

quick statistics



December 2017

Quick statistics

This report contains general information about crashes, injured and fatal victims, auto crime and vehicle and driver populations.

Media contacts

If you have any questions about this report, please contact us:

Joanna Linsangan

Sr. communications specialist
o: 604-982-2480
c: 604-250-1155

Lindsay Olsen

Sr. communications specialist
o: 604-982-4759
c: 604-839-5650

Notes about the data

- ICBC has implemented a new claims system to offer improved service to our customers. With the new claims system, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.
- In 2008, legislation changed so that police are not required to attend all crashes and attendance is at their discretion. For this reason, there has been a marked decrease in the number of police attended reports submitted to ICBC, primarily for crashes that do not involve fatalities. Therefore, only fatal victim counts are provided by contributing factor.
- ICBC crash data is gathered from reports made to ICBC by insured registered vehicle owners, drivers, pedestrians and cyclists. Police crash data is gathered from reports completed by police or submitted by individuals to police.
- ICBC crash data is generally much larger in volume than police crash data because:
 - Basic insurance coverage through ICBC is mandatory; therefore crash occurrences are reported to ICBC.
 - Whereas, police do not attend all crashes. Typically only the more serious crashes involving injury or fatality are attended. In addition, the number of reports submitted by individuals to police is very low, as it's not mandatory that a crash be reported to police.
- In some reports, insufficient location details were available or gathered when the incidents were reported and these are listed as "Unknown".
- When comparing this edition with previous publications, counts may differ due to further development of data, rounding, late reporting or corrections.

ICBC regions

- In some reports, regional statistics are provided. ICBC divides British Columbia's regions as follows:
 - Lower Mainland: Includes the entire south-west corner of mainland B.C., from Pemberton to Boston Bar. It includes the Fraser Valley, Greater Vancouver and the southern Sunshine Coast.
 - Vancouver Island: Also encompasses the Gulf Islands and the mainland coastal community of Powell River.
 - Southern Interior: Includes the southern third of the province, including the Kamloops area, Okanagan and Kootenay regions, as far west as Boston Bar and Lillooet.
 - North Central: Includes the central Interior as far south as 100 Mile House, the Peace River district, Prince Rupert and Haida Gwaii, and all points north.

Availability of the data

- ICBC data on crashes is available by summer of the following year (i.e., summer 2018 for 2017 data). The sources are ICBC's Corporate Data Warehouse and Enterprise Data Warehouse.
- Police data on crashes and fatalities is available by winter of the following year (i.e., winter 2018 for 2017 data). The source is Police Traffic Accident System.
- Auto crime data is available by spring of the following year (i.e., spring 2018 for 2017 data). The sources are ICBC's Corporate Data Warehouse and Enterprise Data Warehouse.
- Vehicle and driver populations are available by spring of the following year (spring 2018 for 2017 data). The source is ICBC's Corporate Data Warehouse.

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Crashes & Casualty crashes

Crashes

Crashes reported to ICBC, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	260,000	260,000	280,000	300,000	330,000	290,000
Lower Mainland	170,000	170,000	180,000	200,000	220,000	190,000
Vancouver Island	35,000	35,000	38,000	41,000	44,000	39,000
Southern Interior	36,000	36,000	39,000	42,000	44,000	39,000
North Central	17,000	16,000	18,000	18,000	17,000	17,000
Unknown	2,700	2,500	1,300	1,400	1,600	1,900

Counts include incidents that occurred in parking lots or involved parked vehicles.

Counts over one hundred have been rounded.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Casualty crashes

Crashes resulting in casualties reported to ICBC, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	54,000	55,000	56,000	58,000	64,000	57,000
Lower Mainland	38,000	39,000	40,000	43,000	47,000	42,000
Vancouver Island	6,700	6,700	7,000	7,000	7,500	7,000
Southern Interior	6,600	6,400	6,500	6,500	6,900	6,600
North Central	2,200	2,100	2,200	2,100	2,100	2,100
Unknown	150	160	89	50	73	100

Casualty crashes: Motor vehicle crashes resulting in an injury or fatality.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Counts over one hundred have been rounded.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Fatal crashes

Fatal crashes

Fatal crashes reported by police, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	251	245	256	277	273	260
Lower Mainland	89	91	90	95	104	94
Vancouver Island	35	39	27	37	37	35
Southern Interior	83	67	95	90	79	83
North Central	44	48	44	55	53	49
Unknown	0	0	0	0	0	0

Fatal crash: Refers to a crash where a road user died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal crash counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Fatal victims

Fatal victims reported by police, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	281	269	289	295	288	285
Lower Mainland	97	98	93	100	110	100
Vancouver Island	38	42	27	38	38	37
Southern Interior	100	76	110	99	82	94
North Central	46	53	59	58	58	55
Unknown	0	0	0	0	0	0

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Role and gender

Fatal victims by role and gender in B.C.

		2012	2013	2014	2015	2016	5-year average
Driver	Male	121	117	133	132	130	127
	Female	24	31	28	31	44	32
	Unknown	0	1	0	0	0	1
Passenger	Male	23	19	32	25	18	24
	Female	36	30	32	27	19	29
	Unknown	0	0	0	0	0	0
Cyclist	Male	8	11	5	9	9	9
	Female	3	2	1	3	1	2
	Unknown	0	0	0	0	0	0
Pedestrian	Male	36	24	31	40	31	33
	Female	29	27	24	25	32	28
	Unknown	0	1	0	1	0	1
Other	Male	1	3	1	2	3	2
	Female	0	2	2	0	0	1
	Unknown	0	1	0	0	1	1

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Age range

Fatal victims by age range in B.C.						
Years of age	2012	2013	2014	2015	2016	5-year average
0-3	3	5	2	1	2	3
4-7	1	1	2	2	0	2
8-12	1	0	1	2	1	1
13-15	8	1	5	2	4	4
16-18	17	10	14	10	13	13
19-21	17	17	11	18	16	16
22-25	17	22	19	21	21	20
26-35	37	45	41	37	50	42
36-45	39	29	25	46	25	33
46-55	40	36	43	48	44	43
56-65	32	38	48	37	48	41
66-75	28	28	29	32	25	29
75+	37	34	44	37	37	38
Other	4	3	5	2	2	4

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Crashes involving:

Animals

Crashes where an animal was involved in B.C.							
		2012	2013	2014	2015	2016	5-year average
Incidents		10,000	9,900	10,000	11,000	11,000	11,000
Injured victims		520	500	650	690	690	610
Fatal victims		2	3	2	2	2	3
Crashes where an animal was involved, by region							
		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	1,000	970	1,100	1,100	1,100	1,100
	Injured victims	45	53	59	52	57	53
	Fatal victims	0	0	0	0	0	0
Vancouver Island	Incidents	2,000	1,800	1,900	2,200	2,300	2,000
	Injured victims	100	90	130	160	150	130
	Fatal victims	0	0	0	0	0	0
Southern Interior	Incidents	4,300	4,300	4,600	5,100	5,200	4,700
	Injured victims	230	220	280	300	310	270
	Fatal victims	1	0	1	2	2	2
North Central	Incidents	2,700	2,600	2,500	2,900	2,700	2,700
	Injured victims	150	140	170	170	170	160
	Fatal victims	1	3	1	0	0	1
Unknown	Incidents	240	210	140	120	140	170
	Injured victims	1	4	8	4	4	4
	Fatal victims	0	0	0	0	0	0

Crashes include crashes with both domestic and wild animals.

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Cyclists

- ICBC's interactive [crash map](#) on crashes involving cyclists in B.C. communities.
- More [stats, videos and tips](#) on cyclist safety.

Crashes where at least one cyclist was involved in B.C.							
		2012	2013	2014	2015	2016	5-year average
	Incidents	1,500	1,500	2,000	2,200	2,100	1,900
	Injured cyclists	1,500	1,600	1,700	1,800	1,700	1,600
	Fatal cyclists	11	13	6	12	10	11
Crashes where at least one cyclist was involved, by region							
		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	990	1,100	1,400	1,500	1,500	1,300
	Injured cyclists	990	1,100	1,200	1,200	1,200	1,100
	Fatal cyclists	5	7	2	6	4	5
Vancouver Island	Incidents	310	300	370	410	400	360
	Injured cyclists	310	300	320	340	330	320
	Fatal cyclists	2	4	3	2	3	3
Southern Interior	Incidents	140	140	200	210	210	180
	Injured cyclists	140	140	180	170	170	160
	Fatal cyclists	4	2	1	4	1	3
North Central	Incidents	24	33	24	29	27	27
	Injured cyclists	24	32	20	26	22	25
	Fatal cyclists	0	0	0	0	2	1
Unknown	Incidents	12	6	4	4	1	5
	Injured cyclists	12	6	3	4	1	5
	Fatal cyclists	0	0	0	0	0	0

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Heavy vehicle

Crashes where at least one heavy vehicle was involved in B.C.

	2012	2013	2014	2015	2016	5-year average
Incidents	12,000	13,000	13,000	14,000	15,000	13,000
Injured victims	3,300	3,400	3,100	3,100	3,300	3,200
Fatal victims	67	50	62	53	56	58

Crashes where at least one heavy vehicle was involved, by region

		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	8,000	8,600	8,500	9,300	11,000	9,000
	Injured victims	2,400	2,500	2,200	2,300	2,500	2,400
	Fatal victims	19	12	13	13	12	14
Vancouver Island	Incidents	810	1,000	1,100	1,200	1,300	1,100
	Injured victims	210	250	230	240	220	230
	Fatal victims	4	6	0	6	7	5
Southern Interior	Incidents	1,700	1,700	1,900	1,900	1,800	1,800
	Injured victims	450	380	410	390	390	400
	Fatal victims	30	15	36	16	24	25
North Central	Incidents	1,200	1,100	1,100	1,100	1,000	1,100
	Injured victims	250	160	160	180	190	190
	Fatal victims	14	17	13	18	13	15
Unknown	Incidents	200	200	110	110	77	140
	Injured victims	9	34	9	5	2	12
	Fatal victims	0	0	0	0	0	0

For incident and injured victim counts, heavy vehicle is defined as having a licensed gross vehicle weight of greater than or equal to 10,900 kg.

Fatal victim counts use the police definition of heavy vehicle: single unit truck heavy, combination unit truck/light or heavy, tractor-trailer, tractor-trailer and pup, logging truck and pole trailer, tow truck, combination unit truck/pull trailer/5th wheel, transit bus, local intercity bus, road construction (grader, paver, roller), general construction and mobile crane.

Injured and fatal victims include anyone injured in the crash—not only heavy-vehicle occupants.

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Hit-and-run

Hit and run crashes in B.C.						
	2012	2013	2014	2015	2016	5-year average
Incidents	48,000	49,000	48,000	51,000	54,000	50,000
Injured victims	2,200	2,600	1,900	1,900	2,000	2,100
Fatal victims	4	6	10	7	5	7

Hit and run crashes, by region							
		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	34,000	34,000	33,000	36,000	38,000	35,000
	Injured victims	1,700	2,000	1,500	1,500	1,500	1,600
	Fatal victims	2	5	6	4	3	4
Vancouver Island	Incidents	6,000	6,000	5,900	6,400	6,800	6,200
	Injured victims	230	250	170	170	200	200
	Fatal victims	1	0	1	1	1	1
Southern Interior	Incidents	5,400	5,700	5,400	6,000	6,100	5,700
	Injured victims	230	250	150	160	190	200
	Fatal victims	1	1	3	1	1	2
North Central	Incidents	2,600	2,500	2,700	2,700	2,500	2,600
	Injured victims	73	48	40	54	58	55
	Fatal victims	0	0	0	1	0	1
Unknown	Incidents	720	720	340	280	300	470
	Injured victims	20	12	16	1	2	10
	Fatal victims	0	0	0	0	0	0

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Motorcycles

- ICBC’s interactive [crash map](#) on motorcycle crashes in B.C. communities.
- More [stats, videos and tips](#) from ICBC on motorcycle safety.

Crashes where at least one motorcycle* was involved in B.C.						
	2012	2013	2014	2015	2016	5-year average
Incidents	2,100	2,200	2,300	2,600	2,600	2,400
Injured victims**	1,500	1,500	1,500	1,600	1,700	1,500
Fatal motorcyclists	24	29	36	32	35	32

Crashes where at least one motorcycle* was involved, by region							
		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	1,300	1,400	1,400	1,600	1,600	1,400
	Injured victims**	850	900	850	910	960	890
	Fatal motorcyclists	10	12	9	13	12	12
Vancouver Island	Incidents	430	440	470	510	530	480
	Injured victims**	270	310	290	320	320	300
	Fatal motorcyclists	2	7	6	5	6	6
Southern Interior	Incidents	330	320	350	420	440	370
	Injured victims**	280	270	270	280	340	290
	Fatal motorcyclists	7	4	18	11	15	11
North Central	Incidents	59	55	72	78	72	67
	Injured victims**	41	46	50	54	48	48
	Fatal motorcyclists	5	6	3	3	2	4
Unknown	Incidents	11	15	11	7	7	10
	Injured victims**	8	16	8	2	3	7
	Fatal motorcyclists	0	0	0	0	0	0

*Motorcycle: Includes mopeds, limited speed motorcycles, scooters and trikes.

**Injured victim counts include anyone injured in the crash—not only motorcyclists. Fatal motorcyclist counts include only motorcycle drivers or passengers.

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

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Source: ICBC’s Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal motorcyclist counts.

Pedestrians

- ICBC's interactive [crash map](#) on crashes involving pedestrians in B.C. communities.
- ICBC's [infographic](#) and more on pedestrian safety.

Crashes where at least one pedestrian was involved in B.C.							
		2012	2013	2014	2015	2016	5-year average
	Incidents	2,400	2,300	2,900	3,000	3,100	2,700
	Injured pedestrians	2,500	2,400	2,700	2,600	2,600	2,600
	Fatal pedestrians	65	52	55	66	63	61
Crashes where at least one pedestrian was involved, by region							
		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	1,700	1,700	2,100	2,300	2,300	2,000
	Injured pedestrians	1,800	1,700	2,000	2,000	1,900	1,900
	Fatal pedestrians	32	35	33	41	43	37
Vancouver Island	Incidents	310	310	380	360	430	360
	Injured pedestrians	320	330	350	310	370	340
	Fatal pedestrians	14	8	7	4	10	9
Southern Interior	Incidents	260	240	260	280	280	260
	Injured pedestrians	270	250	250	240	240	250
	Fatal pedestrians	13	9	9	14	3	10
North Central	Incidents	78	72	92	77	97	83
	Injured pedestrians	81	78	75	67	78	76
	Fatal pedestrians	6	0	6	7	7	6
Unknown	Incidents	15	15	12	2	3	9
	Injured pedestrians	17	15	14	2	3	10
	Fatal pedestrians	0	0	0	0	0	0

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Restraints

- More [stats and tips](#) on seatbelts.

Fatal victims identified as not wearing a restraint* in B.C.						
	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	46	56	48	45	58	51
Lower Mainland	13	8	9	12	13	11
Vancouver Island	4	11	7	5	5	7
Southern Interior	18	18	15	15	21	18
North Central	11	19	17	13	19	16
Unknown	0	0	0	0	0	0

*Restraint: Includes seatbelt, lap belt, infant and child restraint system and booster seat.

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Youth (age 16 to 21)

- ICBC's [fact sheet](#) on youth drivers and passenger safety.

Crashes where at least one youth (age 16 to 21) was involved in B.C.						
	2012	2013	2014	2015	2016	5-year average
Incidents	32,000	31,000	32,000	35,000	37,000	33,000
Injured youth	7,000	6,800	7,700	8,300	8,600	7,700
Fatal youth	34	27	25	28	29	29

Crashes where at least one youth (age 16 to 21) was involved, by region							
		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	21,000	20,000	21,000	23,000	25,000	22,000
	Injured youth	4,700	4,500	5,200	5,800	6,100	5,300
	Fatal youth	14	9	11	8	10	11
Vancouver Island	Incidents	4,400	4,100	4,200	4,600	4,700	4,400
	Injured youth	910	890	1,000	1,000	1,000	960
	Fatal youth	4	3	4	2	3	4
Southern Interior	Incidents	4,700	4,500	4,500	4,900	5,000	4,700
	Injured youth	1,000	1,000	1,100	1,100	1,100	1,100
	Fatal youth	9	7	7	9	12	9
North Central	Incidents	2,200	2,100	2,200	2,200	2,000	2,100
	Injured youth	350	360	430	370	380	380
	Fatal youth	7	8	3	9	4	7
Unknown	Incidents	120	110	70	47	93	87
	Injured youth	20	14	19	6	10	14
	Fatal youth	0	0	0	0	0	0

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Counts include incidents that occurred in parking lots or involved parked vehicles.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Intersections

Crashes at intersections

- ICBC's interactive [crash maps](#) on crashes at intersections in B.C. communities.

Crashes at intersections in B.C.

	2012	2013	2014	2015	2016	5-year average
Incidents	82,000	81,000	86,000	100,000	120,000	94,000
Injured victims	55,000	57,000	57,000	62,000	68,000	60,000
Fatal victims	77	79	49	73	83	73

Crashes at intersections, by region

		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Incidents	64,000	64,000	67,000	80,000	92,000	73,000
	Injured victims	43,000	45,000	45,000	49,000	54,000	47,000
	Fatal victims	38	45	29	38	42	39
Vancouver Island	Incidents	8,200	8,100	9,400	11,000	12,000	9,800
	Injured victims	5,700	6,000	5,900	6,400	6,800	6,200
	Fatal victims	15	13	3	11	15	12
Southern Interior	Incidents	6,800	6,800	7,500	9,200	11,000	8,200
	Injured victims	4,900	4,800	4,800	5,200	5,700	5,100
	Fatal victims	16	14	13	15	13	15
North Central	Incidents	2,500	2,400	2,800	3,200	3,100	2,800
	Injured victims	1,400	1,300	1,300	1,400	1,500	1,400
	Fatal victims	8	7	4	9	13	9
Unknown	Incidents	0	0	0	0	3	1
	Injured victims	0	0	0	0	1	1
	Fatal victims	0	0	0	0	0	0

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

Excludes incidents involving parked vehicles or which occurred in parking lots.

Incident and injury victim counts over one hundred have been rounded.

5-year average for fatal victim counts are rounded to the nearest whole number.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2017) for fatal victim counts.

Top 10 crash intersections in the Lower Mainland

Year: 2016		
Intersection	City Location	Crash Count
Knight St & Knight St Bridge & SE Marine Dr & SE Marine Dr Offramp & SE Marine Dr Onramp	Vancouver	327
Boundary Rd & Grandview Hwy & Grandview Hwy Onramp	Burnaby & Vancouver	246
Brunette Ave & Brunette Ave Offramp & Brunette Ave Onramp & Trans-Canada Hwy	Coquitlam & New Westminster	243
88 Ave & King George Blvd	Surrey	241
264 St & 264 St Onramp & 56 Ave & 56 Ave Offramp & 56 Ave Onramp & Trans-Canada Hwy & Turning Lane	Langley	230
Boundary Rd & Kingsway	Burnaby & Vancouver	194
Bowser Ave & Capilano Rd & Capilano Rd Offramp & Capilano Rd Onramp & Trans-Canada Hwy & Turning Lane	North Vancouver	191
Trans-Canada Hwy & Willingdon Ave & Willingdon Ave Offramp & Willingdon Ave Onramp & Emergency Lane & Turning Lane	Burnaby	189
Broadway St & Mary Hill Bypass	Port Coquitlam	184
E 25th St Offramp & E 25th St Onramp & Lonsdale Ave & Lonsdale Ave Offramp & Lonsdale Ave Onramp & Trans-Canada Hwy	North Vancouver	179

Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Top 10 crash intersections on Vancouver Island

Year: 2016		
Intersection	City Location	Crash Count
Admirals Rd & Galloping Goose Trail & Mckenzie Ave & Trans-Canada Hwy & Turning Lane	Saanich	101
Bowen Rd & Island Hwy N & Norwell Dr	Nanaimo	75
Millstream Rd & Millstream Rd Offramp & Millstream Rd Onramp & Trans-Canada Hwy & Veterans Memorial Pky & Veterans Memorial Pky Offramp & Veterans Memorial Pky Onramp	Langford	71
Douglas St & Finlayson St	Victoria	70
Mckenzie Ave & Quadra St	Saanich	67
Island Hwy N & Northfield Rd & Turning Lane	Nanaimo	63
Blanshard St & Hillside Ave	Victoria	62
Blanshard St & Saanich Rd	Saanich	61
Aulds Rd & Hammond Bay Rd & Island Hwy N & Turning Lane	Nanaimo	59
Galloping Goose Trail & Tillicum Rd & Trans-Canada Hwy & Turning Lane	Saanich	59
McCallum Rd & Millstream Rd & Turning Lane	Langford	59
Bay St & Blanshard St	Victoria	59

Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Top 10 crash intersections in the Southern Interior

Year: 2016		
Intersection	City Location	Crash Count
Dilworth Dr & Harvey Ave	Kelowna	140
Harvey Ave & Spall Rd	Kelowna	135
Cooper Rd & Harvey Ave	Kelowna	107
Benvoulin Rd & Dilworth Dr & Springfield Rd & Turning Lane	Kelowna	100
Hwy 33 W & Hwy 97 N & Turning Lane	Kelowna	89
Banks Rd & Hwy 97 N & Turning Lane	Kelowna	89
Hwy 97 N & Old Vernon Rd & Sexsmith Rd	Kelowna	87
Gordon Dr & Harvey Ave	Kelowna	86
Enterprise Way & Hwy 97 N & Leathead Rd & Turning Lane	Kelowna	66
Hwy 33 W & Mayden Rd & Ziprick Rd & Turning Lane	Kelowna	65

Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Top 10 crash intersections in the North Central region

Year: 2016		
Intersection	City Location	Crash Count
Domano Blvd & Hwy 16 W & Tyner Blvd & Turning Lane	Prince George	49
Ferry Ave & Hwy 16 W	Prince George	45
Hwy 16 W & Hwy 97 S & Turning Lane	Prince George	39
Cowart Rd & Hwy 16 W & Vance Rd	Prince George	30
15th Ave & Hwy 97 S	Prince George	29
Hwy 20 & Mackenzie Ave S	Williams Lake	27
15th Ave & 15th Ave Frtg & Ospika Blvd	Prince George	27
Massey Dr & Westwood Dr	Prince George	25
Foothills Blvd & North Nechako Rd	Prince George	24
15th Ave & Patricia Blvd & Victoria St	Prince George	24

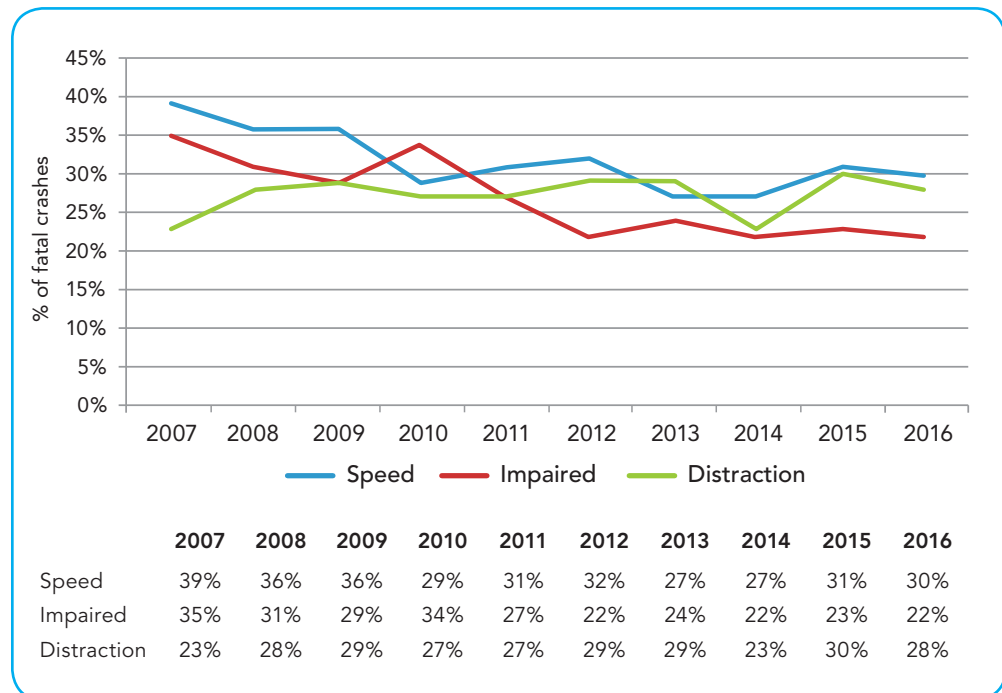
Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Contributing factors

In 2008, legislation changed so that police are not required to attend all crashes and attendance is at their discretion. For this reason, there has been a marked decrease in the number of police-attended reports submitted to ICBC, primarily for crashes that do not involve fatalities. Contributing factors are reported on police reports only. Therefore, for reporting on contributing factors in crashes, only fatal crashes have been included.

Top contributing factors in fatal crashes



Speed

- More [stats, tips and videos](#) on speeding.

Fatal victims where **speed*** was a contributing factor, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	100	77	81	89	92	88
Lower Mainland	25	20	18	26	31	24
Vancouver Island	10	13	5	13	10	11
Southern Interior	50	29	36	28	31	35
North Central	15	15	22	22	20	19
Unknown	0	0	0	0	0	0

*Speed: Includes exceeding speed limit, excessive speed over 40 km/h and driving too fast for conditions.
 Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Alcohol, drugs or medication

- More [stats, tips and videos](#) on impaired driving.

Fatal victims where **impairment by alcohol, drugs or medication*** was a contributing factor, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	57	64	65	72	67	65
Lower Mainland	14	16	14	17	16	16
Vancouver Island	7	12	7	9	9	9
Southern Interior	20	21	22	22	22	22
North Central	16	15	22	24	20	20
Unknown	0	0	0	0	0	0

*Impairment: Includes alcohol involvement, ability impaired by alcohol, alcohol suspected, drugs illegal, ability impaired by drugs, drugs suspected and ability impaired by medication.

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Distraction

- More [stats, tips and videos](#) on distracted driving.

Fatal victims where **distraction*** was a contributing factor, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	80	77	66	89	78	78
Lower Mainland	27	26	21	30	31	27
Vancouver Island	9	10	8	8	9	9
Southern Interior	35	20	26	42	27	30
North Central	9	21	11	9	11	13
Unknown	0	0	0	0	0	0

*Distraction: Includes use of communication/video equipment, driver inattentive and driver internal/external distraction.

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

High-risk driving

- More [stats, tips and fact sheet](#) on high-risk driving.

Fatal victims where **high-risk driving behaviour*** was a contributing factor, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	133	115	103	127	135	123
Lower Mainland	45	41	31	47	51	43
Vancouver Island	15	19	6	19	19	16
Southern Interior	57	35	40	37	38	42
North Central	16	20	26	24	27	23
Unknown	0	0	0	0	0	0

*High-risk driving behaviour: Includes failing to yield right of way, following too closely, ignoring a traffic control device, improper passing and speed.

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Driving too fast for conditions

- More [stats, tips and videos](#) on speeding.

Fatal victims where **driving too fast for conditions** was a contributing factor, by region and in B.C.

	2012	2013	2014	2015	2016	5-year average
British Columbia (total)	54	29	39	49	44	43
Lower Mainland	11	5	6	12	10	9
Vancouver Island	6	3	2	9	3	5
Southern Interior	30	19	21	13	19	21
North Central	7	2	10	15	12	10
Unknown	0	0	0	0	0	0

Fatal victim: Refers to a road user who died within 30 days after the date when an injury was sustained in a crash involving at least one motor vehicle. Excludes roads where the Motor Vehicle Act does not apply, such as forest-service roads, industrial roads and private driveways. Also excludes off-road snowmobile crashes, homicides and suicides.

5-year average for fatal victim counts are rounded to the nearest whole number.

Source: Police Traffic Accident System (as of June 30, 2017).

Auto crime

- More [stats, tips and fact sheet](#) on auto crime.

Auto crime incidents reported to ICBC in B.C.

	2012	2013	2014	2015	2016	5-year average
Stolen vehicles	7,000	6,400	9,500	9,500	9,100	8,300
Vehicle break-ins	16,000	13,000	12,000	9,200	10,000	12,000
Vandalism	22,000	20,000	24,000	19,000	19,000	21,000

Auto crime incidents reported to ICBC, by region

		2012	2013	2014	2015	2016	5-year average
Lower Mainland	Stolen vehicles	5,200	4,700	7,400	7,100	6,800	6,300
	Vehicle break-ins	12,000	10,000	9,500	7,500	8,600	9,600
	Vandalism	11,000	11,000	13,000	13,000	14,000	12,000
Vancouver Island	Stolen vehicles	480	400	630	670	630	560
	Vehicle break-ins	730	580	470	400	410	520
	Vandalism	1,400	1,300	1,400	1,600	1,600	1,500
Southern Interior	Stolen vehicles	940	780	960	1,100	1,100	980
	Vehicle break-ins	960	940	630	690	640	770
	Vandalism	1,700	1,400	1,600	1,700	1,600	1,600
North Central	Stolen vehicles	370	400	430	460	460	420
	Vehicle break-ins	270	270	200	210	180	220
	Vandalism	730	690	770	800	740	740
Unknown	Stolen vehicles	72	88	66	90	83	80
	Vehicle break-ins	1,400	1,000	1,400	430	170	890
	Vandalism	6,500	6,000	6,700	2,100	1,100	4,500

Counts over one hundred have been rounded.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Average cost, including deductible, of an auto crime incident in B.C. reported to ICBC (2012 to 2016)

Stolen vehicle	Approximately \$4,100
Vehicle break-in	Approximately \$1,200
Vandalism	Approximately \$1,200

Amounts rounded to the nearest hundred.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of September 30, 2017).

Population

Vehicles

Policies in-force, by region and in B.C.					
	2012	2013	2014	2015	2016
British Columbia (total)	3,050,000	3,100,000	3,160,000	3,260,000	3,370,000
Lower Mainland	1,610,000	1,640,000	1,670,000	1,750,000	1,790,000
Vancouver Island	570,000	580,000	590,000	610,000	630,000
Southern Interior	560,000	570,000	580,000	600,000	610,000
North Central	260,000	260,000	270,000	280,000	280,000
Unknown	46,000	43,000	44,000	30,000	49,000

Unknown: Vehicles are categorized into regions based on customers' postal codes. Retired or new postal codes, not currently in ICBC systems, are categorized as "Unknown."

Counts are as of July 31st of each year and have been rounded. Counts do not include trailers. Counts include Autoplan and temporary policies; storage policies are excluded.

Lower Mainland includes: Abbotsford, Agassiz, Anmore, Anvil Island, Belcarra, Birken, Boston Bar, Bowen Island, Britannia Beach, Brunswick Beach, Burnaby, Cheam, Chilliwack, Coquitlam, Cultus Lake, Darcy, Delta, Devine, Dogwood Valley, Egmont, Furry Creek, Gambier Island, Garden Bay, Garibaldi Park, Georgia Strait, Gibsons, Golden Ears Park, Granthams Landing, Halfmoon Bay, Harrison Hot Springs, Harrison Lake, Hope, Hopkins Landing, Indian Arm, Irvines Landing, Jarvis Inlet, Keats Island, Langdale, Langley, Lindell Beach, Lions Bay, Madeira Park, Maple Ridge, Mission, Mount Currie, New Westminster, North Vancouver, Pemberton, Pemberton Meadows, Pender Harbour, Pitt Meadows, Port Coquitlam, Port Mellon, Port Moody, Richmond, Roberts Creek, Ruby Lake, Sechelt, Soames Point, Spuzzum, Squamish, Surrey, UBC, Vancouver, West Vancouver, Whistler, White Rock, Wilson Creek and Yale.

Source: Corporate Data Warehouse (as of September 30, 2017).

Policies in-force by type					
	2012	2013	2014	2015	2016
Passenger	2,170,000	2,200,000	2,250,000	2,330,000	2,410,000
Commercial	740,000	750,000	770,000	790,000	800,000
Motor home	38,000	38,000	38,000	38,000	38,000
Motorcycle/moped*	100,000	100,000	110,000	110,000	120,000
Hybrid	26,000	29,000	33,000	36,000	30,000
Electric	450	970	1,700	3,200	3,400

*Motorcycle/moped: Includes limited speed motorcycles, scooters and trikes.

Counts are as of July 31st of each year and have been rounded. Counts do not include trailers. Counts include Autoplan and temporary policies; storage policies are excluded.

For detailed lists of the vehicle models included as hybrid and electric vehicles, please see appendix starting on page 27.

Source: Corporate Data Warehouse (as of September 30, 2017).

Policies in-force by type, by region		2012	2013	2014	2015	2016
Lower Mainland	Passenger	1,280,000	1,300,000	1,330,000	1,380,000	1,420,000
	Commercial	280,000	280,000	290,000	300,000	310,000
	Motor home	13,000	13,000	13,000	13,000	13,000
	Motorcycle/moped*	44,000	46,000	47,000	49,000	52,000
	Hybrid	17,000	20,000	22,000	25,000	21,000
	Electric	310	670	1,200	2,200	2,400
Vancouver Island	Passenger	400,000	400,000	410,000	420,000	430,000
	Commercial	150,000	150,000	150,000	150,000	160,000
	Motor home	9,200	9,200	9,200	9,400	9,500
	Motorcycle/moped*	24,000	25,000	25,000	26,000	27,000
	Hybrid	4,500	5,200	5,800	6,500	5,300
	Electric	99	200	350	720	770
Southern Interior	Passenger	340,000	350,000	350,000	360,000	380,000
	Commercial	180,000	190,000	190,000	190,000	200,000
	Motor home	11,000	11,000	11,000	11,000	11,000
	Motorcycle/moped*	23,000	24,000	25,000	26,000	28,000
	Hybrid	2,600	2,900	3,100	3,300	2,600
	Electric	32	63	92	150	170
North Central	Passenger	130,000	130,000	130,000	140,000	140,000
	Commercial	120,000	120,000	130,000	130,000	130,000
	Motor home	4,700	4,800	4,800	4,900	4,800
	Motorcycle/moped*	8,000	8,300	8,500	8,900	9,100
	Hybrid	760	820	880	900	700
	Electric	8	14	21	35	25
Unknown	Passenger	30,000	28,000	29,000	19,000	35,000
	Commercial	14,000	13,000	14,000	10,000	13,000
	Motor home	400	330	340	230	280
	Motorcycle/moped*	990	900	880	550	1000
	Hybrid	620	580	520	330	420
	Electric	7	16	27	38	52

*Motorcycle/moped: Includes limited speed motorcycles, scooters and trikes.

Unknown: Vehicles are categorized into regions based on customers' postal codes. Retired or new postal codes, not currently in ICBC systems, are categorized as "Unknown."

Counts are as of July 31st of each year and counts over one hundred have been rounded. Counts do not include trailers. Counts include Autoplan and temporary policies; storage policies are excluded. For detailed lists of the vehicle models included as hybrid and electric vehicles, please see appendix starting on page 27.

Source: Corporate Data Warehouse (as of September 30, 2017).

Active B.C. driver licences

Active B.C. driver licences, by region and in B.C.

	2012	2013	2014	2015	2016
British Columbia (total)	3,210,000	3,260,000	3,280,000	3,360,000	3,420,000
Lower Mainland	1,860,000	1,890,000	1,910,000	1,970,000	2,000,000
Vancouver Island	570,000	580,000	580,000	590,000	610,000
Southern Interior	520,000	520,000	530,000	540,000	550,000
North Central	230,000	230,000	230,000	230,000	230,000
Unknown	34,000	34,000	32,000	29,000	41,000

Active B.C. driver licences: A holder of an active B.C. driver's licence may not be currently driving, as many British Columbians keep a driver's licence as a form of primary identification.

Unknown: Driver licences are categorized into regions based on customers' postal codes. Retired or new postal codes, not currently in ICBC systems, are categorized as "Unknown."

Counts are as of December 31st of each year and have been rounded.

Source: Corporate Data Warehouse (as of September 30, 2017).

Active B.C. driver licences*, by driver age

Age	2012	2013	2014	2015	2016
16-18	100,000	100,000	100,000	100,000	99,000
19-21	130,000	130,000	130,000	130,000	130,000
22-25	190,000	190,000	190,000	200,000	200,000
26-35	540,000	540,000	550,000	560,000	580,000
36-45	560,000	560,000	550,000	560,000	560,000
46-55	650,000	640,000	630,000	640,000	630,000
56-65	560,000	570,000	580,000	600,000	610,000
66-75	320,000	350,000	360,000	390,000	410,000
76-85	140,000	150,000	150,000	160,000	160,000
86+	24,000	26,000	27,000	28,000	30,000
Other	26	440	1,200	1,200	2,300

Active B.C. driver licences: A holder of an active B.C. driver's licence may not be currently driving, as many British Columbians keep a driver's licence as a form of primary identification.

Counts are as of December 31st of each year and have been rounded.

Source: Corporate Data Warehouse (as of September 30, 2017).

Active B.C. driver licences, by licence class					
Description	2012	2013	2014	2015	2016
Pending	120,000	120,000	130,000	130,000	130,000
CLASS 1	64,000	65,000	66,000	68,000	69,000
CLASS 1, 6	28,000	28,000	29,000	29,000	30,000
CLASS 2	7,500	7,600	7,700	7,900	8,100
CLASS 2, 3	3,600	3,400	3,100	2,900	2,700
CLASS 2, 3 and 6	2,100	2,000	1,900	1,800	1,700
CLASS 2, 6	2,300	2,400	2,400	2,500	2,500
CLASS 3	19,000	19,000	18,000	19,000	18,000
CLASS 3, 4	3,000	3,000	2,900	2,900	2,900
CLASS 3, 4 and 6	1,900	1,900	1,900	1,800	1,800
CLASS 3, 6	8,300	8,400	8,300	8,300	8,200
CLASS 4	45,000	45,000	44,000	44,000	43,000
CLASS 4, 6	7,700	7,600	7,300	7,300	7,100
CLASS 5	2,430,000	2,460,000	2,470,000	2,530,000	2,580,000
CLASS 5, 6	210,000	220,000	220,000	230,000	240,000
CLASS 6	230	240	240	240	240
CLASS 7 (GLP)	250,000	260,000	260,000	270,000	280,000
CLASS 7, 8 (GLP)	570	580	610	670	670
CLASS 8 (GLP)	120	140	140	150	160

Active B.C. driver licences: A holder of an active B.C. driver’s licence may not be currently driving, as many British Columbians keep a driver’s licence as a form of primary identification.

Pending: Includes licences assigned to drivers prior to receiving a Class 5 or Graduated Licensing Program licence and documentation assigned to customers at the initial phase of the licensing process.

Counts are as of December 31st of each year and have been rounded.

Source: Corporate Data Warehouse (as of September 30, 2017).

Appendix

Electric includes the following vehicle models:

- A.C.G. All LSV Models
- BMW I3 5Dr
- Bombardier All LSV Models
- Cadillac ELR 2Dr
- Canadian Electric Might E Truck (All LSV Models)
- Chevrolet Volt 5Dr
- Chevrolet Spark EV 5Dr
- Chevrolet Volt LT 5Dr
- Chevrolet Volt Premier 5Dr
- Chevrolet Spark EV Lt 5Dr
- Dynasty Motorcar All LSV Models
- E Ride EXV2 (Type 2 LSV Model)
- E Ride EXV4 (Type 1 LSV Model)
- Fisker Karma
- Fisker Karma Signature Series 4Dr
- Fisker Karma Ecostandard 4Dr
- Fisker Karma Ecosport 4Dr
- Fisker Karma Ecochic 4Dr
- Ford C-Max SEL Energi 5Dr
- Ford Focus Electric 5Dr
- Ford Fusion SE Energi & Titanium Energi 4Dr
- Ford Fusion SE Energi 4Dr
- Ford Fusion Titanium Energi 4Dr
- Global Electric Mo Type 2 (All LSV Models)
- Global Electric Mo Type 1 (All LSV Models)
- Hyundai Tucson FCEV 4Dr 2Wd
- Impact GM Prototype Electric Car
- Kia Soul EV 5Dr
- Miles ZX40ST (Type 2)
- Mitsubishi I-MieV (Right Hand Drive)
- Mitsubishi I-MieV 5Dr
- Mitsubishi I-MieV (Left Hand Drive)
- Mitsubishi I-MieV Es 5Dr
- Mitsubishi I-MieV Se 5Dr
- Nissan Leaf SV & SL 5Dr
- Nissan Leaf SV 5Dr
- Nissan Leaf SL 5Dr
- Nissan Leaf S 5Dr
- Smart Fortwo Electric Drive 2Dr Coupe
- Smart Fortwo Electric Drive 2Dr Coupe
- Smart Fortwo Electric Drive Cabriolet
- Tesla Roadster
- Tesla Model S 4Dr
- Tesla Model S Signature 4Dr
- Tesla Model S P85D 4Dr Awd
- Tesla Model S 85 4Dr
- Tesla Model S Performance 4Dr
- Tesla Model S Signature Performance 4Dr
- Tesla Model S 85D 4Dr Awd
- Tesla Model S 70D 4Dr Awd
- Tesla Model S 90D 4Dr Awd
- Tesla Model S P90D 4Dr Awd
- Tesla Model X P90D 4Dr Awd
- Tesla Model X 75D 4Dr Awd
- Tesla Model X 90D 4Dr Awd
- Toyota Rav4 Ev 4Dr 2Wd
- Vantage EVX1000 Pickup (LSV Model)
- Vantage EVC1000 Van (LSV Model)
- Vantage EVP1000 Van (LSV Model)
- Zenn Type 1 (All LSV Models)

Hybrid includes the following vehicle models:

- Acura ILX Hybrid 4Dr
- Acura NSX Hybrid 2Dr Awd
- Acura RLX Sport Hybrid 4Dr Awd
- Audi A3 E-Tron Wagon
- Audi Q5 Hybrid 4Dr All Whdr
- Audi Q5 Hybrid 4Dr Awd
- BMW Activehybrid 3 4Dr
- BMW Activehybrid 3 4Dr
- BMW Activehybrid 5 4Dr
- BMW Activenybrid 7L 4Dr
- BMW Activehybrid 7 4Dr
- BMW Activehybrid 7 L 4Dr
- BMW I8 2Dr Awd
- BMW X5 40E 4Dr Awd
- BMW X6 Hybrid 4Dr All Whdr
- BMW X6 Hybrid 4Dr Awd
- Cadillac Escalade ESV Platinum Hybrid 4Dr All Whdr
- Cadillac Escalade ESV Platinum Hybrid 4Dr Awd
- Cadillac Escalade Hybrid 4Dr 2Wd
- Cadillac Escalade Hybrid 4Dr All Whdr
- Cadillac Escalade Hybrid 4Dr Awd
- Chevrolet Malibu Hybrid 4Dr
- Chevrolet Malibu Hybrid 4Dr
- Chevrolet Silverado 1500 Hybrid 2Whdr Crew Cab
- Chevrolet Silverado 1500 Hybrid Crew Cab 2Wd
- Chevrolet Silverado 1500 Hybrid 4Whdr Crew Cab
- Chevrolet Silverado 1500 Hybrid Crew Cab 4Wd
- Chevrolet Silverado 1500 Ls Hybrid 2Whdr EXt Cab
- Chevrolet Silverado 1500 Ls Hybrid EXt Cab 2Wd
- Chevrolet Silverado 1500 LS Hybrid 4Whdr EXT Cab
- Chevrolet Silverado 1500 LS Hybrid EXT Cab 4Wd
- Chevrolet Tahoe Hybrid 4Dr 2Whdr
- Chevrolet Tahoe Hybrid 4Dr 2Wd
- Chevrolet Tahoe Hybrid 4Dr 4Whdr
- Chevrolet Tahoe Hybrid 4Dr 4Wd
- Chrysler Aspen Hybrid 4Dr 4Wd
- Dodge Durango Limited Hybrid 4Dr 4Wd
- Ford C-Max SE & SEL Hybrid 5Dr
- Ford C-Max Se Hybrid 5Dr
- Ford C-Max Sel Hybrid 5Dr
- Ford Escape Hybrid 4Dr 2Wd
- Ford Escape Hybrid 4Dr 2Whdr
- Ford Escape Hybrid 4Dr 4Wd
- Ford Escape Hybrid 4Dr 4Whdr
- Ford Escape Limited Hybrid 4Dr 2Wd
- Ford Escape Limited Hybrid 4Dr 4Wd
- Ford Fusion Hybrid 4Dr
- Ford Fusion Hybrid 4Dr Incl SE & Titanium
- Ford Fusion Hybrid 4Dr
- Ford Fusion Se Hybrid 4Dr
- Ford Fusion Titanium Hybrid 4Dr
- GMC Sierra 1500 Hybrid 2Whdr Crew Cab Pickup
- GMC Sierra 1500 Hybrid Crew Cab 2Wd
- GMC Sierra 1500 Hybrid 4Whdr Crew Cab Pickup
- GMC Sierra 1500 Hybrid Crew Cab 4Wd
- GMC Sierra 1500 SLE Hybrid 2Whdr EXt Cab
- GMC Sierra 1500 SLE Hybrid EXT Cab 2Wd
- GMC Sierra 1500 SLE Hybrid 4Whdr EXT Cab
- GMC Sierra 1500 SLE Hybrid EXT Cab 4Wd
- GMC Yukon Denali Hybrid 4Dr 2Wd
- GMC Yukon Denali Hybrid 4Dr All Whdr
- GMC Yukon Denali Hybrid 4Dr Awd
- GMC Yukon Hybrid 4Dr 2Wd
- GMC Yukon Hybrid 4Dr 2Whdr
- GMC Yukon Hybrid 4Dr 4Whdr
- GMC Yukon Hybrid 4Dr 4Wd
- Honda Accord EX-L Hybrid 4Dr
- Honda Accord Hybrid 4Dr
- Honda Accord Hybrid 4Dr
- Honda Accord Touring Hybrid 4Dr
- Honda Civic Hybrid 4Dr
- Honda CR-Z 2Dr Hybrid Incl EX
- Honda CR-Z EX Hybrid 2Dr
- Honda CR-Z Hybrid 2Dr
- Honda Insight 2Dr
- Honda Insight EX 5Dr
- Honda Insight LX & EX 5Dr
- Honda Insight LX 5Dr
- Hyundai Sonata Hybrid 4Dr
- Hyundai Sonata Hybrid 4Dr
- Hyundai Sonata Limited Hybrid 4Dr
- Hyundai Sonata Plug-In 4Dr
- Infiniti M35H 4Dr
- Infiniti Q50 Hybrid 4Dr All Whdr
- Infiniti Q50 Hybrid 4Dr Awd
- Infiniti Q50 Hybrid 4Dr
- Infiniti Q70 Hybrid 4Dr
- Infiniti QX60 Hybrid 4Dr Awd
- Kia Optima EX Hybrid 4Dr
- Kia Optima Hybrid 4Dr
- Kia Optima LX Hybrid 4Dr
- Lexus CT 200H 5Dr
- Lexus ES 300H 4Dr
- Lexus GS 450H 4Dr
- Lexus HS 250H 4Dr
- Lexus LS 600H L 4Dr All Whdr
- Lexus LS 600H L 4Dr Awd
- Lexus NX300H 4Dr Awd

- Lexus RX400H 4Dr All Whdr
- Lexus RX400H 4Dr Awd
- Lexus RX450H 4Dr 2Whdr (U.S. Import)
- Lexus RX450H 4Dr 2Wd
- Lexus RX450H 4Dr All Whdr
- Lexus RX450H 4Dr Awd
- Lincoln MKZ Hybrid 4Dr
- Lincoln MKZ Reserve Hybrid 4Dr
- Lincoln MKZ Select Hybrid 4Dr
- Mercedes E400 Hybrid 4Dr
- Mercedes S400 Hybrid 4Dr
- Mercedes S550E 4Dr
- Mercury Mariner Hybrid 4Dr 2Wd
- Mercury Mariner Hybrid 4Dr 4Wd
- Mercury Mariner Hybrid 4Dr 4Whdr (U.S. Import)
- Mercury Mariner Hybrid 4Dr (U.S. Import)
- Mercury Milan Hybrid 4Dr
- Nissan Altima 2.5S Hybrid 4Dr
- Nissan Pathfinder Platinum Hybrid 4Dr 4Wd
- Nissan Pathfinder SV Hybrid 4Dr 4Wd
- Porsche Cayenne S Hybrid 4Dr All Whdr
- Porsche Cayenne S Hybrid 4Dr Awd
- Porsche Panamera S 4Dr Hybrid
- Porsche Panamera S Hybrid 4Dr
- Saturn Aura Green Line Hybrid 4Dr
- Saturn Vue Green Line Hybrid 4Dr 2Whdr
- Saturn Vue Green Line Hybrid 4Dr 2Wd
- Subaru Crosstrek Hybrid 5Dr Awd
- Subaru XV Crosstrek Hybrid 5Dr Awd
- Toyota Avalon Limited Hybrid 4Dr
- Toyota Avalon XLE Hybrid 4Dr
- Toyota Camry Hybrid 4Dr
- Toyota Camry Hybrid 4Dr
- Toyota Camry LE Hybrid 4Dr
- Toyota Camry Se Hybrid 4Dr
- Toyota Camry XLE Hybrid 4Dr
- Toyota Highlander Hybrid 4Dr 2Wd
- Toyota Highlander Hybrid 4Dr 2Whdr Incl Limited
- Toyota Highlander Hybrid 4Dr 4Whdr
- Toyota Highlander Hybrid 4Dr 4Wd
- Toyota Highlander Hybrid Limited 4Dr 2Wd
- Toyota Highlander Hybrid Limited 4Dr 4Whdr
- Toyota Highlander Hybrid Limited 4Dr 4Wd
- Toyota Highlander Le Hybrid 4Dr 4Wd
- Toyota Highlander XLE Hybrid 4Dr 4Wd
- Toyota Prius 4Dr
- Toyota Prius 5Dr Liftback
- Toyota Prius 5Dr
- Toyota Prius C 5Dr Hatchback
- Toyota Prius C 5Dr
- Toyota Prius Plug-In 5Dr
- Toyota Prius Touring 5Dr
- Toyota Prius V 5Dr Hatchback
- Toyota Prius V 5Dr
- Toyota RAV4 Limited Hybrid 4Dr Awd
- Toyota RAV4 XLE Hybrid 4Dr Awd
- Volkswagen Jetta Hybrid 4Dr
- Volkswagen Touareg Hybrid 4Dr Awd
- Volvo XC90 T8 Hybrid 4Dr Awd

