

quick statistics



February 2016



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Quick statistics

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

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For information on community-specific issues, please contact our [regional staff](#).

Notes about the data

- 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 will be 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 ICBC is made aware of all crash occurrences.
 - 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 is not mandatory that a crash be reported to police.
- ICBC's 2013 crash and auto crime data for the North Central region is not yet fully available. Depending on incident numbers, some tables in this document may include estimated amounts for North Central and B.C. totals and some may not include a small number of incidents. Affected tables include detailed caveats. Final statistics are expected early this year and this document will be updated soon after.
- When comparing this edition with previous publications, counts may differ due to further development of data, rounding, late reporting or corrections.
- In some reports, insufficient location details were available or gathered when the incidents were reported and these are listed as "Unknown".
- 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: 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, the 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 has implemented a new claims system which will allow us to offer improved service to our customers. As a result of the transition to the new system, ICBC's crash and auto crime data from January 1, 2014 onward will not be available until approximately early 2016.**

When 2014 data becomes available, reports will be completed on a priority basis as we work through a significant queue.

- ICBC data on crashes, auto crime, vehicle population and driver population is available by April of the following year (i.e. April 2014 for 2013 data). The source is ICBC's Business Information Warehouse.
- Police data on crashes and fatalities is available by August of the following year (i.e. August 2014 for 2013 data). The source is Police Traffic Accident System.
- Auto crime data is available by February of the following year (i.e. February 2014 for 2013 data). The source is ICBC's Business Information Warehouse.
- Vehicle and driver populations are available in February of the following year (February 2014 for 2013 data). The source is ICBC's Business Information Warehouse.

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Crashes & Casualty crashes

Crashes

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

	2009	2010	2011	2012	2013	5-year average
British Columbia (total)	270,000	260,000	260,000	260,000	260,000	260,000
Lower Mainland	180,000	170,000	170,000	170,000	170,000	170,000
Vancouver Island	36,000	37,000	36,000	35,000	34,000	36,000
Southern Interior	37,000	36,000	36,000	36,000	36,000	36,000
North Central	16,000	15,000	16,000	17,000	16,000	16,000
Unknown	2,100	4,300	2,600	2,600	2,400	2,800

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

Counts over one hundred have been rounded.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014).

Casualty crashes

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

	2009	2010	2011	2012	2013	5-year average
British Columbia (total)	49,000	51,000	52,000	54,000	54,000	52,000
Lower Mainland	35,000	36,000	37,000	38,000	39,000	37,000
Vancouver Island	6,700	6,800	6,600	6,700	6,700	6,700
Southern Interior	5,900	6,200	6,400	6,600	6,300	6,300
North Central	2,100	2,000	2,300	2,200	2,000	2,100
Unknown	120	150	120	140	140	130

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's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014).

Injured victims & Fatal crashes

Injured victims

Injured victims reported to ICBC, by region and in B.C.

	2009	2010	2011	2012	2013	5-year average
British Columbia (total)	73,000	76,000	78,000	82,000	85,000	79,000
Lower Mainland	51,000	54,000	55,000	58,000	61,000	56,000
Vancouver Island	9,800	10,000	9,800	9,900	10,000	9,900
Southern Interior	8,900	9,400	9,800	10,000	9,700	9,600
North Central	3,300	3,200	3,500	3,400	3,200	3,300
Unknown	150	200	150	180	210	180

Injured victim: A driver, passenger, pedestrian or cyclist injured due to a motor-vehicle-related crash.

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

Counts over one hundred have been rounded.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014).

Fatal crashes

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

	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	319	264	251	245	258	267
Lower Mainland	109	79	89	91	90	92
Vancouver Island	55	34	35	39	28	38
Southern Interior	95	96	83	67	96	87
North Central	60	55	44	48	44	50
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 January 31, 2016).

Fatal victims

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

	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	364	292	281	269	291	300
Lower Mainland	122	85	97	98	93	99
Vancouver Island	59	37	38	42	28	41
Southern Interior	112	109	100	76	111	102
North Central	71	61	46	53	59	58
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 January 31, 2016).

Role and gender

Fatal victims by role and gender in B.C.

		2010	2011	2012	2013	2014	5-year average
Driver	Male	158	127	121	117	136	132
	Female	49	34	24	31	27	33
	Unknown	0	0	0	1	0	1
Passenger	Male	46	32	23	19	32	31
	Female	46	33	36	30	33	36
	Unknown	0	0	0	0	0	0
Cyclist	Male	6	6	8	11	5	8
	Female	0	1	3	2	1	2
	Unknown	0	0	0	0	0	0
Pedestrian	Male	28	35	36	24	31	31
	Female	30	21	29	27	24	27
	Unknown	0	1	0	1	0	1
Other	Male	1	0	1	3	1	2
	Female	0	1	0	2	2	1
	Unknown	0	1	0	1	0	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 January 31, 2016).

Age range

Fatal victims by age range in B.C.						
Years of age	2010	2011	2012	2013	2014	5-year average
0-3	6	1	3	5	2	4
4-7	1	2	1	1	2	2
8-12	3	6	1	0	1	3
13-15	8	0	8	1	5	5
16-18	13	13	17	10	14	14
19-21	24	21	17	17	11	18
22-25	22	26	17	22	19	22
26-35	54	39	37	45	41	44
36-45	48	31	39	28	25	35
46-55	72	45	40	36	42	47
56-65	43	44	32	38	49	42
66-75	27	22	28	29	29	27
75+	39	37	37	34	46	39
Other	4	5	4	3	5	5

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 January 31, 2016).

Crashes involving:

Animals

Crashes where an animal was involved in B.C.

	2009	2010	2011	2012	2013	2014	5-year average
Incidents	9,300	10,000	10,000	10,000	9,900	n/a	9,900
Injured victims	370	390	500	520	480	n/a	450
Fatal victims	n/a	7	4	2	3	2	4

Crashes where an animal was involved, by region

		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	980	1,000	1,000	1,000	970	n/a	990
	Injured victims	31	37	40	45	53	n/a	41
	Fatal victims	n/a	0	0	0	0	0	0
Vancouver Island	Incidents	1,700	1,900	1,900	2,000	1,800	n/a	1,800
	Injured victims	68	66	98	100	89	n/a	84
	Fatal victims	n/a	0	2	0	0	0	1
Southern Interior	Incidents	4,100	4,500	4,500	4,400	4,300	n/a	4,400
	Injured victims	130	160	180	230	220	n/a	180
	Fatal victims	n/a	4	0	1	0	1	2
North Central	Incidents	2,400	2,600	2,500	2,700	2,700	n/a	2,600
	Injured victims	130	120	170	140	110	n/a	140
	Fatal victims	n/a	3	2	1	3	1	2
Unknown	Incidents	140	150	150	220	190	n/a	170
	Injured victims	7	4	13	1	3	n/a	6
	Fatal victims	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) for fatal victim counts.

Cyclists

- ICBC's interactive [crash map](#) on crashes involving cyclists in communities in Metro Vancouver and the Capital Regional District.
- More [stats](#), [videos](#) and [tips](#) from ICBC on cyclist safety.

Crashes where at least one cyclist was involved in B.C.

	2009	2010	2011	2012	2013	2014	5-year average
Incidents	1,300	1,500	1,500	1,500	1,500	n/a	1,400
Injured cyclists	1,300	1,500	1,500	1,500	1,500	n/a	1,400
Fatal cyclists	n/a	6	7	11	13	6	9

Crashes where at least one cyclist was involved, by region

		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	850	1,000	980	980	1,000	n/a	970
	Injured cyclists	860	1,000	990	980	1,000	n/a	980
	Fatal cyclists	n/a	4	2	5	7	2	4
Vancouver Island	Incidents	280	270	290	300	280	n/a	290
	Injured cyclists	290	270	290	310	280	n/a	290
	Fatal cyclists	n/a	0	3	2	4	3	3
Southern Interior	Incidents	110	140	180	140	130	n/a	140
	Injured cyclists	110	150	180	140	130	n/a	140
	Fatal cyclists	n/a	1	2	4	2	1	2
North Central	Incidents	33	26	38	24	31	n/a	30
	Injured cyclists	33	26	39	24	31	n/a	31
	Fatal cyclists	n/a	1	0	0	0	0	1
Unknown	Incidents	3	4	2	9	5	n/a	5
	Injured cyclists	3	4	2	9	5	n/a	5
	Fatal cyclists	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals for crash counts do not include a small number of incidents for November and December 2013. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) for fatal victim counts.

Heavy vehicle

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

	2009	2010	2011	2012	2013	2014	5-year average
Incidents	12,000	11,000	12,000	12,000	12,000	n/a	12,000
Injured victims	3,000	3,000	3,200	3,300	3,300	n/a	3,100
Fatal victims	n/a	59	71	67	50	62	62

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

		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	8,200	7,700	7,900	8,000	8,500	n/a	8,000
	Injured victims	2,300	2,300	2,400	2,300	2,500	n/a	2,400
	Fatal victims	n/a	20	17	19	12	13	17
Vancouver Island	Incidents	910	920	950	810	1,000	n/a	920
	Injured victims	210	200	150	210	250	n/a	200
	Fatal victims	n/a	7	2	4	6	0	4
Southern Interior	Incidents	1,600	1,400	1,800	1,700	1,600	n/a	1,600
	Injured victims	330	340	360	450	350	n/a	370
	Fatal victims	n/a	26	35	30	15	36	29
North Central	Incidents	1,000	960	1,200	1,200	1,100	n/a	1,100
	Injured victims	120	150	240	250	150	n/a	180
	Fatal victims	n/a	6	17	14	17	13	14
Unknown	Incidents	140	160	200	190	190	n/a	170
	Injured victims	4	6	7	9	38	n/a	13
	Fatal victims	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) for fatal victim counts.

Hit-and-run

Hit and run crashes in B.C.							
	2009	2010	2011	2012	2013	2014	5-year average
Incidents	52,000	47,000	48,000	48,000	49,000	n/a	49,000
Injured victims	2,200	2,200	2,100	2,100	2,300	n/a	2,200
Fatal victims	n/a	11	8	4	6	10	8

Hit and run crashes, by region								
		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	37,000	33,000	33,000	34,000	34,000	n/a	34,000
	Injured victims	1,700	1,700	1,500	1,600	1,800	n/a	1,700
	Fatal victims	n/a	5	7	2	5	6	5
Vancouver Island	Incidents	6,000	6,000	6,300	6,000	5,900	n/a	6,100
	Injured victims	260	210	240	230	230	n/a	240
	Fatal victims	n/a	2	0	1	0	1	1
Southern Interior	Incidents	5,900	5,300	5,400	5,400	5,600	n/a	5,500
	Injured victims	220	230	230	210	200	n/a	220
	Fatal victims	n/a	2	1	1	1	3	2
North Central	Incidents	2,400	2,100	2,400	2,500	2,500	n/a	2,400
	Injured victims	46	79	83	70	34	n/a	62
	Fatal victims	n/a	2	0	0	0	0	1
Unknown	Incidents	550	580	730	720	700	n/a	660
	Injured victims	20	13	12	19	10	n/a	15
	Fatal victims	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals for crash counts include a small number of estimated incidents (injury counts in this table do not contain estimates). Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) 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.								
		2009	2010	2011	2012	2013	2014	5-year average
Incidents		2,400	2,200	2,000	2,100	2,200	n/a	2,200
Injured victims**		1,500	1,400	1,400	1,400	1,500	n/a	1,500
Fatal motorcyclists		n/a	36	38	24	29	36	33
Crashes where at least one motorcycle* was involved, by region								
		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	1,400	1,300	1,300	1,300	1,400	n/a	1,300
	Injured victims**	840	790	780	850	900	n/a	830
	Fatal motorcyclists	n/a	9	12	10	12	9	11
Vancouver Island	Incidents	470	460	420	430	440	n/a	440
	Injured victims**	300	290	310	280	310	n/a	300
	Fatal motorcyclists	n/a	11	6	2	7	6	7
Southern Interior	Incidents	420	350	310	330	320	n/a	340
	Injured victims**	330	290	280	270	270	n/a	290
	Fatal motorcyclists	n/a	14	13	7	4	18	12
North Central	Incidents	73	71	67	59	53	n/a	65
	Injured victims**	64	58	62	42	45	n/a	54
	Fatal motorcyclists	n/a	2	7	5	6	3	5
Unknown	Incidents	11	16	3	11	15	n/a	11
	Injured victims**	6	14	4	8	16	n/a	10
	Fatal motorcyclists	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals for crash counts do not include a small number of incidents for November and December 2013. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) for fatal victim 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.								
		2009	2010	2011	2012	2013	2014	5-year average
Incidents		2,200	2,400	2,300	2,300	2,200	n/a	2,300
Injured pedestrians		2,300	2,500	2,400	2,400	2,300	n/a	2,400
Fatal pedestrians		n/a	58	57	65	52	55	58
Crashes where at least one pedestrian was involved, by region								
		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	1,600	1,700	1,700	1,700	1,600	n/a	1,600
	Injured pedestrians	1,700	1,800	1,700	1,800	1,600	n/a	1,700
	Fatal pedestrians	n/a	36	32	32	35	33	34
Vancouver Island	Incidents	340	330	300	310	300	n/a	320
	Injured pedestrians	350	350	320	320	310	n/a	330
	Fatal pedestrians	n/a	10	8	14	8	7	10
Southern Interior	Incidents	180	230	240	250	230	n/a	230
	Injured pedestrians	190	240	260	260	240	n/a	240
	Fatal pedestrians	n/a	7	11	13	9	9	10
North Central	Incidents	80	99	80	76	58	n/a	79
	Injured pedestrians	85	110	88	79	64	n/a	85
	Fatal pedestrians	n/a	5	6	6	0	6	5
Unknown	Incidents	10	14	18	16	13	n/a	14
	Injured pedestrians	11	14	18	18	13	n/a	15
	Fatal pedestrians	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals for crash counts do not include a small number of incidents for November and December 2013. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) for fatal victim counts.

Restraints

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

Fatal victims identified as not wearing a restraint* in B.C.						
	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	89	51	46	56	49	59
Lower Mainland	19	7	13	8	10	12
Vancouver Island	15	6	4	11	7	9
Southern Interior	32	24	18	18	15	22
North Central	23	14	11	19	17	17
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 based on data from 2010 to 2014 and rounded to the nearest whole number.

Source: Police Traffic Accident System (as of January 31, 2016) 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.								
		2009	2010	2011	2012	2013	2014	5-year average
Incidents		35,000	34,000	33,000	32,000	31,000	n/a	33,000
Injured youth		7,100	7,100	6,900	6,900	6,600	n/a	6,900
Fatal youth		n/a	37	34	34	27	25	32

Crashes where at least one youth (age 16 to 21) was involved, by region								
		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	23,000	22,000	21,000	21,000	20,000	n/a	21,000
	Injured youth	4,700	4,700	4,600	4,600	4,400	n/a	4,600
	Fatal youth	n/a	11	15	14	9	11	12
Vancouver Island	Incidents	4,800	4,800	4,500	4,400	4,100	n/a	4,500
	Injured youth	960	930	890	900	870	n/a	910
	Fatal youth	n/a	6	3	4	3	4	4
Southern Interior	Incidents	5,200	5,000	4,900	4,600	4,400	n/a	4,800
	Injured youth	1,100	1,100	1,000	1,000	990	n/a	1,000
	Fatal youth	n/a	7	11	9	7	7	9
North Central	Incidents	2,200	2,100	2,300	2,200	2,100	n/a	2,200
	Injured youth	340	360	430	350	340	n/a	360
	Fatal youth	n/a	13	5	7	8	3	8
Unknown	Incidents	68	96	84	110	96	n/a	91
	Injured youth	13	19	11	18	12	n/a	15
	Fatal youth	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) 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.

	2009	2010	2011	2012	2013	2014	5-year average
Incidents	86,000	83,000	82,000	82,000	81,000	n/a	83,000
Injured victims	50,000	52,000	53,000	55,000	57,000	n/a	53,000
Fatal victims	n/a	62	66	77	79	49	67

Crashes at intersections, by region

		2009	2010	2011	2012	2013	2014	5-year average
Lower Mainland	Incidents	67,000	65,000	64,000	65,000	64,000	n/a	65,000
	Injured victims	38,000	40,000	41,000	43,000	45,000	n/a	42,000
	Fatal victims	n/a	27	30	38	45	29	34
Vancouver Island	Incidents	8,800	9,100	8,600	8,200	8,100	n/a	8,600
	Injured victims	5,700	5,800	5,600	5,700	6,000	n/a	5,800
	Fatal victims	n/a	15	9	15	13	3	11
Southern Interior	Incidents	7,100	6,800	6,800	6,800	6,800	n/a	6,900
	Injured victims	4,400	4,500	4,600	4,900	4,800	n/a	4,600
	Fatal victims	n/a	14	17	16	14	13	15
North Central	Incidents	2,500	2,200	2,600	2,500	2,400	n/a	2,400
	Injured victims	1,300	1,300	1,500	1,400	1,300	n/a	1,300
	Fatal victims	n/a	6	10	8	7	4	7
Unknown	Incidents	0	0	0	0	0	n/a	0
	Injured victims	0	0	0	0	0	n/a	0
	Fatal victims	n/a	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 based on data from 2010 to 2014 and rounded to the nearest whole number.

ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014) for incidents and injured victim counts. Police Traffic Accident System (as of January 31, 2016) for fatal victim counts.

Top 10 crash intersections in the Lower Mainland

Year: 2013		
Intersection	City Location	Crash Count
Trans-Canada Hwy & Willingdon Ave & Willingdon Ave offramp & Willingdon Ave onramp & turning lane	Burnaby	350
Brunette Ave & Brunette Ave offramp & Brunette Ave onramp & Trans-Canada Hwy	Coquitlam & New Westminster	340
Gaglardi Way & Gaglardi Way offramp & Gaglardi Way onramp & Trans-Canada Hwy & emergency lane & turning lane	Burnaby	250
Knight St & Knight St Bridge & SE Marine Dr & SE Marine Dr offramp & SE Marine Dr onramp	Vancouver	230
264 St & 264 St onramp & 56 Ave & 56 Ave offramp & 56 Ave onramp & Trans-Canada Hwy	Langley	220
Kensington Ave & Kensington Ave offramp & Kensington Ave onramp & Trans-Canada Hwy & turning lane	Burnaby	210
232 St & 232 St offramp & 232 St onramp & 72 Ave & 72 Ave onramp & Trans-Canada Hwy	Langley	190
88 Ave & King George Blvd	Surrey	180
128 St & King George Blvd	Surrey	170
72 Ave & King George Blvd	Surrey	160

Crash counts over one hundred have been rounded. Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: Business Information Warehouse (as of March 31, 2014).

Top 10 crash intersections on Vancouver Island

Year: 2013		
Intersection	City Location	Crash Count
Admirals Rd & McKenzie Ave & Trans-Canada Hwy	Saanich	79
Bowen Rd & Island Hwy N & Norwell Dr	Nanaimo	60
Island Hwy N & Northfield Rd & turning lane	Nanaimo	58
Millstream Rd & Millstream Rd offramp & Millstream Rd onramp & Trans-Canada Hwy & Veterans Memorial Pky & Veterans Memorial Pky offramp & Veterans Memorial Pky onramp	Langford	55
Island Hwy N & Mostar Rd & Rutherford Rd	Nanaimo	55
Tillicum Rd & Trans-Canada Hwy & turning lane	Saanich	55
Burnside Rd E & Douglas St & turning lane	Victoria	53
Blanshard St & Saanich Rd	Saanich	52
Burnside Rd W & Tillicum Rd	Saanich	49
Trans-Canada Hwy & Trunk Rd	Duncan	48
Hillside Ave & Shelbourne St	Victoria	48

Crash counts over one hundred have been rounded. Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: Business Information Warehouse (as of March 31, 2014).

Top 10 crash intersections in the Southern Interior

Year: 2013		
Intersection	City Location	Crash Count
Harvey Ave & Spall Rd	Kelowna	95
Dilworth Dr & Harvey Ave	Kelowna	81
Benvoulin Rd & Dilworth Dr & Springfield Rd & turning lane	Kelowna	67
Cooper Rd & Harvey Ave	Kelowna	62
Banks Rd & Hwy 97 N & turning lane	Kelowna	61
Gordon Dr & Harvey Ave	Kelowna	53
Clement Ave & Clifton Rd & turning lane	Kelowna	46
Enterprise Way & Hwy 97 N & Leathead Rd & turning lane	Kelowna	46
Hwy 33 W & Hwy 97 N & turning lane	Kelowna	45
8th St & Fortune Dr & Tranquille Rd	Kamloops	44
Hwy 97 N & Old Vernon Rd & Sexsmith Rd	Kelowna	44

Crash counts over one hundred have been rounded. Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: Business Information Warehouse (as of March 31, 2014).

Top 10 crash intersections in the North Central region

Year: 2013		
Intersection	City Location	Crash Count
Domano Blvd & Hwy 16 W & Tyner Blvd & turning lane	Prince George	41
Ferry Ave & Hwy 16 W	Prince George	35
Hwy 16 W & Hwy 97 S & turning lane	Prince George	29
100 Ave & Alaska Hwy & Old Fort Rd & turning lane	Fort St John	21
15th Ave & Hwy 97 S	Prince George	19
15th Ave & Patricia Blvd & Victoria St	Prince George	18
15th Ave & Central St E	Prince George	17
20th Ave & Victoria St	Prince George	17
Hwy 16 W & Konrath Rd & Westgate Ave & turning lane	Prince George	16
15th Ave & S Ospika Blvd	Prince George	14
17th Ave & 20th Ave & Carney St & Massey Dr	Prince George	14
Cowart Rd & Hwy 16 W & Vance Rd	Prince George	14
Massey Dr & S Ospika Blvd	Prince George	14

Crash counts over one hundred have been rounded. Counts exclude crashes that occurred in parking lots or involved parked vehicles.

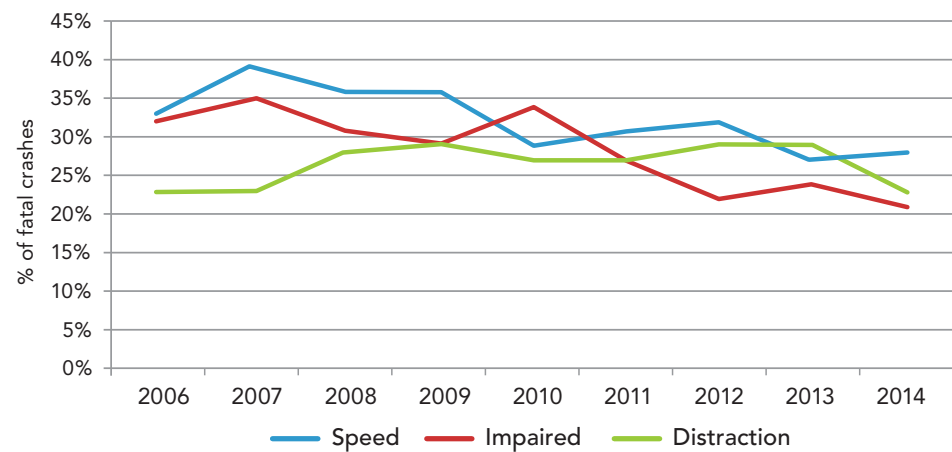
ICBC's 2013 crash data for the North Central region is not yet fully available. As a result, in this table, crash counts do not include a small number of incidents for November and December 2013. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014).

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



	2006	2007	2008	2009	2010	2011	2012	2013	2014
Speed	33%	39%	36%	36%	29%	31%	32%	27%	27%
Impaired	32%	35%	31%	29%	34%	27%	22%	24%	21%
Distraction	23%	23%	28%	29%	27%	27%	29%	29%	23%

Speed

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

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

	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	113	98	100	77	81	94
Lower Mainland	30	27	25	20	18	24
Vancouver Island	18	12	10	13	5	12
Southern Interior	37	34	50	29	36	38
North Central	28	25	15	15	22	21
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 January 31, 2016).

Alcohol, drugs or medication

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

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

	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	127	75	57	64	64	78
Lower Mainland	41	18	14	16	14	21
Vancouver Island	18	11	7	12	7	11
Southern Interior	35	26	20	21	22	25
North Central	33	20	16	15	21	21
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 January 31, 2016).

Distraction

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

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

	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	102	79	80	77	66	81
Lower Mainland	36	23	27	26	22	27
Vancouver Island	16	5	9	10	8	10
Southern Interior	37	33	35	20	26	31
North Central	13	18	9	21	11	15
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 January 31, 2016).

High-risk driving

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

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

	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	159	136	133	115	103	130
Lower Mainland	49	44	45	41	31	42
Vancouver Island	24	17	15	19	6	17
Southern Interior	54	48	57	35	40	47
North Central	32	27	16	20	26	25
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 January 31, 2016).

Driving too fast for conditions

- ICBC's [fact sheet](#) on unsafe speed.

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

	2010	2011	2012	2013	2014	5-year average
British Columbia (total)	44	45	54	29	38	42
Lower Mainland	6	7	11	5	6	7
Vancouver Island	5	6	6	3	2	5
Southern Interior	21	20	30	19	20	22
North Central	12	12	7	2	10	9
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 January 31, 2016).

Auto crime

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

Auto crime incidents reported to ICBC in B.C.

	2009	2010	2011	2012	2013	5-year average
Stolen vehicles	12,000	9,100	7,300	7,000	6,400	8,300
Vehicle break-ins	20,000	17,000	15,000	16,000	13,000	16,000
Vandalism	27,000	24,000	22,000	22,000	20,000	23,000

Auto crime incidents reported to ICBC, by region

		2009	2010	2011	2012	2013	5-year average
Lower Mainland	Stolen vehicles	8,300	6,700	5,200	5,200	4,700	6,000
	Vehicle break-ins	16,000	13,000	11,000	12,000	10,000	12,000
	Vandalism	14,000	13,000	12,000	11,000	11,000	12,000
Vancouver Island	Stolen vehicles	940	710	560	480	400	620
	Vehicle break-ins	1,100	1,100	850	730	570	870
	Vandalism	2,200	1,700	1,600	1,400	1,200	1,600
Southern Interior	Stolen vehicles	1,600	1,200	1,100	940	780	1,100
	Vehicle break-ins	1,200	900	880	960	950	970
	Vandalism	2,000	1,800	1,700	1,600	1,400	1,700
North Central	Stolen vehicles	620	480	390	370	380	450
	Vehicle break-ins	430	390	270	260	270	320
	Vandalism	950	790	790	730	680	790
Unknown	Stolen vehicles	120	76	83	71	86	87
	Vehicle break-ins	1,300	1,200	1,200	1,400	1,000	1,200
	Vandalism	7,900	6,900	6,400	6,500	5,900	6,700

Counts over one hundred have been rounded.

ICBC's 2013 auto crime data for the North Central region is not yet fully available. As a result, in this table, B.C. and North Central totals include a small number of estimated incidents. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014).

Average cost, including deductible, of an auto crime incident in B.C. reported to ICBC (2009 to 2013)

Stolen vehicle	Approximately \$4,600
Vehicle break-in	Approximately \$1,000
Vandalism	Approximately \$970

Amounts rounded to the nearest hundred.

ICBC's 2013 auto crime data for the North Central region is not yet fully available. As a result, in this table, the average costs do not include a small number of incidents for November and December 2013. Final statistics are expected early this year and this document will be updated soon after.

Source: Business Information Warehouse (as of March 31, 2014).

Population

Vehicles

Policies in-force, by region and in B.C.					
	2010	2011	2012	2013	2014
British Columbia (total)	3,159,000	3,203,000	3,244,000	3,302,000	3,373,000
Lower Mainland	1,640,000	1,665,000	1,689,000	1,717,000	1,757,000
Vancouver Island	603,000	610,000	617,000	628,000	640,000
Southern Interior	583,000	590,000	597,000	609,000	622,000
North Central	279,000	287,000	292,000	301,000	310,000
Unknown	54,000	52,000	48,000	48,000	44,000

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 December 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, Yale.

Source: Business Information Warehouse (as of June 30, 2015).

Policies in-force by type					
	2010	2011	2012	2013	2014
Passenger	2,065,000	2,090,000	2,116,000	2,150,000	2,194,000
Commercial	690,000	702,000	711,000	726,000	739,000
Motor home	41,000	40,000	40,000	39,000	39,000
Motorcycle/moped*	96,000	98,000	102,000	105,000	107,000
Hybrid	20,000	22,000	26,000	29,000	33,000
Electric	54	160	450	960	1,700

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

Counts have been rounded.

Counts are as of December 31st of each year except for motor homes, motorcycles and mopeds, which are seasonal vehicles and the counts shown are as of August 31st of each year. Counts include Autoplan and temporary policies; storage policies are excluded.

Hybrid includes the following models: Acura ILX Hybrid 4DR, Audi Q5 Hybrid 4DR All-WD, BMW Active Hybrid 3 4DR, BMW Active Hybrid 5 4DR, BMW Active Hybrid 7L 4DR, BMW Active Hybrid 7 4DR, BMW Active Hybrid 7L 4DR, BMW X6 Hybrid 4DR All-WD, Cadillac ELR 2DR, Cadillac Escalade ESV Platinum Hybrid 4DR All-WD, Cadillac Escalade Hybrid 4DR 2WD, Cadillac Escalade Hybrid 4DR All-WD, Cadillac Escalade Hybrid 4DR AWD, Chevrolet Malibu Hybrid 4DR, Chevrolet Malibu Hybrid 4DR, Chevrolet Silverado 1500 Hybrid 2WD Crew Cab, Chevrolet Silverado 1500 Hybrid 4WD Crew Cab, Chevrolet Silverado 1500 LS Hybrid 2WD Ext Cab, Chevrolet Silverado 1500 LS Hybrid 4WD Ext Cab, Chevrolet Tahoe Hybrid 4DR 2WD, Chevrolet Tahoe Hybrid 4DR 4WD, Chevrolet Volt 5DR Hatchback, Chrysler Aspen Hybrid 4DR 4WD, Dodge Durango Limited Hybrid 4DR 4WD, Fisker Karma, Ford C-Max SE & SEL Hybrid 5DR, Ford C-Max SE Hybrid 5DR, Ford C-Max SEL Energi 5DR, Ford C-Max SEL Hybrid 5DR, Ford Escape Hybrid 4DR 2WD, Ford Escape Hybrid 4DR 2WD, Ford Escape Hybrid 4DR 4WD, Ford Escape Hybrid 4DR 4WD, Ford Escape Limited Hybrid 4DR 2WD, Ford Escape Limited Hybrid 4DR 4WD, Ford Fusion Hybrid 4DR, Ford Fusion Hybrid 4DR, Ford Fusion S Hybrid 4DR, Ford Fusion SE Energi & Titanium Energi 4DR, Ford Fusion SE Energi 4DR, Ford Fusion SE Hybrid 4DR, Ford Fusion Titanium Energi 4DR, Ford Fusion Titanium Hybrid 4DR, GMC Sierra 1500 Hybrid 2WD Crew Cab Pickup, GMC Sierra 1500 Hybrid 4WD Crew Cab Pickup, GMC Sierra 1500 SLE Hybrid 2WD Ext Cab, GMC Sierra 1500 SLE Hybrid 4WD Ext Cab, GMC Yukon Denali Hybrid 4DR 2WD, GMC Yukon Denali Hybrid 4DR All-WD, GMC Yukon Denali Hybrid 4DR AWD, GMC Yukon Hybrid 4DR 2WD, GMC Yukon Hybrid 4DR 2WD, GMC Yukon Hybrid 4DR 4WD, 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, Infiniti M35h 4DR, Infiniti Q50 Hybrid 4DR, Infiniti Q50 Hybrid 4DR All-WD, Infiniti Q70 Hybrid 4DR, Infiniti QX60 Hybrid 4DR AWD, KIA Optima Hybrid 4DR, Lexus CT 200h 5DR, Lexus ES 300h 4DR, Lexus GS 450h 4DR, Lexus HS 250h 4DR, Lexus LS 600h L 4DR All-WD, Lexus RX400h 4DR 2WD, Lexus RX400h 4DR All-WD, Lexus RX400h 4DR AWD, Lexus RX450h 4DR 2WD (U.S. Import), Lexus RX450h 4DR All-WD, Lincoln MKZ Hybrid 4DR, Mercedes E400 Hybrid 4DR, Mercedes S400 Hybrid 4DR, Mercury Mariner Hybrid 4DR 2WD, Mercury Mariner Hybrid 4DR 4WD, Mercury Mariner Hybrid 4DR 4WD (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-WD, Porsche Panamera S 4DR Hybrid, Saturn Aura Green Line Hybrid 4DR, Saturn Vue Green Line Hybrid 4DR 2WD, 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 XLE Hybrid 4DR, Toyota Highlander Hybrid 4DR 2WD, Toyota Highlander Hybrid 4DR 2WD incl Limited, Toyota Highlander Hybrid 4DR 4WD, Toyota Highlander Hybrid Limited 4DR 2WD, Toyota Highlander Hybrid Limited 4DR 4WD, Toyota Prius 4DR, Toyota Prius 5DR, Toyota Prius 5DR Liftback, Toyota Prius C 5DR Hatchback, Toyota Prius Plug-In 5DR, Toyota Prius Touring 5DR, Toyota Prius V 5DR Hatchback, Volkswagen Jetta Hybrid 4DR, Volkswagen Touareg Hybrid 4DR AWD Note: Some models may not have been available for the earlier years.

Electric includes the following models: A.C.G. All LSV Models, BMW i3 5DR, Bombardier All LSV Models, Canadian Electric Might E Truck (All LSV Models), Dynasty Motorcar All LSV Models, E Ride EXV2 (Type 2 LSV Model), E Ride EXV4 (Type 1 LSV Model), Ford Focus Electric 5DR, Global Electric MO Type 1 (All LSV Models), Global Electric MO Type 2 (All LSV Models), Impact GM ProtoType Electric Car, Miles ZX40ST (Type 2), Mitsubishi i-MiEV (Left Hand Drive), Mitsubishi i-MiEV (Right Hand Drive), Mitsubishi i-MiEV ES 5DR, Mitsubishi i-MiEV SE 5DR, Nissan Leaf S 5DR, Nissan Leaf SL 5DR, Nissan Leaf SV & SL 5DR, Nissan Leaf SV 5DR, Smart Fortwo Electric Drive 2DR Coupe, Smart Fortwo Electric Drive 2DR Coupe, Smart Fortwo Electric Drive Cabriolet, Tesla Model S 4DR, Tesla Model S Signature 4DR, Tesla Roadster, Vandage EVC1000 Van (LSV Model), Vandage EVP1000 VAN (LSV Model), Vandage EVX1000 Pickup (LSV Model), Zenn Type 1 (All LSV Models) Note: Some models may not have been available for the earlier years.

Source: Business Information Warehouse (as of June 30, 2015).

Policies in-force by type, by region						
		2010	2011	2012	2013	2014
Lower Mainland	Passenger	1,222,000	1,241,000	1,259,000	1,282,000	1,311,000
	Commercial	264,000	268,000	272,000	275,000	281,000
	Motor home	14,000	14,000	14,000	13,000	13,000
	Motorcycle/moped*	42,000	44,000	45,000	47,000	47,000
	Hybrid	13,000	15,000	17,000	20,000	22,000
	Electric	41	110	310	670	1,200
Vancouver Island	Passenger	379,000	382,000	387,000	392,000	400,000
	Commercial	138,000	140,000	141,000	144,000	146,000
	Motor home	9,500	9,400	9,500	9,500	9,500
	Motorcycle/moped*	23,000	23,000	24,000	25,000	26,000
	Hybrid	3,600	3,800	4,500	5,200	5,700
	Electric	11	40	99	200	350
Southern Interior	Passenger	316,000	319,000	323,000	328,000	336,000
	Commercial	166,000	168,000	170,000	175,000	177,000
	Motor home	11,000	11,000	11,000	11,000	11,000
	Motorcycle/moped*	22,000	23,000	23,000	24,000	25,000
	Hybrid	2,000	2,200	2,600	2,900	3,100
	Electric	1	4	32	63	92
North Central	Passenger	117,000	118,000	119,000	120,000	123,000
	Commercial	106,000	111,000	114,000	118,000	122,000
	Motor home	4,800	4,600	4,900	4,900	4,900
	Motorcycle/moped*	7,300	7,300	8,000	8,400	8,600
	Hybrid	610	660	750	820	880
	Electric	1	2	8	14	21
Unknown	Passenger	31,000	30,000	28,000	27,000	26,000
	Commercial	15,000	14,000	14,000	14,000	12,000
	Motor home	560	510	410	340	350
	Motorcycle/moped*	1,200	1,200	1,000	920	900
	Hybrid	570	660	610	570	550
	Electric	0	1	7	16	28

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

Counts over 100 have been rounded.

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 December 31st of each year except for motor homes, motorcycles and mopeds, which are seasonal vehicles and the counts shown are as of August 31st of each year. Counts include Autoplan and temporary policies; storage policies are excluded.

For a list of the models of electric and hybrid vehicles included in these counts, see caveat in previous table, "Policies in force by type" on page 23.

Source: Business Information Warehouse (as of June 30, 2015).

Active B.C. driver licences

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

	2010	2011	2012	2013	2014
British Columbia (total)	3,143,000	3,175,000	3,213,000	3,257,000	3,280,000
Lower Mainland	1,822,000	1,850,000	1,882,000	1,911,000	1,920,000
Vancouver Island	560,000	564,000	570,000	576,000	578,000
Southern Interior	511,000	514,000	518,000	525,000	527,000
North Central	223,000	224,000	226,000	228,000	228,000
Unknown	28,000	24,000	17,000	16,000	26,000

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: Business Information Warehouse (as of June 30, 2015).

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

Age	2010	2011	2012	2013	2014
16-19	147,000	146,000	146,000	145,000	143,000
20-24	230,000	229,000	230,000	231,000	230,000
25-29	263,000	264,000	263,000	264,000	263,000
30-34	258,000	264,000	270,000	277,000	280,000
35-39	267,000	264,000	263,000	264,000	265,000
40-44	294,000	294,000	292,000	288,000	281,000
45-49	328,000	320,000	311,000	303,000	297,000
50-54	325,000	326,000	329,000	333,000	331,000
55-59	292,000	299,000	306,000	312,000	315,000
60-64	255,000	261,000	265,000	272,000	278,000
65-69	178,000	192,000	208,000	221,000	233,000
70-74	128,000	133,000	142,000	151,000	159,000
75-79	94,000	96,000	99,000	103,000	106,000
80-84	55,000	56,000	58,000	60,000	61,000
85+	29,000	30,000	31,000	33,000	35,000

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.

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

Source: Business Information Warehouse (as of June 30, 2015).

Active B.C. driver licences; by licence class					
Description	2010	2011	2012	2013	2014
Pending	120,400	118,000	121,600	124,800	126,500
CLASS 1	63,000	62,900	63,600	65,200	66,300
CLASS 1, 6	27,100	27,300	27,800	28,400	28,600
CLASS 2	7,400	7,400	7,500	7,600	7,700
CLASS 2, 3	4,000	3,800	3,600	3,400	3,100
CLASS 2, 3 and 6	2,200	2,100	2,100	2,000	1,900
CLASS 2, 6	2,200	2,300	2,300	2,400	2,400
CLASS 3	19,200	18,900	18,800	18,700	18,500
CLASS 3, 4	3,200	3,100	3,000	3,000	2,900
CLASS 3, 4 and 6	2,000	1,900	1,900	1,900	1,900
CLASS 3, 6	8,400	8,400	8,300	8,400	8,300
CLASS 4	46,500	45,900	45,000	44,600	43,900
CLASS 4, 6	8,100	7,800	7,700	7,600	7,300
CLASS 5	2,381,800	2,406,700	2,432,000	2,460,800	2,472,700
CLASS 5, 6	203,300	208,200	213,900	219,600	223,400
CLASS 6	250	230	230	240	240
CLASS 7 (GLP)	243,300	249,300	252,700	257,600	263,700
CLASS 7, 8 (GLP)	530	550	570	580	610
CLASS 8 (GLP)	120	120	120	140	140

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: Business Information Warehouse (as of June 30, 2015).

