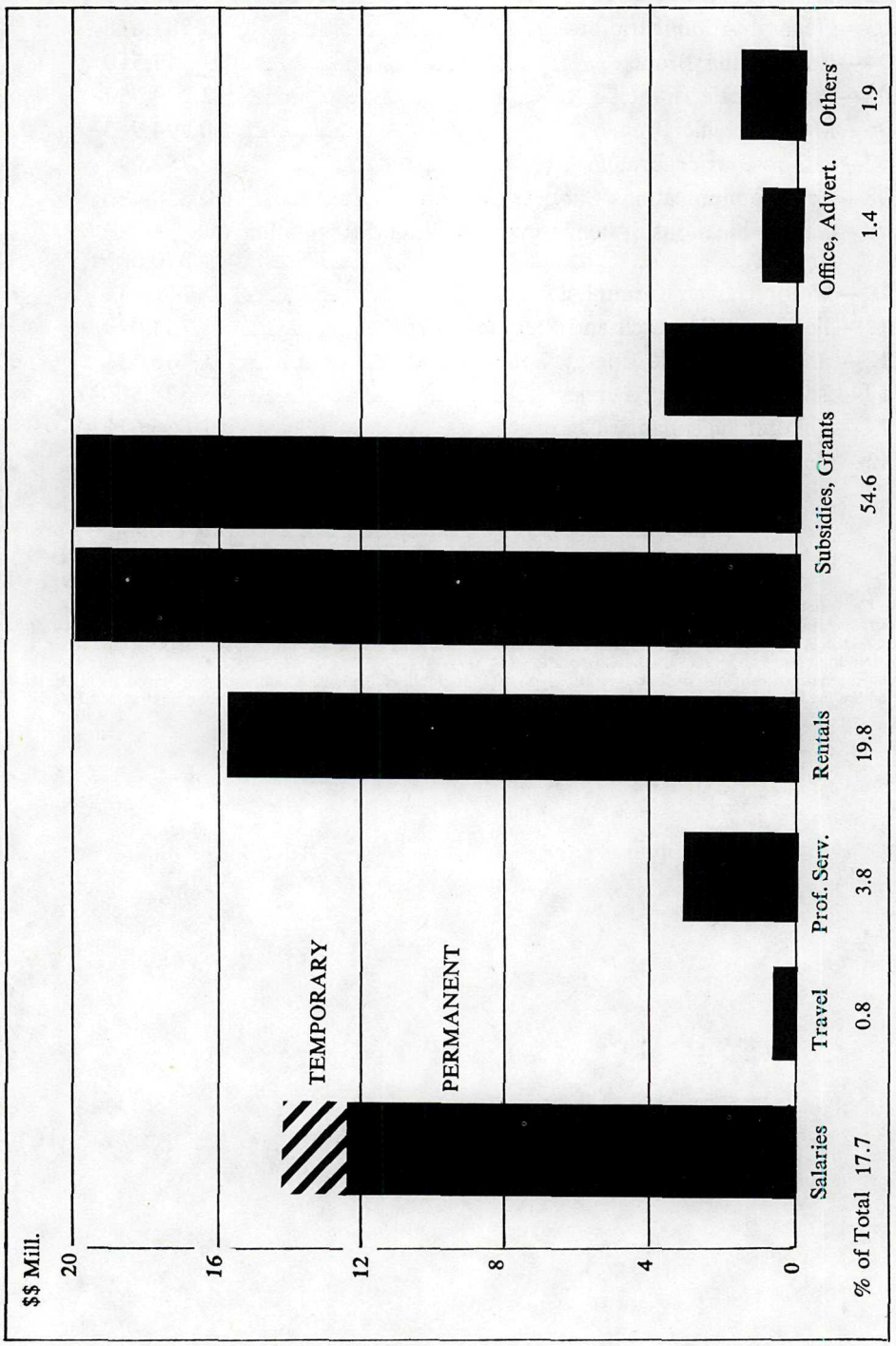
Vote	$
102—Minister's Office	125,013
103—General Administration	581,615
104—Engineering Branch	544,510
105—Weigh Scale Branch	2,379,957
106—Motor-vehicle Branch	10,794,763[1]
107—Motor Carrier Branch	782,293
108—Telecommunications Services Branch	10,858,420
109—Communications System Development and Regulation Branch	350,636
110—Motor Carrier Commission	211,434
111—Transport Research and Planning Branch	1,733,049
112—British Columbia Energy Commission	1,260,631
113—British Columbia Ferries	48,378,500[2]
114—Building Occupancy Charges	1,666,619
115—Computer and Consulting Charges	789,000
Total	80,456,440[3]

[1] The Central Registry Division of the Motor-vehicle Branch was transferred to the Ministry of Consumer and Corporate Affairs, effective April 1, 1978. Expenditures for the fiscal year 1977/78 amounted to $334,500.

[2] Comprised of the Annual Highway Equivalent Subsidy to B.C. Ferry Corporation ($43,558,700), and lease payments for three ferries operated by the Corporation ($4,819,800).

[3] Total expenditures do not include operations of the Air Services Branch, which was transferred from the Ministry of the Provincial Secretary and Travel Industry, effective December 8, 1977 (fiscal year total $1,782,116).

MINISTRY EXPENDITURES BY STANDARD OBJECTS OF EXPENDITURE, FISCAL YEAR 1977/78



PERSONNEL SERVICES

Major changes occurring during the year included the introduction of a comprehensive short-term and long-term illness and injury plan for all employees; a management classification study known as the "Hay Plan" was implemented for all excluded management employees and also included a new benefit package; plus there were changes to the optional selection of benefits plan for all licensed professionals. Staff changes included the appointment of Roy Illing, former Marine Administrator with the Federal Ministry of Transport, Ottawa, to the position of Deputy Minister, effective June 1, 1977; and Harold Page, former Director of System Development and Regulation Branch, was appointed Assistant Deputy Minister, Communications, on November 1, 1977.

Due to reorganization of the Public Service Commission, Treasury Board, and the Government Employee Relations Bureau, there was a large increase in the work load of the Ministry's personnel offices, with only a slight increase in staffing activity over the previous year as a result of a continuing program of staffing restrictions.

Total employees hired (regular, auxiliary)	294
Employees hired (auxiliary, limited)	136
Employees promoted	58
Employees receiving lateral transfers	9
Resignations	72
Retirements	11
Deaths	3
Voluntary demotions	3

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