

BW (MPI)

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| Volume: | LP 5.1 | Page No.: | |
| Reference: | | | |
| Topic: | Road Safety | | |
| Sub Topic: | Statistics | | |
| Issue: | Fatal / Serious Injury Trend Analysis | | |

Preamble/Rationale: Bike Winnipeg seeks to continue reviewing long term MPI fatality and serious injury data in a disaggregated fashion to better understand the trends relating to fatalities and serious injuries. BW wishes to review the distribution of these fatalities and serious injuries amongst different road users including drivers, passengers and different categories of vulnerable road users including pedestrians, cyclists and motorcyclists.

In the request below, a working definition for the terms current and ultimate is:

Current (Current Fiscal Year Claims Incurred):

Current fiscal year claims incurred represent the accumulation or sum of all changes in claims dollar activity (paid, reserves, recoveries, IBNR, etc.) for all previous Insurance Accident Years.

Ultimate (Ultimate Claims Incurred):

Ultimate claims incurred for a year represent the sum of the dollar activity expected/projected/developed to be incurred for a particular Insurance Accident Year (for example what will be the ultimate claims incurred for collision for the Insurance Accident Year for 2012/13).

Question:

Please complete the tables provided in **Attachment A**, with regard to the victim type

and classifications for fatalities and serious injuries.

1. MPI Fatalities - Count of Claims
2. MPI Serious Injuries - Count of Claims
3. MPI Fatalities - Cost - Current value - (\$000)
4. MPI Serious Injuries - Cost - Current value - (\$000)
5. MPI data – Fatalities -Cost per Claim - (\$000)
6. MPI data – Serious Injuries - Cost per Claim - (\$000)
7. MPI data – Serious Injuries - Ultimate value - (\$000)
8. MPI Ratios – Fatalities per Licensed Active Drivers
9. MPI Ratios – Fatalities per Registered Vehicle (Commercial and Non-Commercial)
10. MPI Ratios – Serious Injuries per Licensed Active Drivers
11. MPI Ratios – Serious Injuries per Registered Vehicle (Commercial and Non-Commercial)

RESPONSE:

Refer to the following tables.

| 1. MPI Fatalities - Count of Claims | | | | | | | | | | | | |
|-------------------------------------|----------------|----------------|---------------------|------------|---------------|-------------------------|-----------------------------|------------|-----------|--------------------------|---------------------|--------------------|
| Reported Insurance Year | All Fatalities | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Fatalities | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Fatalities | MV / All Fatalities | VRU/All Fatalities |
| 2000 | 137 | 17 | 60 | 24 | 20 | 104 | 2 | 13 | 1 | 16 | 75.91% | 11.68% |
| 2001 | 129 | 15 | 52 | 27 | 15 | 94 | 3 | 13 | 4 | 20 | 72.87% | 15.50% |
| 2002 | 131 | 9 | 52 | 36 | 20 | 108 | 4 | 10 | 0 | 14 | 82.44% | 10.69% |
| 2003 | 117 | 5 | 56 | 24 | 19 | 99 | 1 | 10 | 2 | 13 | 84.62% | 11.11% |
| 2004 | 126 | 10 | 56 | 28 | 11 | 95 | 2 | 17 | 2 | 21 | 75.40% | 16.67% |
| 2005 | 110 | 5 | 44 | 31 | 14 | 89 | 5 | 9 | 2 | 16 | 80.91% | 14.55% |
| 2006 | 145 | 7 | 69 | 41 | 10 | 120 | 2 | 14 | 2 | 18 | 82.76% | 12.41% |
| 2007 | 124 | 10 | 54 | 22 | 12 | 88 | 1 | 21 | 4 | 26 | 70.97% | 20.97% |
| 2008 | 111 | 15 | 45 | 26 | 5 | 76 | 2 | 15 | 3 | 20 | 68.47% | 18.02% |
| 2009 | 105 | 5 | 58 | 18 | 8 | 84 | 4 | 12 | 0 | 16 | 80.00% | 15.24% |
| 2010 | 105 | 10 | 44 | 24 | 3 | 71 | 3 | 18 | 3 | 24 | 67.62% | 22.86% |
| 2011 | 124 | 18 | 57 | 28 | 1 | 86 | 1 | 16 | 3 | 20 | 69.35% | 16.13% |
| 2012 | 106 | 11 | 45 | 20 | 1 | 66 | 5 | 18 | 6 | 29 | 62.26% | 27.36% |
| 2013 | 108 | 14 | 47 | 32 | 0 | 79 | 5 | 6 | 4 | 15 | 73.15% | 13.89% |
| 2014 | 85 | 7 | 40 | 15 | 2 | 57 | 4 | 12 | 5 | 21 | 67.06% | 24.71% |
| 2015 YTD (June 30) | 17 | 1 | 6 | 1 | 0 | 7 | 2 | 7 | 0 | 9 | 41.18% | 52.94% |
| Total 2000 - 2015 YTD | 1,780 | 159 | 785 | 397 | 141 | 1,323 | 46 | 211 | 41 | 298 | 74.33% | 16.74% |

| 2. MPI Serious Injuries - Count of Claims | | | | | | | | | | | | |
|---|----------------------|----------------|---------------------|------------|---------------|-------------------------------|-----------------------------|-----------|-----------|--------------------------------|---------------------------|--------------------------|
| Reported Insurance Year | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries | MV / All Serious Injuries | VRU/All Serious Injuries |
| 2000 | 69 | 3 | 26 | 22 | 10 | 58 | 2 | 5 | 1 | 8 | 84.06% | 11.59% |
| 2001 | 65 | 7 | 31 | 12 | 10 | 53 | 3 | 2 | 0 | 5 | 81.54% | 7.69% |
| 2002 | 69 | 13 | 17 | 17 | 13 | 47 | 3 | 6 | 0 | 9 | 68.12% | 13.04% |
| 2003 | 67 | 7 | 32 | 10 | 11 | 53 | 2 | 5 | 0 | 7 | 79.10% | 10.45% |
| 2004 | 59 | 8 | 19 | 18 | 6 | 43 | 2 | 5 | 1 | 8 | 72.88% | 13.56% |
| 2005 | 73 | 7 | 34 | 11 | 10 | 55 | 3 | 8 | 0 | 11 | 75.34% | 15.07% |
| 2006 | 99 | 7 | 48 | 20 | 8 | 76 | 9 | 6 | 1 | 16 | 76.77% | 16.16% |
| 2007 | 94 | 4 | 54 | 23 | 3 | 80 | 5 | 2 | 3 | 10 | 85.11% | 10.64% |
| 2008 | 91 | 2 | 53 | 16 | 5 | 74 | 4 | 11 | 0 | 15 | 81.32% | 16.48% |
| 2009 | 95 | 6 | 54 | 18 | 5 | 77 | 4 | 6 | 2 | 12 | 81.05% | 12.63% |
| 2010 | 94 | 7 | 41 | 22 | 2 | 65 | 11 | 8 | 3 | 22 | 69.15% | 23.40% |
| 2011 | 85 | 4 | 40 | 21 | 4 | 65 | 5 | 9 | 2 | 16 | 76.47% | 18.82% |
| 2012 | 69 | 5 | 37 | 9 | 2 | 48 | 3 | 9 | 4 | 16 | 69.57% | 23.19% |
| 2013 | 42 | 4 | 15 | 9 | 2 | 26 | 4 | 5 | 3 | 12 | 61.90% | 28.57% |
| 2014 | 26 | 4 | 10 | 5 | 0 | 15 | 0 | 7 | 0 | 7 | 57.69% | 26.92% |
| 2015 YTD (June 30) | 4 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 50.00% | 25.00% |
| Total 2000 - 2015 YTD | 1,101 | 89 | 511 | 235 | 91 | 837 | 60 | 95 | 20 | 175 | 76.02% | 15.89% |

| 3. MPI Fatalities - Current Value (\$000) | | | | | | | | | | | | |
|---|----------------|----------------|---------------------|-----------|---------------|-------------------------|-----------------------------|--------|----------|--------------------------|---------------------|--------------------|
| Reported Insurance Year | All Fatalities | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Fatalities | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Fatalities | MV / All Fatalities | VRU/All Fatalities |
| 2000 | 12,294 | 2,392 | 3,977 | 1,462 | 2,925 | 8,365 | 171 | 1,288 | 78 | 1,538 | 68.04% | 12.51% |
| 2001 | 9,570 | 1,271 | 4,348 | 1,471 | 1,285 | 7,104 | 425 | 613 | 158 | 1,195 | 74.23% | 12.49% |
| 2002 | 10,367 | 534 | 5,225 | 2,564 | 1,317 | 9,106 | 393 | 334 | 0 | 727 | 87.84% | 7.01% |
| 2003 | 8,572 | 421 | 4,509 | 1,442 | 1,475 | 7,426 | 82 | 580 | 63 | 725 | 86.63% | 8.46% |
| 2004 | 9,117 | 736 | 3,952 | 2,441 | 712 | 7,104 | 57 | 1,125 | 95 | 1,277 | 77.92% | 14.00% |
| 2005 | 12,482 | 1,400 | 4,529 | 3,800 | 1,260 | 9,589 | 876 | 582 | 35 | 1,493 | 76.83% | 11.96% |
| 2006 | 13,932 | 1,065 | 5,968 | 4,207 | 945 | 11,120 | 523 | 1,177 | 46 | 1,746 | 79.82% | 12.54% |
| 2007 | 10,818 | 624 | 4,432 | 2,379 | 1,225 | 8,036 | 382 | 1,328 | 449 | 2,159 | 74.28% | 19.95% |
| 2008 | 9,585 | 774 | 4,096 | 2,092 | 549 | 6,737 | 51 | 1,326 | 697 | 2,074 | 70.29% | 21.63% |
| 2009 | 10,676 | 558 | 5,210 | 2,237 | 831 | 8,278 | 637 | 1,203 | 0 | 1,840 | 77.54% | 17.23% |
| 2010 | 10,226 | 718 | 5,249 | 1,797 | 386 | 7,432 | 1,047 | 833 | 197 | 2,076 | 72.68% | 20.30% |
| 2011 | 9,948 | 1,490 | 5,490 | 1,470 | 213 | 7,173 | 137 | 1,006 | 142 | 1,285 | 72.11% | 12.92% |
| 2012 | 11,490 | 1,220 | 5,883 | 1,453 | 177 | 7,513 | 934 | 1,321 | 502 | 2,757 | 65.39% | 23.99% |
| 2013 | 10,393 | 743 | 4,742 | 3,675 | 0 | 8,416 | 725 | 317 | 192 | 1,234 | 80.98% | 11.87% |
| 2014 | 8,613 | 582 | 4,592 | 1,537 | 146 | 6,274 | 282 | 1,182 | 293 | 1,757 | 72.84% | 20.40% |
| 2015 YTD (June 30) | 1,365 | 22 | 594 | 97 | 0 | 691 | 85 | 567 | 0 | 652 | 50.64% | 47.78% |
| Total 2000 - 2015 YTD | 159,447 | 14,549 | 72,795 | 34,123 | 13,446 | 120,364 | 6,805 | 14,782 | 2,946 | 24,534 | 75.49% | 15.39% |

| 4. MPI Serious Injuries - Cost - Current value (\$000) | | | | | | | | | | | | |
|--|----------------------|----------------|---------------------|----------------|----------------|-------------------------------|-----------------------------|---------------|---------------|--------------------------------|---------------------------|--------------------------|
| Reported Insurance Year | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries | MV / All Serious Injuries | VRU/All Serious Injuries |
| 2000 | 62,645 | 2,417 | 24,339 | 19,774 | 11,058 | 55,171 | 1,429 | 3,236 | 393 | 5,057 | 88.07% | 8.07% |
| 2001 | 68,293 | 11,998 | 24,499 | 11,062 | 16,639 | 52,200 | 2,980 | 1,115 | 0 | 4,095 | 76.44% | 6.00% |
| 2002 | 74,191 | 13,402 | 17,652 | 13,570 | 22,593 | 53,815 | 1,729 | 5,245 | 0 | 6,974 | 72.54% | 9.40% |
| 2003 | 67,075 | 6,115 | 30,818 | 8,415 | 13,610 | 52,843 | 851 | 7,266 | 0 | 8,117 | 78.78% | 12.10% |
| 2004 | 65,665 | 6,716 | 15,612 | 31,645 | 4,382 | 51,638 | 2,483 | 4,413 | 415 | 7,310 | 78.64% | 11.13% |
| 2005 | 70,962 | 10,119 | 30,953 | 10,405 | 11,294 | 52,652 | 3,339 | 4,853 | 0 | 8,192 | 74.20% | 11.54% |
| 2006 | 105,775 | 8,232 | 38,596 | 30,545 | 13,072 | 82,213 | 9,697 | 5,144 | 489 | 15,329 | 77.72% | 14.49% |
| 2007 | 97,634 | 2,769 | 49,820 | 32,308 | 3,449 | 85,578 | 4,943 | 1,349 | 2,996 | 9,288 | 87.65% | 9.51% |
| 2008 | 85,332 | 1,540 | 42,091 | 21,437 | 5,760 | 69,287 | 3,735 | 10,770 | 0 | 14,505 | 81.20% | 17.00% |
| 2009 | 78,078 | 8,235 | 40,153 | 12,207 | 3,807 | 56,167 | 3,621 | 6,506 | 3,548 | 13,676 | 71.94% | 17.52% |
| 2010 | 85,232 | 7,563 | 33,436 | 24,682 | 1,116 | 59,234 | 9,614 | 7,209 | 1,612 | 18,435 | 69.50% | 21.63% |
| 2011 | 71,974 | 3,096 | 26,067 | 29,031 | 3,158 | 58,255 | 4,939 | 4,589 | 1,094 | 10,623 | 80.94% | 14.76% |
| 2012 | 67,051 | 9,547 | 29,208 | 10,633 | 1,423 | 41,264 | 1,465 | 10,880 | 3,895 | 16,241 | 61.54% | 24.22% |
| 2013 | 39,279 | 1,957 | 12,452 | 8,106 | 902 | 21,460 | 4,815 | 9,802 | 1,244 | 15,862 | 54.63% | 40.38% |
| 2014 | 18,875 | 4,096 | 5,747 | 3,655 | 0 | 9,402 | 0 | 5,377 | 0 | 5,377 | 49.81% | 28.49% |
| 2015 YTD (June 30) | 1,928 | 521 | 0 | 907 | 0 | 907 | 0 | 500 | 0 | 500 | 47.05% | 25.93% |
| Total 2000 - 2015 YTD | 1,059,989 | 98,322 | 421,442 | 268,381 | 112,263 | 802,087 | 55,641 | 88,253 | 15,686 | 159,579 | 75.67% | 15.05% |

| 5. MPI Fatalities - Cost per Claim | | | | | | | | | | | | |
|------------------------------------|----------------|----------------|---------------------|-----------|---------------|-------------------------|-----------------------------|---------|----------|--------------------------|---------------------|--------------------|
| Reported Insurance Year | All Fatalities | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Fatalities | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Fatalities | MV / All Fatalities | VRU/All Fatalities |
| 2000 | 89,735 | 140,679 | 66,284 | 60,923 | 146,266 | 80,428 | 85,623 | 99,102 | 78,043 | 96,101 | 89.63% | 107.09% |
| 2001 | 74,188 | 84,725 | 83,615 | 54,466 | 85,691 | 75,574 | 141,695 | 47,117 | 39,447 | 59,770 | 101.87% | 80.57% |
| 2002 | 79,134 | 59,324 | 100,475 | 71,212 | 65,870 | 84,312 | 98,202 | 33,408 | 0 | 51,920 | 106.54% | 65.61% |
| 2003 | 73,263 | 84,189 | 80,512 | 60,099 | 77,621 | 75,009 | 81,875 | 57,991 | 31,569 | 55,763 | 102.38% | 76.11% |
| 2004 | 72,355 | 73,609 | 70,563 | 87,165 | 64,706 | 74,778 | 28,381 | 66,200 | 47,303 | 60,798 | 103.35% | 84.03% |
| 2005 | 113,472 | 279,962 | 102,938 | 122,596 | 89,978 | 107,746 | 175,232 | 64,671 | 17,259 | 93,295 | 94.95% | 82.22% |
| 2006 | 96,082 | 152,142 | 86,490 | 102,622 | 94,514 | 92,670 | 261,420 | 84,083 | 23,245 | 97,027 | 96.45% | 100.98% |
| 2007 | 87,242 | 62,372 | 82,069 | 108,144 | 102,066 | 91,315 | 381,935 | 63,220 | 112,272 | 83,025 | 104.67% | 95.17% |
| 2008 | 86,348 | 51,618 | 91,026 | 80,453 | 109,772 | 88,642 | 25,260 | 88,391 | 232,413 | 103,681 | 102.66% | 120.07% |
| 2009 | 101,677 | 111,645 | 89,830 | 124,292 | 103,815 | 98,547 | 159,323 | 100,220 | 0 | 114,996 | 96.92% | 113.10% |
| 2010 | 97,391 | 71,800 | 119,285 | 74,886 | 128,757 | 104,677 | 348,833 | 46,253 | 65,642 | 86,499 | 107.48% | 88.82% |
| 2011 | 80,225 | 82,764 | 96,317 | 52,485 | 213,415 | 83,408 | 136,998 | 62,899 | 47,239 | 64,255 | 103.97% | 80.09% |
| 2012 | 108,395 | 110,933 | 130,742 | 72,633 | 176,975 | 113,834 | 186,726 | 73,382 | 83,679 | 95,054 | 105.02% | 87.69% |
| 2013 | 96,233 | 53,062 | 100,886 | 114,832 | 0 | 106,535 | 144,941 | 52,867 | 48,025 | 82,267 | 110.71% | 85.49% |
| 2014 | 101,333 | 83,201 | 114,798 | 102,440 | 72,813 | 110,073 | 70,522 | 98,508 | 58,507 | 83,654 | 108.63% | 82.55% |
| 2015 YTD (June 30) | 80,299 | 21,607 | 99,045 | 96,985 | 0 | 98,751 | 42,488 | 81,034 | 0 | 72,468 | 122.98% | 90.25% |
| Total 2000 - 2015 YTD | 89,577 | 91,505 | 92,732 | 85,953 | 95,361 | 90,978 | 147,944 | 70,056 | 71,860 | 82,327 | 101.56% | 91.91% |

| 6. MPI Serious Injuries - Cost per Claim | | | | | | | | | | | | |
|--|----------------------|----------------|---------------------|-----------|---------------|-------------------------------|-----------------------------|-----------|-----------|--------------------------------|---------------------------|--------------------------|
| Reported Insurance Year | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries | MV / All Serious Injuries | VRU/All Serious Injuries |
| 2000 | 907,903 | 805,714 | 936,104 | 898,823 | 1,105,823 | 951,225 | 714,377 | 647,129 | 392,724 | 632,140 | 104.77% | 69.63% |
| 2001 | 1,050,659 | 1,713,985 | 790,289 | 921,860 | 1,663,886 | 984,908 | 993,312 | 557,438 | 0 | 818,962 | 93.74% | 77.95% |
| 2002 | 1,075,230 | 1,030,918 | 1,038,328 | 798,248 | 1,737,949 | 1,145,003 | 576,353 | 874,128 | 0 | 774,870 | 106.49% | 72.07% |
| 2003 | 1,001,118 | 873,548 | 963,067 | 841,451 | 1,237,309 | 997,038 | 425,622 | 1,453,159 | 0 | 1,159,577 | 99.59% | 115.83% |
| 2004 | 1,112,959 | 839,487 | 821,674 | 1,758,050 | 730,297 | 1,200,895 | 1,241,347 | 882,593 | 414,529 | 913,774 | 107.90% | 82.10% |
| 2005 | 972,082 | 1,445,510 | 910,370 | 945,890 | 1,129,444 | 957,305 | 1,112,997 | 606,577 | 0 | 744,692 | 98.48% | 76.61% |
| 2006 | 1,068,437 | 1,176,053 | 804,080 | 1,527,250 | 1,634,024 | 1,081,750 | 1,077,496 | 857,287 | 488,699 | 958,118 | 101.25% | 89.67% |
| 2007 | 1,038,664 | 692,359 | 922,593 | 1,404,706 | 1,149,741 | 1,069,719 | 988,587 | 674,409 | 998,563 | 928,744 | 102.99% | 89.42% |
| 2008 | 937,717 | 770,043 | 794,171 | 1,339,796 | 1,151,937 | 936,317 | 933,738 | 979,067 | 0 | 966,979 | 99.85% | 103.12% |
| 2009 | 821,873 | 1,372,538 | 743,573 | 678,178 | 761,390 | 729,443 | 905,259 | 1,084,382 | 1,774,122 | 1,139,631 | 88.75% | 138.66% |
| 2010 | 906,719 | 1,080,365 | 815,519 | 1,121,915 | 557,831 | 911,293 | 874,001 | 901,135 | 537,296 | 837,953 | 100.50% | 92.42% |
| 2011 | 846,755 | 773,913 | 651,666 | 1,382,406 | 789,509 | 896,234 | 987,881 | 509,939 | 547,225 | 663,956 | 105.84% | 78.41% |
| 2012 | 971,751 | 1,909,343 | 789,413 | 1,181,413 | 711,266 | 859,657 | 488,469 | 1,208,885 | 973,805 | 1,015,037 | 88.46% | 104.45% |
| 2013 | 935,207 | 489,354 | 830,133 | 900,646 | 450,891 | 825,369 | 1,203,781 | 1,960,442 | 414,785 | 1,321,808 | 88.26% | 141.34% |
| 2014 | 725,971 | 1,023,903 | 574,735 | 731,016 | 0 | 626,828 | 0 | 768,173 | 0 | 768,173 | 86.34% | 105.81% |
| 2015 YTD (June 30) | 482,068 | 521,070 | 0 | 453,600 | 0 | 453,600 | 0 | 500,000 | 0 | 500,000 | 94.09% | 103.72% |
| Total 2000 - 2015 YTD | 962,751 | 1,104,746 | 824,740 | 1,142,049 | 1,233,660 | 958,288 | 927,350 | 928,981 | 784,290 | 911,885 | 99.54% | 94.72% |

| 7. MPI Serious Injuries - Ultimate Value | | | | | | | | | | | | |
|--|----------------------|----------------|---------------------|----------------|----------------|-------------------------------|-----------------------------|---------------|---------------|--------------------------------|---------------------------|--------------------------|
| Reported Insurance Year | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries | MV / All Serious Injuries | VRU/All Serious Injuries |
| 2000 | 64,141 | 2,475 | 24,920 | 20,246 | 11,322 | 56,488 | 1,463 | 3,313 | 402 | 5,178 | 88.07% | 8.07% |
| 2001 | 70,306 | 12,352 | 25,221 | 11,388 | 17,129 | 53,739 | 3,068 | 1,148 | 0 | 4,216 | 76.44% | 6.00% |
| 2002 | 75,442 | 13,628 | 17,949 | 13,799 | 22,974 | 54,723 | 1,758 | 5,333 | 0 | 7,091 | 72.54% | 9.40% |
| 2003 | 68,304 | 6,227 | 31,383 | 8,569 | 13,860 | 53,811 | 867 | 7,399 | 0 | 8,266 | 78.78% | 12.10% |
| 2004 | 66,981 | 6,851 | 15,925 | 32,279 | 4,470 | 52,674 | 2,532 | 4,501 | 423 | 7,457 | 78.64% | 11.13% |
| 2005 | 72,833 | 10,385 | 31,769 | 10,679 | 11,592 | 54,040 | 3,427 | 4,981 | 0 | 8,408 | 74.20% | 11.54% |
| 2006 | 108,426 | 8,439 | 39,563 | 31,310 | 13,400 | 84,273 | 9,940 | 5,273 | 501 | 15,714 | 77.72% | 14.49% |
| 2007 | 100,740 | 2,858 | 51,405 | 33,336 | 3,559 | 88,300 | 5,100 | 1,392 | 3,091 | 9,583 | 87.65% | 9.51% |
| 2008 | 88,852 | 1,604 | 43,827 | 22,321 | 5,997 | 72,146 | 3,889 | 11,214 | 0 | 15,103 | 81.20% | 17.00% |
| 2009 | 82,744 | 8,727 | 42,552 | 12,937 | 4,034 | 59,523 | 3,837 | 6,895 | 3,760 | 14,493 | 71.94% | 17.52% |
| 2010 | 91,842 | 8,149 | 36,029 | 26,596 | 1,202 | 63,828 | 10,360 | 7,768 | 1,737 | 19,865 | 69.50% | 21.63% |
| 2011 | 83,685 | 3,599 | 30,308 | 33,754 | 3,672 | 67,734 | 5,743 | 5,336 | 1,273 | 12,352 | 80.94% | 14.76% |
| 2012 | 83,101 | 11,832 | 36,200 | 13,178 | 1,763 | 51,141 | 1,816 | 13,484 | 4,828 | 20,128 | 61.54% | 24.22% |
| 2013 | 53,414 | 2,662 | 16,933 | 11,023 | 1,226 | 29,182 | 6,548 | 13,330 | 1,692 | 21,570 | 54.63% | 40.38% |
| 2014 | 23,557 | 5,112 | 7,173 | 4,562 | 0 | 11,735 | 0 | 6,711 | 0 | 6,711 | 49.81% | 28.49% |
| 2015 YTD (June 30) | 4,953 | 1,338 | 0 | 2,330 | 0 | 2,330 | 0 | 1,284 | 0 | 1,284 | 47.05% | 25.93% |
| Total 2000 - 2015 YTD | 1,173,826 | 108,882 | 466,703 | 297,204 | 124,320 | 888,226 | 61,617 | 97,731 | 17,370 | 176,718 | 75.67% | 15.05% |

| 8. MPI Ratios - Fatalities per 10,000 Licensed Active Drivers | | | | | | | | | | | |
|---|--------------------------------|----------------|----------------|---------------------|-----------|---------------|-------------------------|-----------------------------|--------|----------|--------------------------|
| Reported Insurance Year | Number Licensed Active Drivers | All Fatalities | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated |
| | | | | Driver | Passenger | Other Injured | Sub-total MV Fatalities | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Fatalities |
| 2001 | 695,668 | 0.1854 | 0.0216 | 0.0747 | 0.0388 | 0.0216 | 0.1351 | 0.0043 | 0.0187 | 0.0057 | 0.0287 |
| 2002 | 701,061 | 0.1869 | 0.0128 | 0.0742 | 0.0514 | 0.0285 | 0.1541 | 0.0057 | 0.0143 | 0.0000 | 0.0200 |
| 2003 | 712,785 | 0.1641 | 0.0070 | 0.0786 | 0.0337 | 0.0267 | 0.1389 | 0.0014 | 0.0140 | 0.0028 | 0.0182 |
| 2004 | 721,305 | 0.1747 | 0.0139 | 0.0776 | 0.0388 | 0.0153 | 0.1317 | 0.0028 | 0.0236 | 0.0028 | 0.0291 |
| 2005 | 725,636 | 0.1516 | 0.0069 | 0.0606 | 0.0427 | 0.0193 | 0.1227 | 0.0069 | 0.0124 | 0.0028 | 0.0220 |
| 2006 | 728,518 | 0.1990 | 0.0096 | 0.0947 | 0.0563 | 0.0137 | 0.1647 | 0.0027 | 0.0192 | 0.0027 | 0.0247 |
| 2007 | 735,506 | 0.1686 | 0.0136 | 0.0734 | 0.0299 | 0.0163 | 0.1196 | 0.0014 | 0.0286 | 0.0054 | 0.0353 |
| 2008 | 748,304 | 0.1483 | 0.0200 | 0.0601 | 0.0347 | 0.0067 | 0.1016 | 0.0027 | 0.0200 | 0.0040 | 0.0267 |
| 2009 | 760,143 | 0.1381 | 0.0066 | 0.0763 | 0.0237 | 0.0105 | 0.1105 | 0.0053 | 0.0158 | 0.0000 | 0.0210 |
| 2010 | 772,922 | 0.1358 | 0.0129 | 0.0569 | 0.0311 | 0.0039 | 0.0919 | 0.0039 | 0.0233 | 0.0039 | 0.0311 |
| 2011 | 795,972 | 0.1558 | 0.0226 | 0.0716 | 0.0352 | 0.0013 | 0.1080 | 0.0013 | 0.0201 | 0.0038 | 0.0251 |
| 2012 | 810,697 | 0.1308 | 0.0136 | 0.0555 | 0.0247 | 0.0012 | 0.0814 | 0.0062 | 0.0222 | 0.0074 | 0.0358 |
| 2013 | 822,988 | 0.1312 | 0.0170 | 0.0571 | 0.0389 | 0.0000 | 0.0960 | 0.0061 | 0.0073 | 0.0049 | 0.0182 |
| 2014 | 833,376 | 0.1020 | 0.0084 | 0.0480 | 0.0180 | 0.0024 | 0.0684 | 0.0048 | 0.0144 | 0.0060 | 0.0252 |
| 2015 YTD (June 30) | 423,980 | 0.0401 | 0.0024 | 0.0142 | 0.0024 | 0.0000 | 0.0165 | 0.0047 | 0.0165 | 0.0000 | 0.0212 |
| Total 2001 - 2015 YTD | 10,988,861 | 0.1620 | 0.0145 | 0.0714 | 0.0361 | 0.0128 | 0.1204 | 0.0042 | 0.0192 | 0.0037 | 0.0271 |

| 9. MPI Ratios - Fatalities per 10,000 Registered Vehicles | | | | | | | | | | | |
|---|---------------------|----------------|----------------|---------------------|-----------|---------------|-------------------------|-----------------------------|--------|----------|--------------------------|
| Reported Insurance Year | Registered Vehicles | All Fatalities | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated |
| | | | | Driver | Passenger | Other Injured | Sub-total MV Fatalities | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Fatalities |
| 2000 | 670,184 | 0.2044 | 0.0254 | 0.0895 | 0.0358 | 0.0298 | 0.1552 | 0.0030 | 0.0194 | 0.0015 | 0.0239 |
| 2001 | 677,814 | 0.1903 | 0.0221 | 0.0767 | 0.0398 | 0.0221 | 0.1387 | 0.0044 | 0.0192 | 0.0059 | 0.0295 |
| 2002 | 688,604 | 0.1902 | 0.0131 | 0.0755 | 0.0523 | 0.0290 | 0.1568 | 0.0058 | 0.0145 | 0.0000 | 0.0203 |
| 2003 | 694,822 | 0.1684 | 0.0072 | 0.0806 | 0.0345 | 0.0273 | 0.1425 | 0.0014 | 0.0144 | 0.0029 | 0.0187 |
| 2004 | 703,612 | 0.1791 | 0.0142 | 0.0796 | 0.0398 | 0.0156 | 0.1350 | 0.0028 | 0.0242 | 0.0028 | 0.0298 |
| 2005 | 713,135 | 0.1542 | 0.0070 | 0.0617 | 0.0435 | 0.0196 | 0.1248 | 0.0070 | 0.0126 | 0.0028 | 0.0224 |
| 2006 | 721,360 | 0.2010 | 0.0097 | 0.0957 | 0.0568 | 0.0139 | 0.1664 | 0.0028 | 0.0194 | 0.0028 | 0.0250 |
| 2007 | 735,225 | 0.1687 | 0.0136 | 0.0734 | 0.0299 | 0.0163 | 0.1197 | 0.0014 | 0.0286 | 0.0054 | 0.0354 |
| 2008 | 751,937 | 0.1476 | 0.0199 | 0.0598 | 0.0346 | 0.0066 | 0.1011 | 0.0027 | 0.0199 | 0.0040 | 0.0266 |
| 2009 | 763,251 | 0.1376 | 0.0066 | 0.0760 | 0.0236 | 0.0105 | 0.1101 | 0.0052 | 0.0157 | 0.0000 | 0.0210 |
| 2010 | 774,765 | 0.1355 | 0.0129 | 0.0568 | 0.0310 | 0.0039 | 0.0916 | 0.0039 | 0.0232 | 0.0039 | 0.0310 |
| 2011 | 791,384 | 0.1567 | 0.0227 | 0.0720 | 0.0354 | 0.0013 | 0.1087 | 0.0013 | 0.0202 | 0.0038 | 0.0253 |
| 2012 | 811,247 | 0.1307 | 0.0136 | 0.0555 | 0.0247 | 0.0012 | 0.0814 | 0.0062 | 0.0222 | 0.0074 | 0.0357 |
| 2013 | 822,677 | 0.1313 | 0.0170 | 0.0571 | 0.0389 | 0.0000 | 0.0960 | 0.0061 | 0.0073 | 0.0049 | 0.0182 |
| 2014 | 834,238 | 0.1019 | 0.0084 | 0.0479 | 0.0180 | 0.0024 | 0.0683 | 0.0048 | 0.0144 | 0.0060 | 0.0252 |
| 2015 YTD (June 30) | 424,418 | 0.0401 | 0.0024 | 0.0141 | 0.0024 | 0.0000 | 0.0165 | 0.0047 | 0.0165 | 0.0000 | 0.0212 |
| Total 2000 - 2015 YTD | 11,578,673 | 0.1537 | 0.0137 | 0.0678 | 0.0343 | 0.0122 | 0.1143 | 0.0040 | 0.0182 | 0.0035 | 0.0257 |

| 10. MPI Ratios - Serious Injuries per 10,000 Licensed Active Drivers | | | | | | | | | | | |
|--|--------------------------------|----------------------|----------------|---------------------|-----------|---------------|-------------------------------|-----------------------------|--------|----------|--------------------------------|
| Reported Insurance Year | Number Licensed Active Drivers | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated |
| | | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries |
| 2001 | 695,668 | 0.0934 | 0.0101 | 0.0446 | 0.0172 | 0.0144 | 0.0762 | 0.0043 | 0.0029 | 0.0000 | 0.0072 |
| 2002 | 701,061 | 0.0984 | 0.0185 | 0.0242 | 0.0242 | 0.0185 | 0.0670 | 0.0043 | 0.0086 | 0.0000 | 0.0128 |
| 2003 | 712,785 | 0.0940 | 0.0098 | 0.0449 | 0.0140 | 0.0154 | 0.0744 | 0.0028 | 0.0070 | 0.0000 | 0.0098 |
| 2004 | 721,305 | 0.0818 | 0.0111 | 0.0263 | 0.0250 | 0.0083 | 0.0596 | 0.0028 | 0.0069 | 0.0014 | 0.0111 |
| 2005 | 725,636 | 0.1006 | 0.0096 | 0.0469 | 0.0152 | 0.0138 | 0.0758 | 0.0041 | 0.0110 | 0.0000 | 0.0152 |
| 2006 | 728,518 | 0.1359 | 0.0096 | 0.0659 | 0.0275 | 0.0110 | 0.1043 | 0.0124 | 0.0082 | 0.0014 | 0.0220 |
| 2007 | 735,506 | 0.1278 | 0.0054 | 0.0734 | 0.0313 | 0.0041 | 0.1088 | 0.0068 | 0.0027 | 0.0041 | 0.0136 |
| 2008 | 748,304 | 0.1216 | 0.0027 | 0.0708 | 0.0214 | 0.0067 | 0.0989 | 0.0053 | 0.0147 | 0.0000 | 0.0200 |
| 2009 | 760,143 | 0.1250 | 0.0079 | 0.0710 | 0.0237 | 0.0066 | 0.1013 | 0.0053 | 0.0079 | 0.0026 | 0.0158 |
| 2010 | 772,922 | 0.1216 | 0.0091 | 0.0530 | 0.0285 | 0.0026 | 0.0841 | 0.0142 | 0.0104 | 0.0039 | 0.0285 |
| 2011 | 795,972 | 0.1068 | 0.0050 | 0.0503 | 0.0264 | 0.0050 | 0.0817 | 0.0063 | 0.0113 | 0.0025 | 0.0201 |
| 2012 | 810,697 | 0.0851 | 0.0062 | 0.0456 | 0.0111 | 0.0025 | 0.0592 | 0.0037 | 0.0111 | 0.0049 | 0.0197 |
| 2013 | 822,988 | 0.0510 | 0.0049 | 0.0182 | 0.0109 | 0.0024 | 0.0316 | 0.0049 | 0.0061 | 0.0036 | 0.0146 |
| 2014 | 833,376 | 0.0312 | 0.0048 | 0.0120 | 0.0060 | 0.0000 | 0.0180 | 0.0000 | 0.0084 | 0.0000 | 0.0084 |
| 2015 YTD (June 30) | 423,980 | 0.0094 | 0.0024 | 0.0000 | 0.0047 | 0.0000 | 0.0047 | 0.0000 | 0.0024 | 0.0000 | 0.0024 |
| Total 2001 - 2015 YTD | 10,988,861 | 0.1002 | 0.0081 | 0.0465 | 0.0214 | 0.0083 | 0.0762 | 0.0055 | 0.0086 | 0.0018 | 0.0159 |

| 11. MPI Ratios - Serious Injuries per 10,000 Registered Vehicles | | | | | | | | | | | |
|--|---------------------|----------------------|----------------|---------------------|-----------|---------------|-------------------------------|-----------------------------|--------|----------|--------------------------------|
| Reported Insurance Year | Registered Vehicles | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated |
| | | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries |
| 2000 | 670,184 | 0.1030 | 0.0045 | 0.0388 | 0.0328 | 0.0149 | 0.0865 | 0.0030 | 0.0075 | 0.0015 | 0.0119 |
| 2001 | 677,814 | 0.0959 | 0.0103 | 0.0457 | 0.0177 | 0.0148 | 0.0782 | 0.0044 | 0.0030 | 0.0000 | 0.0074 |
| 2002 | 688,604 | 0.1002 | 0.0189 | 0.0247 | 0.0247 | 0.0189 | 0.0683 | 0.0044 | 0.0087 | 0.0000 | 0.0131 |
| 2003 | 694,822 | 0.0964 | 0.0101 | 0.0461 | 0.0144 | 0.0158 | 0.0763 | 0.0029 | 0.0072 | 0.0000 | 0.0101 |
| 2004 | 703,612 | 0.0839 | 0.0114 | 0.0270 | 0.0256 | 0.0085 | 0.0611 | 0.0028 | 0.0071 | 0.0014 | 0.0114 |
| 2005 | 713,135 | 0.1024 | 0.0098 | 0.0477 | 0.0154 | 0.0140 | 0.0771 | 0.0042 | 0.0112 | 0.0000 | 0.0154 |
| 2006 | 721,360 | 0.1372 | 0.0097 | 0.0665 | 0.0277 | 0.0111 | 0.1054 | 0.0125 | 0.0083 | 0.0014 | 0.0222 |
| 2007 | 735,225 | 0.1279 | 0.0054 | 0.0734 | 0.0313 | 0.0041 | 0.1088 | 0.0068 | 0.0027 | 0.0041 | 0.0136 |
| 2008 | 751,937 | 0.1210 | 0.0027 | 0.0705 | 0.0213 | 0.0066 | 0.0984 | 0.0053 | 0.0146 | 0.0000 | 0.0199 |
| 2009 | 763,251 | 0.1245 | 0.0079 | 0.0707 | 0.0236 | 0.0066 | 0.1009 | 0.0052 | 0.0079 | 0.0026 | 0.0157 |
| 2010 | 774,765 | 0.1213 | 0.0090 | 0.0529 | 0.0284 | 0.0026 | 0.0839 | 0.0142 | 0.0103 | 0.0039 | 0.0284 |
| 2011 | 791,384 | 0.1074 | 0.0051 | 0.0505 | 0.0265 | 0.0051 | 0.0821 | 0.0063 | 0.0114 | 0.0025 | 0.0202 |
| 2012 | 811,247 | 0.0851 | 0.0062 | 0.0456 | 0.0111 | 0.0025 | 0.0592 | 0.0037 | 0.0111 | 0.0049 | 0.0197 |
| 2013 | 822,677 | 0.0511 | 0.0049 | 0.0182 | 0.0109 | 0.0024 | 0.0316 | 0.0049 | 0.0061 | 0.0036 | 0.0146 |
| 2014 | 834,238 | 0.0312 | 0.0048 | 0.0120 | 0.0060 | 0.0000 | 0.0180 | 0.0000 | 0.0084 | 0.0000 | 0.0084 |
| 2015 YTD (June 30) | 424,418 | 0.0094 | 0.0024 | 0.0000 | 0.0047 | 0.0000 | 0.0047 | 0.0000 | 0.0024 | 0.0000 | 0.0024 |
| Total 2000 - 2015 YTD | 11,578,673 | 0.0951 | 0.0077 | 0.0441 | 0.0203 | 0.0079 | 0.0723 | 0.0052 | 0.0082 | 0.0017 | 0.0151 |

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| | | | |
|-------------------|-----------------------------|------------------|-------------------|
| Volume: | LP 5.1 | Page No.: | 28 – Table |
| Topic: | Road Safety | | |
| Sub Topic: | Statistics | | |
| Issue: | Fatal Trend Analysis | | |

Preamble/Rationale: Bike Winnipeg seeks to continue reviewing long term MPI injury data in a disaggregated fashion to better understand trends relating to fatalities and serious injuries. BW wishes to review the distribution of fatalities and serious injuries amongst different road users including drivers, passengers and different categories of vulnerable road users including pedestrians, cyclists and motorcyclists, and the distributions in relation to the quantity of licensed drivers and commercial and non-commercial registered vehicles.

Question:

- a) Please confirm the data source for the table referenced above.

- b) Using the same data source, please complete the tables provided in **Attachment B**, with regard to the victim type for fatalities (“people killed”), licensed drivers, and vehicles registered.
 1. Fatalities - Count of Claims
 2. Licensed Active Drivers
 3. Registered Vehicle (Commercial and Non-Commercial)
 4. Fatalities per Licensed Drivers
 5. Fatalities per Non-Commercial Registered Vehicles
 6. Fatalities per Commercial Registered Vehicles

RESPONSE:

- a) The 2013 Traffic Collision Statistics Report (TCSR) is the source of the data in the table referenced above.

- b) Refer to the following tables.

b)

| 1. Fatalities (“People Killed”) – Count – by victim type | | | | | | | | | | | |
|--|----------------|--------------------|----------------|-----------|---------------------------------|-----------------------------------|------|----------|-----------------------------|------------------------------------|-----------------------|
| Calendar Year | All Fatalities | Unknown/ errors | Motor Vehicles | | Calculated | Vulnerable Road Users | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Sub-total Vehicle Fatalities | Motorcycle & Mopeds Fatalities | Peds | Cyclists | Sub Total VRU Fatalities | Motor Vehicles / All Fatalities | VRU/All Fatalities |
| 1993 | 134 | | n/a | n/a | n/a | n/a | 17 | n/a | 17 | n/a | n/a |
| 1994 | 119 | | n/a | n/a | n/a | n/a | 17 | n/a | 17 | n/a | n/a |
| 1995* | 128 | | 107 | | 107 | 5 | 14 | 2 | 21 | 84% | 16% |
| 1996* | 93 | | 73 | | 73 | 1 | 16 | 3 | 20 | 78% | 22% |
| 1997 | 119 | | 63 | 32 | 95 | 2 | 20 | 2 | 24 | 80% | 20% |
| 1998 | 121 | | 59 | 32 | 91 | 2 | 24 | 4 | 30 | 75% | 25% |
| 1999 | 113 | | 57 | 32 | 89 | 2 | 21 | 1 | 24 | 79% | 21% |
| 2000 | 111 | | 62 | 30 | 92 | 4 | 15 | 0 | 19 | 83% | 17% |
| 2001 | 94 | | 59 | 18 | 77 | 3 | 10 | 4 | 17 | 82% | 18% |
| 2002 | 109 | | 53 | 36 | 89 | 6 | 14 | 0 | 20 | 82% | 18% |
| 2003 | 102 | | 57 | 29 | 86 | 3 | 13 | 2 | 18 | 84% | 18% |
| 2004 | 99 | | 54 | 25 | 79 | 3 | 15 | 2 | 20 | 80% | 20% |
| 2005 | 113 | | 57 | 39 | 96 | 4 | 11 | 2 | 17 | 85% | 15% |
| 2006 | 119 | | 67 | 34 | 101 | 2 | 14 | 2 | 18 | 85% | 15% |
| 2007 | 109 | | 65 | 22 | 87 | 2 | 16 | 4 | 22 | 80% | 20% |
| 2008 | 92 | | 50 | 19 | 69 | 5 | 15 | 3 | 23 | 75% | 25% |
| 2009 | 86 | | 55 | 17 | 72 | 4 | 9 | 1 | 14 | 84% | 16% |
| 2010 | 87 | | 43 | 23 | 66 | 3 | 14 | 4 | 21 | 76% | 24% |
| 2011 | 110 | | 59 | 33 | 92 | 4 | 10 | 4 | 18 | 84% | 16% |
| 2012 | 96 | | 46 | 26 | 72 | 5 | 13 | 5 | 23 | 75% | 24% |
| 2013 | 85 | | 41 | 25 | 66 | 5 | 10 | 4 | 19 | 78% | 22% |
| 2014 | n/a | | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| 2015 YTD (June 30) | n/a | | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total** | 2,239 | | 947 | 472 | 1,419 | 65 | 308 | 49 | 422 | 63% | 19% |

* Driver / passenger fatality breakdown not available for 1995 and 1996.

** Totals for driver and passenger fatalities exclude 1995 & 1996.

| 2. Licensed Drivers - Count | |
|-----------------------------|------------------|
| Calendar Year | Licensed Drivers |
| 1993 | 672,937 |
| 1994 | 675,659 |
| 1995 | 680,142 |
| 1996 | 684,798 |
| 1997 | 687,229 |
| 1998 | 692,941 |
| 1999 | 702,851 |
| 2000 | 706,512 |
| 2001 | 710,456 |
| 2002 | 700,169 |
| 2003 | 703,889 |
| 2004 | 711,488 |
| 2005 | 716,169 |
| 2006 | 724,330 |
| 2007 | 752,398 |
| 2008 | 765,060 |
| 2009 | 776,209 |
| 2010 | 790,331 |
| 2011 | 813,691 |
| 2012 | 838,481 |
| 2013 | 855,791 |
| 2014 | n/a |
| 2015 YTD (June 30) | n/a |
| Total | 15,361,530 |

| 3. Registered Vehicles - Count | | | |
|--------------------------------|------------------------------------|--------------------------------|------------|
| Calendar Year | Non-Commercial Registered Vehicles | Commercial Registered Vehicles | Total |
| 1993 | 735,808 | 54,784 | 790,592 |
| 1994 | 748,450 | 62,244 | 810,694 |
| 1995 | 756,286 | 60,419 | 816,705 |
| 1996 | 722,148 | 49,969 | 772,117 |
| 1997 | 729,272 | 53,023 | 782,295 |
| 1998 | 726,259 | 49,906 | 776,165 |
| 1999 | 737,492 | 54,348 | 791,840 |
| 2000 | 744,170 | 56,854 | 801,024 |
| 2001 | 756,767 | 62,036 | 818,803 |
| 2002 | 723,889 | 70,146 | 794,035 |
| 2003 | 734,365 | 68,432 | 802,797 |
| 2004 | 745,731 | 72,495 | 818,226 |
| 2005 | 754,959 | 73,788 | 828,747 |
| 2006 | 766,174 | 78,533 | 844,707 |
| 2007 | 784,796 | 80,764 | 865,560 |
| 2008 | 808,892 | 85,811 | 894,703 |
| 2009 | 824,824 | 85,909 | 910,732 |
| 2010 | 843,825 | 90,089 | 933,914 |
| 2011 | 866,628 | 91,655 | 958,283 |
| 2012 | 895,400 | 97,991 | 993,390 |
| 2013 | 911,781 | 101,012 | 1,012,793 |
| 2014 | n/a | n/a | n/a |
| 2015 YTD (June 30) | n/a | n/a | n/a |
| Total | 16,317,916 | 1,500,208 | 17,818,122 |

| 4. Fatalities (“people killed”) per 10,000 Licensed Active Drivers – by victim type | | | | | | | | | | |
|---|--------------------------------|----------------|-----------------|----------------|-----------|------------------------------|--------------------------------|------|----------|--------------------------|
| Calendar Year | Number Licensed Active Drivers | All Fatalities | Unknown/ errors | Motor Vehicles | | Calculated | Vulnerable Road Users | | | Calculated |
| | | | | Driver | Passenger | Sub-total Vehicle Fatalities | Motorcycle & Mopeds Fatalities | Peds | Cyclists | Sub Total VRU Fatalities |
| 1993 | 672,937 | 2.0 | | n/a | n/a | n/a | n/a | 0.3 | n/a | 0.3 |
| 1994 | 675,659 | 1.8 | | n/a | n/a | n/a | n/a | 0.3 | n/a | 0.3 |
| 1995* | 680,142 | 1.9 | | 1.6 | | 1.6 | 0.07 | 0.2 | 0.03 | 0.3 |
| 1996* | 684,798 | 1.4 | | 1.1 | | 1.1 | 0.01 | 0.2 | 0.04 | 0.3 |
| 1997 | 687,229 | 1.7 | | 0.9 | 0.5 | 1.4 | 0.03 | 0.3 | 0.03 | 0.3 |
| 1998 | 692,941 | 1.7 | | 0.9 | 0.5 | 1.3 | 0.03 | 0.3 | 0.06 | 0.4 |
| 1999 | 702,851 | 1.6 | | 0.8 | 0.5 | 1.3 | 0.03 | 0.3 | 0.01 | 0.3 |
| 2000 | 706,512 | 1.6 | | 0.9 | 0.4 | 1.3 | 0.06 | 0.2 | 0.00 | 0.3 |
| 2001 | 710,456 | 1.3 | | 0.8 | 0.3 | 1.1 | 0.04 | 0.1 | 0.06 | 0.2 |
| 2002 | 700,169 | 1.6 | | 0.8 | 0.5 | 1.3 | 0.09 | 0.2 | 0.00 | 0.3 |
| 2003 | 703,889 | 1.4 | | 0.8 | 0.4 | 1.2 | 0.04 | 0.2 | 0.03 | 0.3 |
| 2004 | 711,488 | 1.4 | | 0.8 | 0.4 | 1.1 | 0.04 | 0.2 | 0.03 | 0.3 |
| 2005 | 716,169 | 1.6 | | 0.8 | 0.5 | 1.3 | 0.06 | 0.2 | 0.03 | 0.2 |
| 2006 | 724,330 | 1.6 | | 0.9 | 0.5 | 1.4 | 0.03 | 0.2 | 0.03 | 0.2 |
| 2007 | 752,398 | 1.4 | | 0.9 | 0.3 | 1.2 | 0.03 | 0.2 | 0.05 | 0.3 |
| 2008 | 765,060 | 1.2 | | 0.7 | 0.2 | 0.9 | 0.07 | 0.2 | 0.04 | 0.3 |
| 2009 | 776,209 | 1.1 | | 0.7 | 0.2 | 0.9 | 0.05 | 0.1 | 0.01 | 0.2 |
| 2010 | 790,331 | 1.1 | | 0.5 | 0.3 | 0.8 | 0.04 | 0.2 | 0.05 | 0.3 |
| 2011 | 813,691 | 1.4 | | 0.7 | 0.4 | 1.1 | 0.05 | 0.1 | 0.05 | 0.2 |
| 2012 | 838,481 | 1.1 | | 0.5 | 0.3 | 0.9 | 0.06 | 0.2 | 0.06 | 0.3 |
| 2013 | 855,791 | 1.0 | | 0.5 | 0.3 | 0.8 | 0.06 | 0.1 | 0.05 | 0.2 |
| 2014 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| 2015 YTD (June 30) | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total | 15,361,530 | | | | | | | | | |

* Driver / passenger fatality breakdown not available for 1995 and 1996.

| 5. Fatalities ("people killed") per 10,000 Non-Commercial Registered Vehicles – by victim type | | | | | | | | | | |
|--|--|----------------|----------------|----------------|-----------|------------------------------------|--------------------------------|------|----------|--------------------------------|
| Calendar Year | Number of Non-Commercial Registered Vehicles | All Fatalities | Unknown/Errors | Motor Vehicles | | Calculated | Vulnerable Road Users | | | Calculated |
| | | | | Driver | Passenger | Sub-total Vehicle Serious Injuries | Motorcycle & Mopeds Fatalities | Peds | Cyclists | Sub Total VRU Serious Injuries |
| 1993 | 735,808 | 1.8 | | n/a | n/a | n/a | n/a | 0.2 | n/a | 0.2 |
| 1994 | 748,450 | 1.6 | | n/a | n/a | n/a | n/a | 0.2 | n/a | 0.2 |
| 1995* | 756,286 | 1.7 | | 1.4 | | 1.4 | 0.07 | 0.2 | 0.03 | 0.3 |
| 1996* | 722,148 | 1.3 | | 1.0 | | 1.0 | 0.01 | 0.2 | 0.04 | 0.3 |
| 1997 | 729,272 | 1.6 | | 0.9 | 0.4 | 1.3 | 0.03 | 0.3 | 0.03 | 0.3 |
| 1998 | 726,259 | 1.7 | | 0.8 | 0.4 | 1.3 | 0.03 | 0.3 | 0.06 | 0.4 |
| 1999 | 737,492 | 1.5 | | 0.8 | 0.4 | 1.2 | 0.03 | 0.3 | 0.01 | 0.3 |
| 2000 | 744,170 | 1.5 | | 0.8 | 0.4 | 1.2 | 0.05 | 0.2 | 0.00 | 0.3 |
| 2001 | 756,767 | 1.2 | | 0.8 | 0.2 | 1.0 | 0.04 | 0.1 | 0.05 | 0.2 |
| 2002 | 723,889 | 1.5 | | 0.7 | 0.5 | 1.2 | 0.08 | 0.2 | 0.00 | 0.3 |
| 2003 | 734,365 | 1.4 | | 0.8 | 0.4 | 1.2 | 0.04 | 0.2 | 0.03 | 0.2 |
| 2004 | 745,731 | 1.3 | | 0.7 | 0.3 | 1.1 | 0.04 | 0.2 | 0.03 | 0.3 |
| 2005 | 754,959 | 1.5 | | 0.8 | 0.5 | 1.3 | 0.05 | 0.1 | 0.03 | 0.2 |
| 2006 | 766,174 | 1.6 | | 0.9 | 0.4 | 1.3 | 0.03 | 0.2 | 0.03 | 0.2 |
| 2007 | 784,796 | 1.4 | | 0.8 | 0.3 | 1.1 | 0.03 | 0.2 | 0.05 | 0.3 |
| 2008 | 808,892 | 1.1 | | 0.6 | 0.2 | 0.9 | 0.06 | 0.2 | 0.04 | 0.3 |
| 2009 | 824,824 | 1.0 | | 0.7 | 0.2 | 0.9 | 0.05 | 0.1 | 0.01 | 0.2 |
| 2010 | 843,825 | 1.0 | | 0.5 | 0.3 | 0.8 | 0.04 | 0.2 | 0.05 | 0.2 |
| 2011 | 866,628 | 1.3 | | 0.7 | 0.4 | 1.1 | 0.05 | 0.1 | 0.05 | 0.2 |
| 2012 | 895,400 | 1.1 | | 0.5 | 0.3 | 0.8 | 0.06 | 0.1 | 0.06 | 0.3 |
| 2013 | 911,781 | 0.9 | | 0.4 | 0.3 | 0.7 | 0.05 | 0.1 | 0.04 | 0.2 |
| 2014 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| 2015 YTD (June 30) | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total | 16,317,916 | | | | | | | | | |

* Driver / passenger fatality breakdown not available for 1995 and 1996.

| 6. Fatalities ("people killed") per 10,000 Commercial Registered Vehicles – by victim type | | | | | | | | | | |
|--|--|----------------|----------------|----------------|-----------|------------------------------------|--------------------------------|------|----------|--------------------------------|
| Calendar Year | Number of Commercial Registered Vehicles | All Fatalities | Unknown/errors | Motor Vehicles | | Calculated | Vulnerable Road Users | | | Calculated |
| | | | | Driver | Passenger | Sub-total Vehicle Serious Injuries | Motorcycle & Mopeds Fatalities | Peds | Cyclists | Sub Total VRU Serious Injuries |
| 1993 | 54,784 | 24.5 | | n/a | n/a | n/a | n/a | 3.1 | n/a | 3.1 |
| 1994 | 62,244 | 19.1 | | n/a | n/a | n/a | n/a | 2.7 | n/a | 2.7 |
| 1995* | 60,419 | 21.2 | | 17.7 | | 17.7 | 0.8 | 2.3 | 0.3 | 3.5 |
| 1996* | 49,969 | 18.6 | | 14.6 | | 14.6 | 0.2 | 3.2 | 0.6 | 4.0 |
| 1997 | 53,023 | 22.4 | | 11.9 | 6.0 | 17.9 | 0.4 | 3.8 | 0.4 | 4.5 |
| 1998 | 49,906 | 24.2 | | 11.8 | 6.4 | 18.2 | 0.4 | 4.8 | 0.8 | 6.0 |
| 1999 | 54,348 | 20.8 | | 10.5 | 5.9 | 16.4 | 0.4 | 3.9 | 0.2 | 4.4 |
| 2000 | 56,854 | 19.5 | | 10.9 | 5.3 | 16.2 | 0.7 | 2.6 | 0.0 | 3.3 |
| 2001 | 62,036 | 15.2 | | 9.5 | 2.9 | 12.4 | 0.5 | 1.6 | 0.6 | 2.7 |
| 2002 | 70,146 | 15.5 | | 7.6 | 5.1 | 12.7 | 0.9 | 2.0 | 0.0 | 2.9 |
| 2003 | 68,432 | 14.9 | | 8.3 | 4.2 | 12.6 | 0.4 | 1.9 | 0.3 | 2.6 |
| 2004 | 72,495 | 13.7 | | 7.4 | 3.4 | 10.9 | 0.4 | 2.1 | 0.3 | 2.8 |
| 2005 | 73,788 | 15.3 | | 7.7 | 5.3 | 13.0 | 0.5 | 1.5 | 0.3 | 2.3 |
| 2006 | 78,533 | 15.2 | | 8.5 | 4.3 | 12.9 | 0.3 | 1.8 | 0.3 | 2.3 |
| 2007 | 80,764 | 13.5 | | 8.0 | 2.7 | 10.8 | 0.2 | 2.0 | 0.5 | 2.7 |
| 2008 | 85,811 | 10.7 | | 5.8 | 2.2 | 8.0 | 0.6 | 1.7 | 0.3 | 2.7 |
| 2009 | 85,909 | 10.0 | | 6.4 | 2.0 | 8.4 | 0.5 | 1.0 | 0.1 | 1.6 |
| 2010 | 90,089 | 9.7 | | 4.8 | 2.6 | 7.3 | 0.3 | 1.6 | 0.4 | 2.3 |
| 2011 | 91,655 | 12.0 | | 6.4 | 3.6 | 10.0 | 0.4 | 1.1 | 0.4 | 2.0 |
| 2012 | 97,991 | 9.8 | | 4.7 | 2.7 | 7.3 | 0.5 | 1.3 | 0.5 | 2.3 |
| 2013 | 101,012 | 8.4 | | 4.1 | 2.5 | 6.5 | 0.5 | 1.0 | 0.4 | 1.9 |
| 2014 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| 2015 YTD (June 30) | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total | 1,500,208 | | | | | | | | | |

* Driver / passenger fatality breakdown not available for 1995 and 1996.

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| | | | |
|-------------------|---|------------------|--|
| Volume: | LP 5.1 | Page No.: | |
| Reference: | BW (MPI) 2-1 2015 GRA; CAC (MPI) 1-201(a) 2015 GRA | | |
| Topic: | Road Safety | | |
| Sub Topic: | Statistics | | |
| Issue: | Bodily Injury Trend Analysis | | |

Preamble/Rationale: Bike Winnipeg seeks to continue reviewing long term MPI bodily injury data in a disaggregated fashion to better understand trends relating to fatalities and serious injuries. BW wishes to review the distribution of bodily injuries amongst different road users including drivers, passengers and different categories of vulnerable road users including pedestrians, cyclists and motorcyclists.

In the request below, a working definition for the terms current and ultimate is:

Current (Current Fiscal Year Claims Incurred):

Current fiscal year claims incurred represent the accumulation or sum of all changes in claims dollar activity (paid, reserves, recoveries, IBNR, etc.) for all previous Insurance Accident Years.

Ultimate (Ultimate Claims Incurred):

Ultimate claims incurred for a year represent the sum of the dollar activity expected/projected/developed to be incurred for a particular Insurance Accident Year (for example what will be the ultimate claims incurred for collision for the Insurance Accident Year for 2012/13).

Question:

Please complete the tables provided in **Attachment C**, with regard to the victim type and classifications for fatalities and serious injuries.

1. MPI Bodily Injuries - Count of Claims
2. MPI Bodily Injuries - Cost - Current value - (\$000)
3. MPI Bodily Injuries – Cost - Ultimate value - (\$000)
4. MPI Bodily Injuries per Licensed Drivers

RESPONSE:

Refer to the following tables.

| 1. MPI Bodily Injury (BI) Claims - Count of Claims | | | | | | | | | | | | |
|--|----------------|----------------|---------------------|---------------|---------------|------------------------|-----------------------------|--------------|--------------|-------------------------|--------------------|-------------------|
| Reported Insurance Year | All BI Claims | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV BI Claims | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU BI Claims | MV / All BI Claims | VRU/All BI Claims |
| 2000 | 10,823 | 319 | 6,609 | 2,899 | 341 | 9,849 | 130 | 372 | 153 | 655 | 91.00% | 6.05% |
| 2001 | 11,215 | 320 | 6,893 | 2,945 | 437 | 10,275 | 154 | 314 | 152 | 620 | 91.62% | 5.53% |
| 2002 | 11,705 | 334 | 7,313 | 3,034 | 404 | 10,751 | 165 | 306 | 149 | 620 | 91.85% | 5.30% |
| 2003 | 11,730 | 236 | 7,537 | 2,984 | 301 | 10,822 | 168 | 324 | 180 | 672 | 92.26% | 5.73% |
| 2004 | 11,425 | 222 | 7,385 | 2,931 | 299 | 10,615 | 110 | 307 | 171 | 588 | 92.91% | 5.15% |
| 2005 | 10,929 | 188 | 7,067 | 2,731 | 343 | 10,141 | 142 | 292 | 166 | 600 | 92.79% | 5.49% |
| 2006 | 12,040 | 147 | 7,767 | 3,129 | 285 | 11,181 | 164 | 362 | 186 | 712 | 92.87% | 5.91% |
| 2007 | 11,993 | 193 | 7,936 | 2,966 | 165 | 11,067 | 157 | 383 | 193 | 733 | 92.28% | 6.11% |
| 2008 | 11,483 | 220 | 7,522 | 2,907 | 143 | 10,572 | 185 | 358 | 148 | 691 | 92.07% | 6.02% |
| 2009 | 11,383 | 223 | 7,299 | 2,997 | 149 | 10,445 | 169 | 369 | 177 | 715 | 91.76% | 6.28% |
| 2010 | 11,804 | 259 | 7,778 | 2,887 | 101 | 10,766 | 164 | 391 | 224 | 779 | 91.21% | 6.60% |
| 2011 | 11,488 | 246 | 7,457 | 2,836 | 115 | 10,408 | 164 | 476 | 194 | 834 | 90.60% | 7.26% |
| 2012 | 12,203 | 331 | 8,103 | 2,892 | 131 | 11,126 | 157 | 391 | 198 | 746 | 91.17% | 6.11% |
| 2013 | 12,400 | 689 | 8,146 | 2,770 | 133 | 11,049 | 148 | 344 | 170 | 662 | 89.10% | 5.34% |
| 2014 | 11,012 | 363 | 7,309 | 2,545 | 120 | 9,974 | 154 | 343 | 178 | 675 | 90.57% | 6.13% |
| 2015 YTD (June 30) | 4,245 | 98 | 2,848 | 949 | 54 | 3,851 | 72 | 142 | 82 | 296 | 90.72% | 6.97% |
| Total 2000 - 2015 YTD | 177,878 | 4,388 | 114,969 | 44,402 | 3,521 | 162,892 | 2,403 | 5,474 | 2,721 | 10,598 | 91.58% | 5.96% |

| 2. MPI Bodily Injury (BI) Claims - Current Value (\$000) | | | | | | | | | | | | |
|--|------------------|----------------|---------------------|----------------|----------------|------------------------|-----------------------------|----------------|---------------|-------------------------|--------------------|-------------------|
| Reported Insurance Year | All BI Claims | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV BI Claims | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU BI Claims | MV / All BI Claims | VRU/All BI Claims |
| 2000 | 123,278 | 7,163 | 54,255 | 31,231 | 17,156 | 102,642 | 3,506 | 8,553 | 1,413 | 13,472 | 83.26% | 10.93% |
| 2001 | 127,643 | 16,997 | 54,562 | 23,060 | 21,362 | 98,984 | 5,463 | 4,968 | 1,231 | 11,662 | 77.55% | 9.14% |
| 2002 | 133,953 | 17,586 | 47,392 | 27,060 | 28,061 | 102,514 | 4,569 | 8,470 | 814 | 13,854 | 76.53% | 10.34% |
| 2003 | 127,651 | 9,172 | 61,197 | 21,280 | 18,896 | 101,373 | 4,325 | 11,229 | 1,553 | 17,107 | 79.41% | 13.40% |
| 2004 | 127,528 | 9,293 | 42,976 | 51,055 | 9,735 | 103,765 | 4,331 | 8,724 | 1,415 | 14,470 | 81.37% | 11.35% |
| 2005 | 134,429 | 13,660 | 63,025 | 23,444 | 16,512 | 102,982 | 7,441 | 9,162 | 1,184 | 17,787 | 76.61% | 13.23% |
| 2006 | 173,735 | 11,394 | 71,526 | 46,767 | 17,441 | 135,734 | 13,231 | 11,241 | 2,135 | 26,607 | 78.13% | 15.31% |
| 2007 | 163,088 | 5,496 | 81,464 | 46,976 | 5,668 | 134,109 | 9,143 | 8,843 | 5,496 | 23,483 | 82.23% | 14.40% |
| 2008 | 148,786 | 4,562 | 74,422 | 34,928 | 8,156 | 117,507 | 8,150 | 16,557 | 2,010 | 26,717 | 78.98% | 17.96% |
| 2009 | 143,140 | 10,603 | 73,082 | 27,384 | 5,962 | 106,428 | 8,265 | 12,419 | 5,426 | 26,109 | 74.35% | 18.24% |
| 2010 | 155,143 | 10,540 | 72,451 | 38,129 | 2,563 | 113,143 | 14,616 | 12,754 | 4,090 | 31,460 | 72.93% | 20.28% |
| 2011 | 144,693 | 6,755 | 65,742 | 42,256 | 4,338 | 112,336 | 8,610 | 13,598 | 3,394 | 25,602 | 77.64% | 17.69% |
| 2012 | 149,324 | 14,344 | 75,606 | 25,945 | 2,429 | 103,981 | 5,541 | 18,744 | 6,713 | 30,999 | 69.63% | 20.76% |
| 2013 | 121,144 | 7,331 | 56,672 | 24,688 | 2,151 | 83,512 | 10,420 | 16,562 | 3,319 | 30,302 | 68.94% | 25.01% |
| 2014 | 88,607 | 6,957 | 45,864 | 17,898 | 949 | 64,710 | 3,446 | 11,459 | 2,034 | 16,939 | 73.03% | 19.12% |
| 2015 YTD (June 30) | 21,388 | 1,092 | 11,353 | 5,084 | 194 | 16,631 | 844 | 2,254 | 566 | 3,665 | 77.76% | 17.14% |
| Total 2000 - 2015 YTD | 2,083,530 | 152,946 | 951,591 | 487,186 | 161,574 | 1,600,350 | 111,902 | 175,539 | 42,793 | 330,233 | 76.81% | 15.85% |

| 3. MPI Bodily Injury (BI) Claims - Ultimate Value (\$000) | | | | | | | | | | | | |
|---|------------------|----------------|---------------------|----------------|----------------|------------------------|-----------------------------|----------------|---------------|-------------------------|--------------------|-------------------|
| Reported Insurance Year | All BI Claims | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV BI Claims | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU BI Claims | MV / All BI Claims | VRU/All BI Claims |
| 2000 | 126,220 | 7,334 | 55,550 | 31,977 | 17,565 | 105,092 | 3,590 | 8,757 | 1,447 | 13,794 | 83.26% | 10.93% |
| 2001 | 131,406 | 17,498 | 56,170 | 23,740 | 21,992 | 101,902 | 5,624 | 5,114 | 1,267 | 12,006 | 77.55% | 9.14% |
| 2002 | 136,213 | 17,883 | 48,192 | 27,517 | 28,535 | 104,243 | 4,647 | 8,613 | 828 | 14,087 | 76.53% | 10.34% |
| 2003 | 129,990 | 9,340 | 62,318 | 21,670 | 19,242 | 103,230 | 4,404 | 11,435 | 1,582 | 17,420 | 79.41% | 13.40% |
| 2004 | 130,085 | 9,479 | 43,837 | 52,078 | 9,930 | 105,846 | 4,418 | 8,899 | 1,443 | 14,760 | 81.37% | 11.35% |
| 2005 | 137,974 | 14,020 | 64,687 | 24,062 | 16,947 | 105,697 | 7,637 | 9,404 | 1,216 | 18,256 | 76.61% | 13.23% |
| 2006 | 178,089 | 11,680 | 73,319 | 47,939 | 17,878 | 139,136 | 13,563 | 11,523 | 2,188 | 27,273 | 78.13% | 15.31% |
| 2007 | 168,276 | 5,671 | 84,056 | 48,471 | 5,849 | 138,375 | 9,434 | 9,124 | 5,671 | 24,230 | 82.23% | 14.40% |
| 2008 | 154,923 | 4,750 | 77,492 | 36,369 | 8,493 | 122,354 | 8,486 | 17,240 | 2,093 | 27,819 | 78.98% | 17.96% |
| 2009 | 151,694 | 11,236 | 77,449 | 29,020 | 6,319 | 112,788 | 8,759 | 13,161 | 5,750 | 27,670 | 74.35% | 18.24% |
| 2010 | 167,175 | 11,358 | 78,070 | 41,086 | 2,762 | 121,918 | 15,750 | 13,743 | 4,407 | 33,900 | 72.93% | 20.28% |
| 2011 | 168,236 | 7,854 | 76,438 | 49,131 | 5,044 | 130,614 | 10,011 | 15,810 | 3,946 | 29,768 | 77.64% | 17.69% |
| 2012 | 185,069 | 17,778 | 93,705 | 32,156 | 3,011 | 128,872 | 6,868 | 23,231 | 8,320 | 38,419 | 69.63% | 20.76% |
| 2013 | 164,741 | 9,969 | 77,067 | 33,573 | 2,925 | 113,565 | 14,170 | 22,523 | 4,514 | 41,207 | 68.94% | 25.01% |
| 2014 | 110,587 | 8,683 | 57,241 | 22,338 | 1,184 | 80,763 | 4,301 | 14,302 | 2,538 | 21,141 | 73.03% | 19.12% |
| 2015 YTD (June 30) | 54,937 | 2,805 | 29,162 | 13,058 | 498 | 42,719 | 2,169 | 5,790 | 1,455 | 9,414 | 77.76% | 17.14% |
| Total 2000 - 2015 YTD | 2,307,290 | 169,372 | 1,053,787 | 539,507 | 178,926 | 1,772,219 | 123,920 | 194,390 | 47,388 | 365,699 | 76.81% | 15.85% |

| 4. MPI Ratios - Bodily Injuries per 10,000 Licensed Active Drivers | | | | | | | | | | | |
|--|--------------------------------|---------------|----------------|---------------------|-----------|---------------|------------------------|-----------------------------|--------|----------|-------------------------|
| Reported Insurance Year | Number Licensed Active Drivers | All BI Claims | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated |
| | | | | Driver | Passenger | Other Injured | Sub-total MV BI Claims | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU BI Claims |
| 2001 | 695,668 | 16.1212 | 0.4600 | 9.9085 | 4.2333 | 0.6282 | 14.7700 | 0.2214 | 0.4514 | 0.2185 | 0.8912 |
| 2002 | 701,061 | 16.6961 | 0.4764 | 10.4313 | 4.3277 | 0.5763 | 15.3353 | 0.2354 | 0.4365 | 0.2125 | 0.8844 |
| 2003 | 712,785 | 16.4566 | 0.3311 | 10.5740 | 4.1864 | 0.4223 | 15.1827 | 0.2357 | 0.4546 | 0.2525 | 0.9428 |
| 2004 | 721,305 | 15.8393 | 0.3078 | 10.2384 | 4.0635 | 0.4145 | 14.7164 | 0.1525 | 0.4256 | 0.2371 | 0.8152 |
| 2005 | 725,636 | 15.0613 | 0.2591 | 9.7390 | 3.7636 | 0.4727 | 13.9753 | 0.1957 | 0.4024 | 0.2288 | 0.8269 |
| 2006 | 728,518 | 16.5267 | 0.2018 | 10.6614 | 4.2950 | 0.3912 | 15.3476 | 0.2251 | 0.4969 | 0.2553 | 0.9773 |
| 2007 | 735,506 | 16.3058 | 0.2624 | 10.7899 | 4.0326 | 0.2243 | 15.0468 | 0.2135 | 0.5207 | 0.2624 | 0.9966 |
| 2008 | 748,304 | 15.3454 | 0.2940 | 10.0521 | 3.8848 | 0.1911 | 14.1279 | 0.2472 | 0.4784 | 0.1978 | 0.9234 |
| 2009 | 760,143 | 14.9748 | 0.2934 | 9.6021 | 3.9427 | 0.1960 | 13.7408 | 0.2223 | 0.4854 | 0.2329 | 0.9406 |
| 2010 | 772,922 | 15.2719 | 0.3351 | 10.0631 | 3.7352 | 0.1307 | 13.9290 | 0.2122 | 0.5059 | 0.2898 | 1.0079 |
| 2011 | 795,972 | 14.4327 | 0.3091 | 9.3684 | 3.5629 | 0.1445 | 13.0758 | 0.2060 | 0.5980 | 0.2437 | 1.0478 |
| 2012 | 810,697 | 15.0525 | 0.4083 | 9.9951 | 3.5673 | 0.1616 | 13.7240 | 0.1937 | 0.4823 | 0.2442 | 0.9202 |
| 2013 | 822,988 | 15.0671 | 0.8372 | 9.8981 | 3.3658 | 0.1616 | 13.4255 | 0.1798 | 0.4180 | 0.2066 | 0.8044 |
| 2014 | 833,376 | 13.2137 | 0.4356 | 8.7703 | 3.0538 | 0.1440 | 11.9682 | 0.1848 | 0.4116 | 0.2136 | 0.8100 |
| 2015 YTD (June 30) | 423,980 | 10.0123 | 0.2311 | 6.7173 | 2.2383 | 0.1274 | 9.0830 | 0.1698 | 0.3349 | 0.1934 | 0.6981 |
| Total 2001 - 2015 YTD | 10,988,861 | 16.1871 | 0.3993 | 10.4623 | 4.0406 | 0.3204 | 14.8234 | 0.2187 | 0.4981 | 0.2476 | 0.9644 |

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| | | | |
|-------------------|------------------------------|------------------|----------------------------------|
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| Reference: | BW (MPI) 1-2 2015 GRA | | |
| Topic: | Road Safety | | |
| Sub Topic: | Statistics | | |
| Issue: | Injury Trend Analysis | | |

Preamble/Rationale: In accordance with the scope of its intervention, BW requires information regarding MPI's understanding of the future development of road transportation in Manitoba and its inherent risk for collisions and injuries.

Question:

- a) Please provide the **total number of registered vehicles** in Manitoba by general class, since 2000.

- b) Please complete the tables provided in **Attachment D**, with regard to the victim type and injury by fatality, serious injury and bodily injury.
 1. MPI Fatal Injuries - Count of Claims by non-Commercial class
 2. MPI Fatal Injuries - Count of Claims by Commercial class
 3. MPI Serious Injuries - Count of Claims by non-Commercial class
 4. MPI Serious Injuries - Count of Claims by Commercial class
 5. MPI Bodily Injuries - Count of Claims by non-Commercial class
 6. MPI Bodily Injuries - Count of Claims by Commercial class

RESPONSE:

Refer to the following tables.

a)

| Total number of registered vehicles. | | | | | | | | | | | | | | |
|---------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Registration Class | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| Vehicle Class (Non-Commercial) | | | | | | | | | | | | | | |
| Passenger | 502,987 | 511,300 | 469,420 | 476,834 | 483,274 | 487,158 | 491,363 | 499,078 | 509,856 | 516,185 | 521,894 | 529,406 | 539,384 | 545,723 |
| Antique | 68 | 73 | 83 | 79 | 71 | 74 | 80 | 82 | 84 | 77 | 95 | 103 | 131 | 134 |
| Motorcycle/Moped | 5,217 | 5,694 | 6,677 | 7,210 | 7,339 | 7,605 | 8,357 | 9,143 | 10,059 | 10,413 | 10,732 | 11,229 | 12,329 | 12,658 |
| Truck | 115,740 | 116,702 | 112,549 | 113,302 | 114,818 | 115,755 | 117,278 | 120,217 | 123,766 | 127,154 | 133,057 | 139,530 | 145,405 | 149,295 |
| Farm Truck | 46,726 | 46,263 | 48,971 | 48,370 | 47,650 | 46,512 | 45,083 | 44,477 | 44,073 | 43,746 | 43,517 | 42,942 | 43,384 | 43,361 |
| Snow Vehicle | 25 | 22 | 59 | 55 | 52 | 49 | 48 | 49 | 47 | 49 | 50 | 48 | 46 | 43 |
| Trailer | 73,334 | 76,633 | 85,986 | 88,375 | 92,396 | 97,684 | 103,840 | 111,630 | 120,891 | 127,080 | 134,358 | 143,249 | 154,603 | 160,451 |
| Tractor (non-farm) | 73 | 80 | 144 | 140 | 131 | 122 | 125 | 120 | 117 | 122 | 123 | 120 | 117 | 116 |
| Subtotal | 744,170 | 756,767 | 723,889 | 734,365 | 745,731 | 754,959 | 766,174 | 784,796 | 808,893 | 824,826 | 843,826 | 866,627 | 895,399 | 911,781 |
| Commercial Vehicle Class | | | | | | | | | | | | | | |
| Truck | 16,196 | 16,372 | 22,798 | 23,130 | 23,520 | 23,833 | 24,305 | 24,987 | 26,123 | 26,851 | 27,690 | 28,928 | 30,391 | 31,407 |
| PSV–Truck | 3,776 | 5,686 | 6,907 | 7,366 | 8,313 | 8,988 | 9,526 | 10,115 | 9,863 | 9,818 | 9,849 | 10,244 | 10,934 | 11,337 |
| Dealer/Repairer | 4,814 | 5,015 | 7,238 | 6,987 | 6,644 | 6,561 | 6,512 | 6,511 | 6,546 | 6,347 | 6,229 | 6,185 | 6,178 | 6,210 |
| Taxi/Livery | 833 | 840 | 747 | 735 | 756 | 764 | 772 | 769 | 778 | 834 | 854 | 871 | 885 | 892 |
| PSV–Bus | 71 | 71 | 139 | 135 | 132 | 135 | 134 | 143 | 146 | 155 | 161 | 150 | 143 | 153 |
| Trailers | 31,134 | 34,017 | 32,273 | 30,022 | 33,073 | 33,453 | 37,226 | 38,183 | 42,304 | 41,846 | 45,249 | 45,221 | 49,389 | 50,936 |
| PSV–Trailers | 30 | 35 | 44 | 57 | 57 | 54 | 58 | 56 | 51 | 57 | 57 | 57 | 71 | 78 |
| Subtotal | 56,854 | 62,036 | 70,146 | 68,432 | 72,495 | 73,788 | 78,533 | 80,764 | 85,811 | 85,908 | 90,089 | 91,656 | 97,991 | 101,013 |
| Total Registrations | | | | | | | | | | | | | | |
| Total Registrations | 801,024 | 818,803 | 794,035 | 802,797 | 818,226 | 828,747 | 844,707 | 865,560 | 894,704 | 910,734 | 933,915 | 958,283 | 993,390 | 1,012,794 |

b)

| 1. MPI Fatal Injuries - Count of Claims by non-Commercial class | | | | | | | | | | | | |
|---|----------------|----------------|---------------------|------------|---------------|-------------------------|-----------------------------|------------|-----------|--------------------------|---------------------|--------------------|
| Calendar Year | All Fatalities | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Fatalities | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Fatalities | MV / All Fatalities | VRU/All Fatalities |
| 2000 | 137 | 17 | 56 | 23 | 16 | 95 | 2 | 13 | 1 | 16 | 69.34% | 11.68% |
| 2001 | 129 | 15 | 49 | 27 | 14 | 90 | 3 | 13 | 4 | 20 | 69.77% | 15.50% |
| 2002 | 131 | 9 | 49 | 35 | 18 | 102 | 4 | 10 | 0 | 14 | 77.86% | 10.69% |
| 2003 | 117 | 5 | 51 | 23 | 16 | 90 | 1 | 10 | 2 | 13 | 76.92% | 11.11% |
| 2004 | 126 | 10 | 52 | 26 | 9 | 87 | 2 | 17 | 2 | 21 | 69.05% | 16.67% |
| 2005 | 110 | 5 | 42 | 30 | 13 | 85 | 5 | 9 | 2 | 16 | 77.27% | 14.55% |
| 2006 | 145 | 7 | 65 | 40 | 10 | 115 | 2 | 14 | 2 | 18 | 79.31% | 12.41% |
| 2007 | 124 | 10 | 51 | 19 | 10 | 80 | 1 | 21 | 4 | 26 | 64.52% | 20.97% |
| 2008 | 111 | 15 | 43 | 25 | 4 | 72 | 2 | 15 | 3 | 20 | 64.86% | 18.02% |
| 2009 | 105 | 5 | 53 | 17 | 7 | 77 | 4 | 12 | 0 | 16 | 73.33% | 15.24% |
| 2010 | 105 | 10 | 41 | 22 | 3 | 66 | 3 | 18 | 3 | 24 | 62.86% | 22.86% |
| 2011 | 124 | 18 | 53 | 26 | 0 | 79 | 1 | 16 | 3 | 20 | 63.71% | 16.13% |
| 2012 | 106 | 11 | 44 | 20 | 1 | 65 | 5 | 18 | 6 | 29 | 61.32% | 27.36% |
| 2013 | 108 | 14 | 45 | 30 | 0 | 75 | 5 | 6 | 4 | 15 | 69.44% | 13.89% |
| 2014 | 85 | 7 | 36 | 14 | 2 | 52 | 4 | 12 | 5 | 21 | 61.18% | 24.71% |
| 2015 YTD (June 30) | 17 | 1 | 5 | 1 | 0 | 6 | 2 | 7 | 0 | 9 | 35.29% | 52.94% |
| Total 2000 - 2015 YTD | 1,780 | 159 | 735 | 378 | 123 | 1,236 | 46 | 211 | 41 | 298 | 69.44% | 16.74% |

| 2. MPI Fatal Injuries - Count of Claims by Commercial class | | | | | | | | | | | | |
|---|----------------|----------------|---------------------|-----------|---------------|-------------------------|-----------------------------|------------|-----------|--------------------------|---------------------|--------------------|
| Calendar Year | All Fatalities | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Fatalities | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Fatalities | MV / All Fatalities | VRU/All Fatalities |
| 2000 | 137 | 17 | 4 | 1 | 4 | 9 | 2 | 13 | 1 | 16 | 6.57% | 11.68% |
| 2001 | 129 | 15 | 3 | 0 | 1 | 4 | 3 | 13 | 4 | 20 | 3.10% | 15.50% |
| 2002 | 131 | 9 | 3 | 1 | 2 | 6 | 4 | 10 | 0 | 14 | 4.58% | 10.69% |
| 2003 | 117 | 5 | 5 | 1 | 3 | 9 | 1 | 10 | 2 | 13 | 7.69% | 11.11% |
| 2004 | 126 | 10 | 4 | 2 | 2 | 8 | 2 | 17 | 2 | 21 | 6.35% | 16.67% |
| 2005 | 110 | 5 | 2 | 1 | 1 | 4 | 5 | 9 | 2 | 16 | 3.64% | 14.55% |
| 2006 | 145 | 7 | 4 | 1 | 0 | 5 | 2 | 14 | 2 | 18 | 3.45% | 12.41% |
| 2007 | 124 | 10 | 3 | 3 | 2 | 8 | 1 | 21 | 4 | 26 | 6.45% | 20.97% |
| 2008 | 111 | 15 | 2 | 1 | 1 | 4 | 2 | 15 | 3 | 20 | 3.60% | 18.02% |
| 2009 | 105 | 5 | 5 | 1 | 1 | 7 | 4 | 12 | 0 | 16 | 6.67% | 15.24% |
| 2010 | 105 | 10 | 3 | 2 | 0 | 5 | 3 | 18 | 3 | 24 | 4.76% | 22.86% |
| 2011 | 124 | 18 | 4 | 2 | 1 | 7 | 1 | 16 | 3 | 20 | 5.65% | 16.13% |
| 2012 | 106 | 11 | 1 | 0 | 0 | 1 | 5 | 18 | 6 | 29 | 0.94% | 27.36% |
| 2013 | 108 | 14 | 2 | 2 | 0 | 4 | 5 | 6 | 4 | 15 | 3.70% | 13.89% |
| 2014 | 85 | 7 | 4 | 1 | 0 | 5 | 4 | 12 | 5 | 21 | 5.88% | 24.71% |
| 2015 YTD (June 30) | 17 | 1 | 1 | 0 | 0 | 1 | 2 | 7 | 0 | 9 | 5.88% | 52.94% |
| Total 2000 - 2015 YTD | 1,780 | 159 | 50 | 19 | 18 | 87 | 46 | 211 | 41 | 298 | 4.89% | 16.74% |

| 3. MPI Serious Injuries - Count of Claims by non-Commercial class | | | | | | | | | | | | |
|---|----------------------|----------------|---------------------|-----------|---------------|-------------------------------|-----------------------------|------|----------|--------------------------------|---------------------------|--------------------------|
| Calendar Year | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries | MV / All Serious Injuries | VRU/All Serious Injuries |
| 2000 | 69 | 3 | 24 | 22 | 9 | 55 | 2 | 5 | 1 | 8 | 79.71% | 11.59% |
| 2001 | 65 | 7 | 26 | 10 | 8 | 44 | 3 | 2 | 0 | 5 | 67.69% | 7.69% |
| 2002 | 69 | 13 | 13 | 16 | 12 | 41 | 3 | 6 | 0 | 9 | 59.42% | 13.04% |
| 2003 | 67 | 7 | 30 | 10 | 7 | 47 | 2 | 5 | 0 | 7 | 70.15% | 10.45% |
| 2004 | 59 | 8 | 15 | 16 | 6 | 37 | 2 | 5 | 1 | 8 | 62.71% | 13.56% |
| 2005 | 73 | 7 | 30 | 10 | 9 | 49 | 3 | 8 | 0 | 11 | 67.12% | 15.07% |
| 2006 | 99 | 7 | 44 | 18 | 8 | 70 | 9 | 6 | 1 | 16 | 70.71% | 16.16% |
| 2007 | 94 | 4 | 49 | 23 | 3 | 75 | 5 | 2 | 3 | 10 | 79.79% | 10.64% |
| 2008 | 91 | 2 | 47 | 15 | 5 | 67 | 4 | 11 | 0 | 15 | 73.63% | 16.48% |
| 2009 | 95 | 6 | 46 | 16 | 5 | 67 | 4 | 6 | 2 | 12 | 70.53% | 12.63% |
| 2010 | 94 | 7 | 37 | 21 | 2 | 60 | 11 | 8 | 3 | 22 | 63.83% | 23.40% |
| 2011 | 85 | 4 | 37 | 20 | 3 | 60 | 5 | 9 | 2 | 16 | 70.59% | 18.82% |
| 2012 | 69 | 5 | 31 | 8 | 0 | 39 | 3 | 9 | 4 | 16 | 56.52% | 23.19% |
| 2013 | 42 | 4 | 12 | 8 | 1 | 21 | 4 | 5 | 3 | 12 | 50.00% | 28.57% |
| 2014 | 26 | 4 | 8 | 5 | 0 | 13 | 0 | 7 | 0 | 7 | 50.00% | 26.92% |
| 2015 YTD (June 30) | 4 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 50.00% | 25.00% |
| Total 2000 - 2015 YTD | 1,101 | 89 | 449 | 220 | 78 | 747 | 60 | 95 | 20 | 175 | 67.85% | 15.89% |

| 4. MPI Serious Injuries - Count of Claims by Commercial class | | | | | | | | | | | | |
|---|----------------------|----------------|---------------------|-----------|---------------|-------------------------------|-----------------------------|------|----------|--------------------------------|---------------------------|--------------------------|
| Calendar Year | All Serious Injuries | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV Serious Injuries | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU Serious Injuries | MV / All Serious Injuries | VRU/All Serious Injuries |
| 2000 | 69 | 3 | 2 | 0 | 1 | 3 | 2 | 5 | 1 | 8 | 4.35% | 11.59% |
| 2001 | 65 | 7 | 5 | 2 | 2 | 9 | 3 | 2 | 0 | 5 | 13.85% | 7.69% |
| 2002 | 69 | 13 | 4 | 1 | 1 | 6 | 3 | 6 | 0 | 9 | 8.70% | 13.04% |
| 2003 | 67 | 7 | 2 | 0 | 4 | 6 | 2 | 5 | 0 | 7 | 8.96% | 10.45% |
| 2004 | 59 | 8 | 4 | 2 | 0 | 6 | 2 | 5 | 1 | 8 | 10.17% | 13.56% |
| 2005 | 73 | 7 | 4 | 1 | 1 | 6 | 3 | 8 | 0 | 11 | 8.22% | 15.07% |
| 2006 | 99 | 7 | 4 | 2 | 0 | 6 | 9 | 6 | 1 | 16 | 6.06% | 16.16% |
| 2007 | 94 | 4 | 5 | 0 | 0 | 5 | 5 | 2 | 3 | 10 | 5.32% | 10.64% |
| 2008 | 91 | 2 | 6 | 1 | 0 | 7 | 4 | 11 | 0 | 15 | 7.69% | 16.48% |
| 2009 | 95 | 6 | 8 | 2 | 0 | 10 | 4 | 6 | 2 | 12 | 10.53% | 12.63% |
| 2010 | 94 | 7 | 4 | 1 | 0 | 5 | 11 | 8 | 3 | 22 | 5.32% | 23.40% |
| 2011 | 85 | 4 | 3 | 1 | 1 | 5 | 5 | 9 | 2 | 16 | 5.88% | 18.82% |
| 2012 | 69 | 5 | 6 | 1 | 2 | 9 | 3 | 9 | 4 | 16 | 13.04% | 23.19% |
| 2013 | 42 | 4 | 3 | 1 | 1 | 5 | 4 | 5 | 3 | 12 | 11.90% | 28.57% |
| 2014 | 26 | 4 | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 7 | 7.69% | 26.92% |
| 2015 YTD (June 30) | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0.00% | 25.00% |
| Total 2000 - 2015 YTD | 1,101 | 89 | 62 | 15 | 13 | 90 | 60 | 95 | 20 | 175 | 8.17% | 15.89% |

| 5. MPI Bodily Injuries - Count of Claims by non-Commercial class | | | | | | | | | | | | |
|--|----------------|----------------|---------------------|---------------|---------------|------------------------|-----------------------------|--------------|--------------|-------------------------|--------------------|-------------------|
| Calendar Year | All BI Claims | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV BI Claims | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU BI Claims | MV / All BI Claims | VRU/All BI Claims |
| 2000 | 10,823 | 319 | 6,387 | 2,835 | 314 | 9,536 | 130 | 372 | 153 | 655 | 88.11% | 6.05% |
| 2001 | 11,215 | 320 | 6,644 | 2,897 | 408 | 9,949 | 154 | 314 | 152 | 620 | 88.71% | 5.53% |
| 2002 | 11,705 | 334 | 6,992 | 2,951 | 379 | 10,322 | 165 | 306 | 149 | 620 | 88.18% | 5.30% |
| 2003 | 11,730 | 236 | 7,228 | 2,928 | 285 | 10,441 | 168 | 324 | 180 | 672 | 89.01% | 5.73% |
| 2004 | 11,425 | 222 | 7,113 | 2,881 | 278 | 10,272 | 110 | 307 | 171 | 588 | 89.91% | 5.15% |
| 2005 | 10,929 | 188 | 6,793 | 2,669 | 317 | 9,779 | 142 | 292 | 166 | 600 | 89.48% | 5.49% |
| 2006 | 12,040 | 147 | 7,497 | 3,072 | 267 | 10,836 | 164 | 362 | 186 | 712 | 90.00% | 5.91% |
| 2007 | 11,993 | 193 | 7,627 | 2,906 | 145 | 10,678 | 157 | 383 | 193 | 733 | 89.04% | 6.11% |
| 2008 | 11,483 | 220 | 7,279 | 2,852 | 136 | 10,267 | 185 | 358 | 148 | 691 | 89.41% | 6.02% |
| 2009 | 11,383 | 223 | 7,060 | 2,949 | 136 | 10,145 | 169 | 369 | 177 | 715 | 89.12% | 6.28% |
| 2010 | 11,804 | 259 | 7,517 | 2,826 | 96 | 10,439 | 164 | 391 | 224 | 779 | 88.44% | 6.60% |
| 2011 | 11,488 | 246 | 7,225 | 2,788 | 101 | 10,114 | 164 | 476 | 194 | 834 | 88.04% | 7.26% |
| 2012 | 12,203 | 331 | 7,827 | 2,847 | 121 | 10,795 | 157 | 391 | 198 | 746 | 88.46% | 6.11% |
| 2013 | 12,400 | 689 | 7,857 | 2,725 | 119 | 10,701 | 148 | 344 | 170 | 662 | 86.30% | 5.34% |
| 2014 | 11,012 | 363 | 7,091 | 2,495 | 111 | 9,697 | 154 | 343 | 178 | 675 | 88.06% | 6.13% |
| 2015 YTD (June 30) | 4,245 | 98 | 2,764 | 933 | 49 | 3,746 | 72 | 142 | 82 | 296 | 88.24% | 6.97% |
| Total 2000 - 2015 YTD | 177,878 | 4,388 | 110,901 | 43,554 | 3,262 | 157,717 | 2,403 | 5,474 | 2,721 | 10,598 | 88.67% | 5.96% |

| 6. MPI Bodily Injuries - Count of Claims by Commercial class | | | | | | | | | | | | |
|--|----------------|----------------|---------------------|------------|---------------|------------------------|-----------------------------|--------------|--------------|-------------------------|--------------------|-------------------|
| Calendar Year | All BI Claims | Unknown/errors | Motor Vehicles (MV) | | | Calculated | Vulnerable Road Users (VRU) | | | Calculated | Ratio | Ratio |
| | | | Driver | Passenger | Other Injured | Sub-total MV BI Claims | Motorcycle & Moped | Peds | Cyclists | Sub-total VRU BI Claims | MV / All BI Claims | VRU/All BI Claims |
| 2000 | 10,823 | 319 | 222 | 64 | 27 | 313 | 130 | 372 | 153 | 655 | 2.89% | 6.05% |
| 2001 | 11,215 | 320 | 249 | 48 | 29 | 326 | 154 | 314 | 152 | 620 | 2.91% | 5.53% |
| 2002 | 11,705 | 334 | 321 | 83 | 25 | 429 | 165 | 306 | 149 | 620 | 3.67% | 5.30% |
| 2003 | 11,730 | 236 | 309 | 56 | 16 | 381 | 168 | 324 | 180 | 672 | 3.25% | 5.73% |
| 2004 | 11,425 | 222 | 272 | 50 | 21 | 343 | 110 | 307 | 171 | 588 | 3.00% | 5.15% |
| 2005 | 10,929 | 188 | 274 | 62 | 26 | 362 | 142 | 292 | 166 | 600 | 3.31% | 5.49% |
| 2006 | 12,040 | 147 | 270 | 57 | 18 | 345 | 164 | 362 | 186 | 712 | 2.87% | 5.91% |
| 2007 | 11,993 | 193 | 309 | 60 | 20 | 389 | 157 | 383 | 193 | 733 | 3.24% | 6.11% |
| 2008 | 11,483 | 220 | 243 | 55 | 7 | 305 | 185 | 358 | 148 | 691 | 2.66% | 6.02% |
| 2009 | 11,383 | 223 | 239 | 48 | 13 | 300 | 169 | 369 | 177 | 715 | 2.64% | 6.28% |
| 2010 | 11,804 | 259 | 261 | 61 | 5 | 327 | 164 | 391 | 224 | 779 | 2.77% | 6.60% |
| 2011 | 11,488 | 246 | 232 | 48 | 14 | 294 | 164 | 476 | 194 | 834 | 2.56% | 7.26% |
| 2012 | 12,203 | 331 | 276 | 45 | 10 | 331 | 157 | 391 | 198 | 746 | 2.71% | 6.11% |
| 2013 | 12,400 | 689 | 289 | 45 | 14 | 348 | 148 | 344 | 170 | 662 | 2.81% | 5.34% |
| 2014 | 11,012 | 363 | 218 | 50 | 9 | 277 | 154 | 343 | 178 | 675 | 2.52% | 6.13% |
| 2015 YTD (June 30) | 4,245 | 98 | 84 | 16 | 5 | 105 | 72 | 142 | 82 | 296 | 2.47% | 6.97% |
| Total 2000 - 2015 YTD | 177,878 | 4,388 | 4,068 | 848 | 259 | 5,175 | 2,403 | 5,474 | 2,721 | 10,598 | 2.91% | 5.96% |

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| | | | |
|-------------------|---|------------------|--------------|
| Volume: | LP 5.1, 2013 Traffic Collision Statistics Report | Page No.: | 27-28 |
| Reference: | Bike Winnipeg (MPI) 1-10 2014 GRA | | |
| Topic: | Road Safety | | |
| Sub Topic: | Statistics | | |
| Issue: | Contributing Factors - Trend Analysis | | |

Preamble/Rationale: In accordance with its scope of intervention, BW is concerned about MPI's collection, analysis and reporting of contributing factors when the victim is a cyclist, and in comparison, other vulnerable road user.

Question:

- a) Please refer to **Table 9-7 of the 2013 Traffic Collision Statistics Report, titled "Historical Summary of Contributing Factors Recorded for Victims of Collisions"**. Please list the contributing factor and total victims by year, but with clear distinction of the victims by vulnerable road user type or unknown for the latest 6 year period of data.
- b) With reference to **Table 9-9 of the 2013 Traffic Collision Statistics Report, titled "Summary of Speed, Distracted, and Impaired as Contributing Factors"**. Relying on MPIs data and information on hand, please create this table for involvement of cyclists in collisions, cyclists as fatal or injury victims, and driver involvement ratio for cycling collisions or cyclist victims for the latest 6 year period of data.
- c) Please re-create the table in (ii) above for pedestrians.

RESPONSE:

- a) Please refer to attachments A1, A2 and A3.
- b) Please refer to attachment B.
- c) Please refer to attachment C.

Table 9-7
Summary of Contributing Factors for BICYCLE Victims (Killed and Injured, Combined)
of Collisions: 2008 to 2013

| Contributing Factor | 2008 Total Victims | % of 2008 Total Victims | 2009 Total Victims | % of 2009 Total Victims | 2010 Total Victims | % of 2010 Total Victims | 2011 Total Victims | % of 2011 Total Victims | 2012 Total Victims | % of 2012 Total Victims | 2013 Total Victims | % of 2013 Total Victims |
|--|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|
| Driver Action - Driving Properly and Human Condition - Apparently Normal | 116 | 48.9% | 82 | 37.1% | 131 | 49.1% | 102 | 52.0% | 50 | 69.4% | 37 | 45.1% |
| Driver Action - Driving properly | 18 | 7.6% | 18 | 8.1% | 29 | 10.9% | 11 | 5.6% | 7 | 9.7% | 8 | 9.8% |
| Any Driver Action | 70 | 29.5% | 59 | 26.7% | 75 | 28.1% | 66 | 33.7% | 26 | 36.1% | 35 | 42.7% |
| Following too closely | 1 | 0.4% | 0 | - | 2 | 0.7% | 0 | - | 0 | - | 2 | 2.4% |
| Turning improperly | 6 | 2.5% | 4 | 1.8% | 4 | 1.5% | 6 | 3.1% | 8 | 11.1% | 8 | 9.8% |
| Passing improperly | 1 | 0.4% | 3 | 1.4% | 0 | - | 1 | 0.5% | 2 | 2.8% | 0 | - |
| Changing lanes improperly | 1 | 0.4% | 2 | 0.9% | 1 | 0.4% | 1 | 0.5% | 0 | - | 2 | 2.4% |
| Fail to yield right-of-way | 14 | 5.9% | 20 | 9.0% | 14 | 5.2% | 18 | 9.2% | 10 | 13.9% | 6 | 7.3% |
| Disobey traffic control device/officer | 11 | 4.6% | 2 | 0.9% | 6 | 2.2% | 7 | 3.6% | 0 | - | 2 | 2.4% |
| Drive wrong way on roadway | 5 | 2.1% | 2 | 0.9% | 7 | 2.6% | 2 | 1.0% | 0 | - | 1 | 1.2% |
| Passing a vehicle at pedestrian X-walk | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Back unsafely | 1 | 0.4% | 3 | 1.4% | 2 | 0.7% | 0 | - | 0 | - | 0 | - |
| Parking improperly | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Lost control/Drive off road | 2 | 0.8% | 0 | - | 4 | 1.5% | 1 | 0.5% | 0 | - | 0 | - |
| Driverless vehicle ran out of control | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Leave stop sign before safe to do so | 3 | 1.3% | 1 | 0.5% | 5 | 1.9% | 2 | 1.0% | 1 | 1.4% | 5 | 6.1% |
| Failed to signal | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Take avoiding action | 1 | 0.4% | 1 | 0.5% | 2 | 0.7% | 3 | 1.5% | 0 | - | 0 | - |
| Driver inexperience | 8 | 3.4% | 4 | 1.8% | 4 | 1.5% | 2 | 1.0% | 0 | - | 0 | - |
| Pedestrian error/confusion | 12 | 5.1% | 16 | 7.2% | 19 | 7.1% | 24 | 12.2% | 3 | 4.2% | 5 | 6.1% |
| NET Speed | 4 | 1.7% | 4 | 1.8% | 5 | 1.9% | 1 | 0.5% | 3 | 4.2% | 1 | 1.2% |
| Exceeding speed limit | 0 | - | 1 | 0.5% | 0 | - | 0 | - | 0 | - | 0 | - |
| Driving too fast for conditions | 4 | 1.7% | 2 | 0.9% | 2 | 0.7% | 0 | - | 2 | 2.8% | 0 | - |
| Unsafe operating speed (Too fast or too slow) | 0 | - | 1 | 0.5% | 3 | 1.1% | 1 | 0.5% | 1 | 1.4% | 1 | 1.2% |
| NET Distracted driving | 25 | 10.5% | 27 | 12.2% | 28 | 10.5% | 14 | 7.1% | 7 | 9.7% | 20 | 24.4% |
| Careless Driving | 9 | 3.8% | 5 | 2.3% | 9 | 3.4% | 7 | 3.6% | 6 | 8.3% | 13 | 15.9% |
| Distraction/Inattention | 17 | 7.2% | 22 | 10.0% | 21 | 7.9% | 7 | 3.6% | 1 | 1.4% | 8 | 9.8% |
| Human Condition - Apparently Normal | 67 | 28.3% | 55 | 24.9% | 63 | 23.6% | 40 | 20.4% | 13 | 18.1% | 30 | 36.6% |
| Any Human Condition | 22 | 9.3% | 27 | 12.2% | 25 | 9.4% | 7 | 3.6% | 2 | 2.8% | 9 | 11.0% |
| Loss of consciousness/Blackout prior to collision | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Extreme fatigue/Fell asleep | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective eyesight | 1 | 0.4% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective hearing | 2 | 0.8% | 0 | - | 1 | 0.4% | 0 | - | 0 | - | 0 | - |
| Medical disability | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Physical disability | 0 | - | 1 | 0.5% | 0 | - | 0 | - | 0 | - | 0 | - |
| Mental disability | 1 | 0.4% | 0 | - | 2 | 0.7% | 0 | - | 0 | - | 0 | - |
| Mental confusion/Inability to remember | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Sudden illness | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Exceed hours of service (commercial drivers only) | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| NET Impaired | 2 | 0.8% | 4 | 1.8% | 2 | 0.7% | 0 | - | 1 | 1.4% | 1 | 1.2% |
| Ability impaired alcohol | 2 | 0.8% | 2 | 0.9% | 1 | 0.4% | 0 | - | 1 | 1.4% | 1 | 1.2% |
| Ability impaired drugs | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Had been drinking/Suspected alcohol use | 0 | - | 2 | 0.9% | 1 | 0.4% | 0 | - | 0 | - | 0 | - |

| Contributing Factor | 2008 Total Victims | % of 2008 Total Victims | 2009 Total Victims | % of 2009 Total Victims | 2010 Total Victims | % of 2010 Total Victims | 2011 Total Victims | % of 2011 Total Victims | 2012 Total Victims | % of 2012 Total Victims | 2013 Total Victims | % of 2013 Total Victims |
|--|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|
| No Apparent (Vehicle) Defect | 137 | 57.8% | 104 | 47.1% | 146 | 54.7% | 116 | 59.2% | 54 | 75.0% | 44 | 53.7% |
| Any Vehicle Defect | 3 | 1.3% | 0 | - | 2 | 0.7% | 1 | 0.5% | 0 | - | 0 | - |
| Defective brakes | 2 | 0.8% | 0 | - | 1 | 0.4% | 1 | 0.5% | 0 | - | 0 | - |
| Defective steering | 1 | 0.4% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective headlights | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective brake lights | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective lighting (unspecified) | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective engine controls/drive train | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective suspension/wheels | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective tires | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Tow hitch/yoke defective | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective exhaust system | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Hood/tailgate/door/covering opened | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective glazing (obscured windows) | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Vehicle modifications | 0 | - | 0 | - | 1 | 0.4% | 0 | - | 0 | - | 0 | - |
| Fire | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Overloaded/oversized | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Load shifted/spilled | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Jack-knife/trailer swing | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Hydroplaning tires | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Any Environmental Condition | 8 | 3.4% | 8 | 3.6% | 7 | 2.6% | 2 | 1.0% | 5 | 6.9% | 3 | 3.7% |
| Animal action - Wild | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Animal action - Domestic | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Slippery road surface | 2 | 0.8% | 0 | - | 0 | - | 1 | 0.5% | 0 | - | 0 | - |
| Snow drift | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Obstruction/debris on roadway | 1 | 0.4% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| View obstructed/limited | 1 | 0.4% | 5 | 2.3% | 5 | 1.9% | 1 | 0.5% | 2 | 2.8% | 0 | - |
| Glare/reflection | 1 | 0.4% | 1 | 0.5% | 0 | - | 0 | - | 0 | - | 1 | 1.2% |
| Construction zone | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective driving surface | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Shoulders defective | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Lane markings inadequate | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective/inoperative traffic control device | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Weather | 0 | - | 0 | - | 2 | 0.7% | 0 | - | 1 | 1.4% | 2 | 2.4% |
| Pedestrian corridor in use | 1 | 0.4% | 3 | 1.4% | 0 | - | 0 | - | 1 | 1.4% | 0 | - |
| Uninvolved vehicle | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Uninvolved pedestrian | 2 | 0.8% | 0 | - | 0 | - | 0 | - | 1 | 1.4% | 0 | - |
| Presence of prior accident | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| No Contributing Factor(s) Identified | 131 | 55.3% | 140 | 63.3% | 144 | 53.9% | 121 | 61.7% | 27 | 37.5% | 29 | 35.4% |
| Not Applicable/Not Stated | 0 | - | 1 | 0.5% | 0 | - | 2 | 1.0% | 0 | - | 0 | - |
| Total | 237 | 100% | 221 | 100% | 267 | 100% | 196 | 100% | 72 | 100% | 82 | 100% |

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each year will add to more than the total victims for that year.

Table 9-7
Summary of Contributing Factors for PEDESTRIAN Victims (Killed and Injured, Combined)
of Collisions: 2008 to 2013

| Contributing Factor | 2008 Total Victims | % of 2008 Total Victims | 2009 Total Victims | % of 2009 Total Victims | 2010 Total Victims | % of 2010 Total Victims | 2011 Total Victims | % of 2011 Total Victims | 2012 Total Victims | % of 2012 Total Victims | 2013 Total Victims | % of 2013 Total Victims |
|--|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|
| Driver Action - Driving Properly and Human Condition - Apparently Normal | 134 | 30.6% | 105 | 28.5% | 144 | 36.1% | 101 | 29.7% | 45 | 25.6% | 24 | 20.7% |
| Driver Action - Driving properly | 21 | 4.8% | 19 | 5.2% | 19 | 4.8% | 10 | 2.9% | 9 | 5.1% | 1 | 0.9% |
| Any Driver Action | 147 | 33.6% | 110 | 29.9% | 116 | 29.1% | 76 | 22.4% | 69 | 39.2% | 53 | 45.7% |
| Following too closely | 0 | - | 1 | 0.3% | 0 | - | 0 | - | 0 | - | 0 | - |
| Turning improperly | 3 | 0.7% | 5 | 1.4% | 7 | 1.8% | 3 | 0.9% | 10 | 5.7% | 7 | 6.0% |
| Passing improperly | 0 | - | 0 | - | 2 | 0.5% | 0 | - | 0 | - | 0 | - |
| Changing lanes improperly | 0 | - | 0 | - | 0 | - | 0 | - | 1 | 0.6% | 2 | 1.7% |
| Fail to yield right-of-way | 35 | 8.0% | 17 | 4.6% | 29 | 7.3% | 24 | 7.1% | 22 | 12.5% | 8 | 6.9% |
| Disobey traffic control device/officer | 10 | 2.3% | 2 | 0.5% | 5 | 1.3% | 2 | 0.6% | 6 | 3.4% | 2 | 1.7% |
| Drive wrong way on roadway | 0 | - | 0 | - | 0 | - | 1 | 0.3% | 0 | - | 0 | - |
| Passing a vehicle at pedestrian X-walk | 3 | 0.7% | 3 | 0.8% | 1 | 0.3% | 1 | 0.3% | 2 | 1.1% | 0 | - |
| Back unsafely | 2 | 0.5% | 3 | 0.8% | 2 | 0.5% | 1 | 0.3% | 8 | 4.5% | 10 | 8.6% |
| Parking improperly | 2 | 0.5% | 0 | - | 0 | - | 0 | - | 0 | - | 2 | 1.7% |
| Lost control/Drive off road | 1 | 0.2% | 1 | 0.3% | 0 | - | 0 | - | 2 | 1.1% | 0 | - |
| Driverless vehicle ran out of control | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Leave stop sign before safe to do so | 4 | 0.9% | 1 | 0.3% | 2 | 0.5% | 1 | 0.3% | 2 | 1.1% | 2 | 1.7% |
| Failed to signal | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Take avoiding action | 4 | 0.9% | 2 | 0.5% | 3 | 0.8% | 1 | 0.3% | 5 | 2.8% | 0 | - |
| Driver inexperience | 4 | 0.9% | 3 | 0.8% | 2 | 0.5% | 1 | 0.3% | 0 | - | 0 | - |
| Pedestrian error/confusion | 71 | 16.2% | 66 | 17.9% | 55 | 13.8% | 35 | 10.3% | 17 | 9.7% | 17 | 14.7% |
| NET Speed | 9 | 2.1% | 4 | 1.1% | 7 | 1.8% | 1 | 0.3% | 2 | 1.1% | 2 | 1.7% |
| Exceeding speed limit | 2 | 0.5% | 1 | 0.3% | 2 | 0.5% | 0 | - | 0 | - | 1 | 0.9% |
| Driving too fast for conditions | 7 | 1.6% | 2 | 0.5% | 7 | 1.8% | 1 | 0.3% | 2 | 1.1% | 1 | 0.9% |
| Unsafe operating speed (Too fast or too slow) | 0 | - | 2 | 0.5% | 0 | - | 0 | - | 0 | - | 0 | - |
| NET Distracted driving | 49 | 11.2% | 33 | 9.0% | 52 | 13.0% | 30 | 8.8% | 25 | 14.2% | 19 | 16.4% |
| Careless Driving | 12 | 2.7% | 7 | 1.9% | 6 | 1.5% | 8 | 2.4% | 22 | 12.5% | 13 | 11.2% |
| Distraction/Inattention | 38 | 8.7% | 26 | 7.1% | 47 | 11.8% | 24 | 7.1% | 5 | 2.8% | 7 | 6.0% |
| Human Condition - Apparently Normal | 117 | 26.7% | 104 | 28.3% | 98 | 24.6% | 57 | 16.8% | 61 | 34.7% | 63 | 54.3% |
| Any Human Condition | 75 | 17.1% | 55 | 14.9% | 70 | 17.5% | 41 | 12.1% | 8 | 4.5% | 17 | 14.7% |
| Loss of consciousness/Blackout prior to collision | 2 | 0.5% | 2 | 0.5% | 0 | - | 0 | - | 0 | - | 0 | - |
| Extreme fatigue/Fell asleep | 1 | 0.2% | 0 | - | 0 | - | 1 | 0.3% | 0 | - | 0 | - |
| Defective eyesight | 0 | - | 1 | 0.3% | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective hearing | 1 | 0.2% | 0 | - | 0 | - | 1 | 0.3% | 0 | - | 0 | - |
| Medical disability | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Physical disability | 0 | - | 2 | 0.5% | 1 | 0.3% | 0 | - | 0 | - | 1 | 0.9% |
| Mental disability | 8 | 1.8% | 0 | - | 1 | 0.3% | 4 | 1.2% | 0 | - | 0 | - |
| Mental confusion/Inability to remember | 1 | 0.2% | 1 | 0.3% | 1 | 0.3% | 1 | 0.3% | 0 | - | 0 | - |
| Sudden illness | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Exceed hours of service (commercial drivers only) | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| NET Impaired | 28 | 6.4% | 25 | 6.8% | 22 | 5.5% | 14 | 4.1% | 3 | 1.7% | 10 | 8.6% |
| Ability impaired alcohol | 17 | 3.9% | 11 | 3.0% | 14 | 3.5% | 10 | 2.9% | 2 | 1.1% | 5 | 4.3% |
| Ability impaired drugs | 0 | - | 0 | - | 1 | 0.3% | 0 | - | 0 | - | 0 | - |
| Had been drinking/Suspected alcohol use | 11 | 2.5% | 14 | 3.8% | 8 | 2.0% | 4 | 1.2% | 1 | 0.6% | 5 | 4.3% |

| Contributing Factor | 2008 Total Victims | % of 2008 Total Victims | 2009 Total Victims | % of 2009 Total Victims | 2010 Total Victims | % of 2010 Total Victims | 2011 Total Victims | % of 2011 Total Victims | 2012 Total Victims | % of 2012 Total Victims | 2013 Total Victims | % of 2013 Total Victims |
|--|--------------------------|----------------------------|--------------------------|----------------------------|--------------------------|----------------------------|--------------------------|----------------------------|--------------------------|----------------------------|--------------------------|-------------------------------|
| No Apparent (Vehicle) Defect | 212 | 48.4% | 148 | 40.2% | 189 | 47.4% | 134 | 39.4% | 60 | 34.1% | 42 | 36.2% |
| Any Vehicle Defect | 0 | - | 2 | 0.5% | 2 | 0.5% | 0 | - | 0 | - | 2 | 1.7% |
| Defective brakes | 0 | - | 0 | - | 1 | 0.3% | 0 | - | 0 | - | 0 | - |
| Defective steering | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective headlights | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective brake lights | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective lighting (unspecified) | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 2 | 1.7% |
| Defective engine controls/drive train | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective suspension/wheels | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective tires | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Tow hitch/yoke defective | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective exhaust system | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Hood/tailgate/door/covering opened | 0 | - | 0 | - | 1 | 0.3% | 0 | - | 0 | - | 0 | - |
| Defective glazing (obscured windows) | 0 | - | 2 | 0.5% | 0 | - | 0 | - | 0 | - | 0 | - |
| Vehicle modifications | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Fire | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Overloaded/oversized | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Load shifted/spilled | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Jack-knife/trailer swing | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Hydroplaning tires | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Any Environmental Condition | 39 | 8.9% | 33 | 9.0% | 26 | 6.5% | 27 | 7.9% | 24 | 13.6% | 17 | 14.7% |
| Animal action - Wild | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Animal action - Domestic | 0 | - | 0 | - | 0 | - | 1 | 0.3% | 0 | - | 0 | - |
| Slippery road surface | 13 | 3.0% | 11 | 3.0% | 6 | 1.5% | 7 | 2.1% | 3 | 1.7% | 9 | 7.8% |
| Snow drift | 1 | 0.2% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Obstruction/debris on roadway | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| View obstructed/limited | 5 | 1.1% | 4 | 1.1% | 6 | 1.5% | 3 | 0.9% | 6 | 3.4% | 7 | 6.0% |
| Glare/reflection | 7 | 1.6% | 4 | 1.1% | 4 | 1.0% | 7 | 2.1% | 3 | 1.7% | 0 | - |
| Construction zone | 1 | 0.2% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective driving surface | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Shoulders defective | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Lane markings inadequate | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective/inoperative traffic control device | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Weather | 3 | 0.7% | 3 | 0.8% | 3 | 0.8% | 3 | 0.9% | 3 | 1.7% | 3 | 2.6% |
| Pedestrian corridor in use | 10 | 2.3% | 10 | 2.7% | 5 | 1.3% | 7 | 2.1% | 10 | 5.7% | 3 | 2.6% |
| Uninvolved vehicle | 0 | - | 1 | 0.3% | 0 | - | 0 | - | 1 | 0.6% | 0 | - |
| Uninvolved pedestrian | 0 | - | 2 | 0.5% | 2 | 0.5% | 1 | 0.3% | 1 | 0.6% | 1 | 0.9% |
| Presence of prior accident | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | 0.9% |
| No Contributing Factor(s) Identified | 337 | 76.9% | 279 | 75.8% | 294 | 73.7% | 287 | 84.4% | 119 | 67.6% | 52 | 44.8% |
| Not Applicable/Not Stated | 0 | - | 1 | 0.3% | 0 | - | 9 | 2.6% | 0 | - | 0 | - |
| Total | 438 | 100% | 368 | 100% | 399 | 100% | 340 | 100% | 176 | 100% | 116 | 100% |

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each year will add to more than the total victims for that year.

Table 9-7
Summary of Contributing Factors for MOTORCYCLIST or MOPED Victims (Killed and Injured, Combined)
of Collisions: 2008 to 2013

| Contributing Factor | 2008 Total Victims | % of 2008 Total Victims | 2009 Total Victims | % of 2009 Total Victims | 2010 Total Victims | % of 2010 Total Victims | 2011 Total Victims | % of 2011 Total Victims | 2012 Total Victims | % of 2012 Total Victims | 2013 Total Victims | % of 2013 Total Victims |
|--|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|
| Driver Action - Driving Properly and Human Condition - Apparently Normal | 59 | 40.4% | 50 | 41.0% | 63 | 50.0% | 55 | 42.3% | 78 | 65.0% | 55 | 41.7% |
| Driver Action - Driving properly | 13 | 8.9% | 13 | 10.7% | 13 | 10.3% | 5 | 3.8% | 1 | 0.8% | 5 | 3.8% |
| Any Driver Action | 59 | 40.4% | 44 | 36.1% | 49 | 38.9% | 44 | 33.8% | 54 | 45.0% | 81 | 61.4% |
| Following too closely | 3 | 2.1% | 1 | 0.8% | 5 | 4.0% | 4 | 3.1% | 4 | 3.3% | 14 | 10.6% |
| Turning improperly | 6 | 4.1% | 3 | 2.5% | 4 | 3.2% | 3 | 2.3% | 3 | 2.5% | 12 | 9.1% |
| Passing improperly | 0 | - | 1 | 0.8% | 2 | 1.6% | 3 | 2.3% | 1 | 0.8% | 0 | - |
| Changing lanes improperly | 3 | 2.1% | 4 | 3.3% | 1 | 0.8% | 2 | 1.5% | 10 | 8.3% | 2 | 1.5% |
| Fail to yield right-of-way | 8 | 5.5% | 8 | 6.6% | 7 | 5.6% | 2 | 1.5% | 10 | 8.3% | 5 | 3.8% |
| Disobey traffic control device/officer | 1 | 0.7% | 1 | 0.8% | 4 | 3.2% | 3 | 2.3% | 0 | - | 1 | 0.8% |
| Drive wrong way on roadway | 1 | 0.7% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Passing a vehicle at pedestrian X-walk | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Back unsafely | 0 | - | 0 | - | 0 | - | 1 | 0.8% | 1 | 0.8% | 1 | 0.8% |
| Parking improperly | 0 | - | 0 | - | 0 | - | 1 | 0.8% | 0 | - | 1 | 0.8% |
| Lost control/Drive off road | 10 | 6.8% | 12 | 9.8% | 10 | 7.9% | 7 | 5.4% | 8 | 6.7% | 15 | 11.4% |
| Driverless vehicle ran out of control | 0 | - | 0 | - | 0 | - | 0 | - | 1 | 0.8% | 0 | - |
| Leave stop sign before safe to do so | 2 | 1.4% | 3 | 2.5% | 2 | 1.6% | 2 | 1.5% | 3 | 2.5% | 3 | 2.3% |
| Failed to signal | 0 | - | 2 | 1.6% | 0 | - | 0 | - | 0 | - | 0 | - |
| Take avoiding action | 6 | 4.1% | 5 | 4.1% | 3 | 2.4% | 2 | 1.5% | 2 | 1.7% | 3 | 2.3% |
| Driver inexperience | 7 | 4.8% | 6 | 4.9% | 3 | 2.4% | 3 | 2.3% | 2 | 1.7% | 3 | 2.3% |
| Pedestrian error/confusion | 1 | 0.7% | 0 | - | 1 | 0.8% | 0 | - | 0 | - | 0 | - |
| NET Speed | 10 | 6.8% | 9 | 7.4% | 5 | 4.0% | 7 | 5.4% | 5 | 4.2% | 5 | 3.8% |
| Exceeding speed limit | 2 | 1.4% | 3 | 2.5% | 1 | 0.8% | 1 | 0.8% | 0 | - | 0 | - |
| Driving too fast for conditions | 3 | 2.1% | 1 | 0.8% | 2 | 1.6% | 5 | 3.8% | 4 | 3.3% | 4 | 3.0% |
| Unsafe operating speed (Too fast or too slow) | 6 | 4.1% | 7 | 5.7% | 2 | 1.6% | 1 | 0.8% | 1 | 0.8% | 1 | 0.8% |
| NET Distracted driving | 18 | 12.3% | 10 | 8.2% | 10 | 7.9% | 8 | 6.2% | 9 | 7.5% | 23 | 17.4% |
| Careless Driving | 13 | 8.9% | 6 | 4.9% | 6 | 4.8% | 7 | 5.4% | 6 | 5.0% | 21 | 15.9% |
| Distraction/Inattention | 7 | 4.8% | 6 | 4.9% | 4 | 3.2% | 1 | 0.8% | 3 | 2.5% | 2 | 1.5% |
| Human Condition - Apparently Normal | 41 | 28.1% | 23 | 18.9% | 34 | 27.0% | 26 | 20.0% | 21 | 17.5% | 10 | 7.6% |
| Any Human Condition | 13 | 8.9% | 8 | 6.6% | 5 | 4.0% | 3 | 2.3% | 6 | 5.0% | 2 | 1.5% |
| Loss of consciousness/Blackout prior to collision | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Extreme fatigue/Fell asleep | 1 | 0.7% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective eyesight | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective hearing | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Medical disability | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Physical disability | 0 | - | 1 | 0.8% | 1 | 0.8% | 0 | - | 0 | - | 0 | - |
| Mental disability | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Mental confusion/Inability to remember | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Sudden illness | 0 | - | 0 | - | 0 | - | 2 | 1.5% | 0 | - | 0 | - |
| Exceed hours of service (commercial drivers only) | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| NET Impaired | 5 | 3.4% | 1 | 0.8% | 1 | 0.8% | 0 | - | 4 | 3.3% | 0 | - |
| Ability impaired alcohol | 3 | 2.1% | 1 | 0.8% | 0 | - | 0 | - | 3 | 2.5% | 0 | - |
| Ability impaired drugs | 1 | 0.7% | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Had been drinking/Suspected alcohol use | 2 | 1.4% | 0 | - | 1 | 0.8% | 0 | - | 1 | 0.8% | 0 | - |
| No Apparent (Vehicle) Defect | 84 | 57.5% | 55 | 45.1% | 77 | 61.1% | 55 | 42.3% | 81 | 67.5% | 54 | 40.9% |

| Contributing Factor | 2008 Total Victims | % of 2008 Total Victims | 2009 Total Victims | % of 2009 Total Victims | 2010 Total Victims | % of 2010 Total Victims | 2011 Total Victims | % of 2011 Total Victims | 2012 Total Victims | % of 2012 Total Victims | 2013 Total Victims | % of 2013 Total Victims |
|--|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|--------------------------|-------------------------------|
| Any Vehicle Defect | 2 | 1.4% | 1 | 0.8% | 3 | 2.4% | 3 | 2.3% | 0 | - | 4 | 3.0% |
| Defective brakes | 2 | 1.4% | 0 | - | 1 | 0.8% | 0 | - | 0 | - | 1 | 0.8% |
| Defective steering | 0 | - | 0 | - | 0 | - | 1 | 0.8% | 0 | - | 0 | - |
| Defective headlights | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective brake lights | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective lighting (unspecified) | 0 | - | 0 | - | 1 | 0.8% | 2 | 1.5% | 0 | - | 0 | - |
| Defective engine controls/drive train | 0 | - | 0 | - | 1 | 0.8% | 0 | - | 0 | - | 0 | - |
| Defective suspension/wheels | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | 0.8% |
| Defective tires | 0 | - | 1 | 0.8% | 0 | - | 0 | - | 0 | - | 2 | 1.5% |
| Tow hitch/yoke defective | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective exhaust system | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Hood/tailgate/door/covering opened | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective glazing (obscured windows) | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Vehicle modifications | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Fire | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Overloaded/oversized | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Load shifted/spilled | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Jack-knife/trailer swing | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Hydroplaning tires | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Any Environmental Condition | 24 | 16.4% | 26 | 21.3% | 22 | 17.5% | 24 | 18.5% | 8 | 6.7% | 17 | 12.9% |
| Animal action - Wild | 15 | 10.3% | 6 | 4.9% | 13 | 10.3% | 8 | 6.2% | 6 | 5.0% | 10 | 7.6% |
| Animal action - Domestic | 2 | 1.4% | 2 | 1.6% | 0 | - | 0 | - | 0 | - | 0 | - |
| Slippery road surface | 2 | 1.4% | 4 | 3.3% | 1 | 0.8% | 6 | 4.6% | 0 | - | 0 | - |
| Snow drift | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Obstruction/debris on roadway | 2 | 1.4% | 1 | 0.8% | 3 | 2.4% | 2 | 1.5% | 0 | - | 2 | 1.5% |
| View obstructed/limited | 0 | - | 1 | 0.8% | 3 | 2.4% | 0 | - | 0 | - | 2 | 1.5% |
| Glare/reflection | 1 | 0.7% | 2 | 1.6% | 0 | - | 0 | - | 0 | - | 0 | - |
| Construction zone | 0 | - | 2 | 1.6% | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective driving surface | 2 | 1.4% | 6 | 4.9% | 2 | 1.6% | 6 | 4.6% | 1 | 0.8% | 1 | 0.8% |
| Shoulders defective | 0 | - | 1 | 0.8% | 1 | 0.8% | 2 | 1.5% | 0 | - | 0 | - |
| Lane markings inadequate | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Defective/inoperative traffic control device | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Weather | 0 | - | 2 | 1.6% | 0 | - | 1 | 0.8% | 1 | 0.8% | 2 | 1.5% |
| Pedestrian corridor in use | 0 | - | 1 | 0.8% | 0 | - | 0 | - | 0 | - | 0 | - |
| Uninvolved vehicle | 1 | 0.7% | 1 | 0.8% | 0 | - | 0 | - | 0 | - | 0 | - |
| Uninvolved pedestrian | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| Presence of prior accident | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| No Contributing Factor(s) Identified | 45 | 30.8% | 35 | 28.7% | 30 | 23.8% | 45 | 34.6% | 18 | 15.0% | 17 | 12.9% |
| Not Applicable/Not Stated | 0 | - | 0 | - | 0 | - | 2 | 1.5% | 0 | - | 0 | - |
| Total | 146 | 100% | 122 | 100% | 126 | 100% | 130 | 100% | 120 | 100% | 132 | 100% |

*NOTE: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each year will add to more than the total victims for that year.

Table 9-9
Summary of 'Speed', 'Distracted driving' & 'Impaired' as Contributing Factors
TO BICYCLE RELATED CRASHES: 2008 to 2013

| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2008-2012 average | 2013 |
|--|---|---|-------------|-------------|------------|-------------|-------------------|-------------|
| NET Speed ('Exceeding speed limit', 'Driving too fast for conditions' and 'Unsafe operating speed (too fast or too slow)' combined) | | | | | | | | |
| Collisions | All collisions | 4 1.6% | 4 1.7% | 5 1.7% | 1 0.4% | 3 2.0% | 3 1.4% | 1 0.7% |
| | Fatal collisions | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 2 40.0% | 0 12.5% | 0 - |
| | Injury collisions | 4 1.7% | 4 1.8% | 5 1.9% | 1 0.5% | 1 1.4% | 3 1.5% | 1 1.2% |
| Victims | All victims (killed or injured) | 4 1.7% | 4 1.8% | 5 1.9% | 1 0.5% | 3 4.2% | 3 1.7% | 1 1.2% |
| | People killed | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 2 40.0% | 0 11.8% | 0 - |
| | People seriously injured | 0 0.0% | 1 10.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 2.3% | 0 - |
| Rider Involvement (/10,000 bicyclists) | All collisions Fatal collisions Injury collisions | The population of bicyclists in Manitoba is not known, therefore involvement per 10,000 bicyclists cannot be calculated | | | | | | |
| NET Distracted driving ('Distraction/ inattention' and 'Careless driving' combined) | | | | | | | | |
| Collisions | All collisions | 22 8.6% | 29 12.1% | 31 10.4% | 17 7.1% | 18 12.0% | 23 9.9% | 22 15.6% |
| | Fatal collisions | 2 100.0% | 1 100.0% | 2 50.0% | 1 25.0% | 1 20.0% | 1 43.8% | 1 25.0% |
| | Injury collisions | 20 8.4% | 27 12.2% | 26 9.8% | 13 6.7% | 7 9.9% | 19 9.4% | 19 23.5% |
| Victims | All victims (killed or injured) | 25 10.5% | 27 12.2% | 28 10.5% | 14 7.1% | 7 9.7% | 20 10.2% | 20 24.4% |
| | People killed | 3 100.0% | 1 100.0% | 2 50.0% | 1 25.0% | 1 20.0% | 2 47.1% | 1 25.0% |
| | People seriously injured | 4 30.8% | 1 10.0% | 1 11.1% | 1 50.0% | 2 22.2% | 2 20.9% | 1 11.1% |
| Rider Involvement (/10,000 bicyclists) | All collisions Fatal collisions Injury collisions | The population of bicyclists in Manitoba is not known, therefore involvement per 10,000 bicyclists cannot be calculated | | | | | | |

| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2008-2012 average | 2013 |
|---|---|---|-----------|-----------|-----------|------------|-------------------|------------|
| NET Impaired ('Impaired by alcohol', 'Impaired by drugs' and 'Had been drinking/Suspected alcohol use' combined) | | | | | | | | |
| Collisions | All collisions | 3 1.2% | 4 1.7% | 3 1.0% | 1 0.4% | 1 0.7% | 2 1.0% | 1 0.7% |
| | Fatal collisions | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 1 20.0% | 0 6.3% | 1 25.0% |
| | Injury collisions | 3 1.3% | 4 1.8% | 2 0.8% | 0 0.0% | 0 0.0% | 2 0.9% | 0 - |
| Victims | All victims (killed or injured) | 2 0.8% | 4 1.8% | 2 0.7% | 0 0.0% | 1 1.4% | 2 0.9% | 1 1.2% |
| | People killed | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 1 20.0% | 0 5.9% | 1 25.0% |
| | People seriously injured | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 - |
| Rider Involvement (/10,000 bicyclists) | All collisions Fatal collisions Injury collisions | The population of bicyclists in Manitoba is not known, therefore involvement per 10,000 bicyclists cannot be calculated | | | | | | |

NOTE: Proportions provided for each contributing factor in a specific category are for the count of contributing factor as a portion of all bicycle-related collisions in the specific category. E.g., the proportion of collisions where speed is a factor is derived from the count of collisions involving at least one bicyclist in the specific year where speed is a factor divided by the total bicycle-related collisions in that year.

Table 9-9
Summary of 'Speed', 'Distracted driving' & 'Impaired' as Contributing Factors
TO PEDESTRIAN RELATED CRASHES: 2008 to 2013

| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2008-2012 | 2013 |
|--|---|---|------------|------------|------------|-------------|------------|-------------|
| NET Speed ('Exceeding speed limit', 'Driving too fast for conditions' and 'Unsafe operating speed (too fast or too slow)' combined) | | | | | | | | |
| Collisions | All collisions | 10 5.4% | 8 4.9% | 7 3.9% | 5 2.9% | 6 3.2% | 7 4.1% | 7 3.9% |
| | Fatal collisions | 2 40.0% | 2 50.0% | 0 0.0% | 0 0.0% | 0 0.0% | 1 23.5% | 0 - |
| | Injury collisions | 6 4.6% | 6 5.3% | 5 4.1% | 5 4.2% | 5 4.5% | 5 4.5% | 5 3.9% |
| Victims | All victims (killed or injured) | 10 6.8% | 9 7.4% | 5 4.0% | 7 5.4% | 5 4.2% | 7 5.6% | 5 3.8% |
| | People killed | 3 42.9% | 2 50.0% | 0 0.0% | 1 25.0% | 0 0.0% | 1 26.1% | 0 - |
| | People seriously injured | 1 4.0% | 1 4.2% | 0 0.0% | 3 10.0% | 2 12.5% | 1 6.5% | 1 4.5% |
| Pedestrian Involvement (/10,000 pedestrians) | All collisions Fatal collisions Injury collisions | The population of pedestrians in Manitoba is not known, therefore involvement per 10,000 pedestrians cannot be calculated | | | | | | |
| NET Distracted driving ('Distraction/ inattention' and 'Careless driving' combined) | | | | | | | | |
| Collisions | All collisions | 18 9.7% | 12 7.3% | 12 6.7% | 8 4.7% | 27 14.4% | 15 8.7% | 33 18.4% |
| | Fatal collisions | 1 20.0% | 0 0.0% | 1 50.0% | 1 50.0% | 2 50.0% | 1 29.4% | 1 25.0% |
| | Injury collisions | 15 11.5% | 9 8.0% | 9 7.3% | 4 3.4% | 7 6.3% | 9 7.4% | 23 18.0% |
| Victims | All victims (killed or injured) | 18 12.3% | 10 8.2% | 10 7.9% | 8 6.2% | 9 7.5% | 11 8.5% | 23 17.4% |
| | People killed | 1 14.3% | 0 0.0% | 1 33.3% | 2 50.0% | 2 40.0% | 1 26.1% | 1 20.0% |
| | People seriously injured | 6 24.0% | 2 8.3% | 3 25.0% | 4 13.3% | 2 12.5% | 3 15.9% | 2 9.1% |
| Pedestrian Involvement (/10,000 pedestrians) | All collisions Fatal collisions Injury collisions | The population of pedestrians in Manitoba is not known, therefore involvement per 10,000 pedestrians cannot be calculated | | | | | | |

| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2008-2012 average | 2013 |
|---|---|---|-----------|-----------|-----------|------------|-------------------|--------|
| NET Impaired ('Impaired by alcohol', 'Impaired by drugs' and 'Had been drinking/Suspected alcohol use' combined) | | | | | | | | |
| Collisions | All collisions | 3 1.6% | 2 1.2% | 1 0.6% | 1 0.6% | 4 2.1% | 2 1.2% | 0 - |
| | Fatal collisions | 2 40.0% | 0 0.0% | 0 0.0% | 0 0.0% | 2 50.0% | 1 23.5% | 0 - |
| | Injury collisions | 1 0.8% | 2 1.8% | 1 0.8% | 0 0.0% | 2 1.8% | 1 1.0% | 0 - |
| Victims | All victims (killed or injured) | 5 3.4% | 1 0.8% | 1 0.8% | 0 0.0% | 4 3.3% | 2 1.7% | 0 - |
| | People killed | 4 57.1% | 0 0.0% | 0 0.0% | 0 0.0% | 2 40.0% | 1 26.1% | 0 - |
| | People seriously injured | 0 0.0% | 1 4.2% | 1 8.3% | 0 0.0% | 1 6.3% | 1 2.8% | 0 - |
| Pedestrian Involvement (/10,000 pedestrians) | All collisions Fatal collisions Injury collisions | The population of pedestrians in Manitoba is not known, therefore involvement per 10,000 pedestrians cannot be calculated | | | | | | |

NOTE: Proportions provided for each contributing factor in a specific category are for the count of contributing factor as a portion of all pedestrian-related collisions in the specific category. E.g., the proportion of collisions where speed is a factor is derived from the count of collisions involving at least one pedestrian in the specific year where speed is a factor divided by the total pedestrian-related collisions in that year.

BW (MPI) 1-6

| | | | |
|-------------------|---|------------------|--|
| Volume: | | Page No.: | |
| Reference: | IIHS Status Report, Vol. 50, No. 3, March 31, 2015 | | |
| Topic: | Road Safety | | |
| Sub Topic: | | | |
| Issue: | Interventions to Improve Driver Behaviour Towards Cyclists | | |

Preamble/Rationale: Bike Winnipeg wishes to review MPI's analysis of incidents involving cyclists and other vulnerable road users and how such information leads to intervention under the Driver Improvement Control Program and the Driver Education Program

Question:

Please file and/or provide the following

- a) IIHS Status Report, Vol. 50, No. 3 | March 31, 2015, <http://www.iihs.org/iihs/sr/statusreport/article/50/3/3> and
- b) The supporting paper, "Cyclist crash scenarios and factors relevant to the design of cyclist detection systems", MacAlister, Anna; Zuby, David S., Insurance Institute for Highway Safety, March 2015

Please indicate the details of how MPI has used the above information to develop interventions and driver training that strives to improve driver behaviour towards cyclists.

RESPONSE:

a) The report is available to the public and available on the internet.

b) The paper is available to the public and available on the internet.

Both of the reports provide information on cyclist detection systems while highlighting the common collision scenarios involving cyclists and motorists. The information regarding these scenarios is consistent with the Corporation's current cycling safety education material.

The Corporation gathers data and information from a variety of sources, including this and other studies from the Insurance Institute for Highway Safety, to inform future evidence-based, proven practice, program interventions. Refer to Loss Prevention and Road Safety Appendix 6: Operational Plan and Frameworks for Road Safety Programming (located in Volume III AI.13) for a detailed description of the program development and design process.

BW (MPI) 1-7

| | | | |
|-------------------|---|------------------|--|
| Volume: | | Page No.: | |
| Reference: | Bike Winnipeg (MPI) 3-4 2014 GRA | | |
| Topic: | Contribution to Manitoba's Economy | | |
| Sub Topic: | Statistics | | |
| Issue: | Tertiary Prevention | | |

Preamble/Rationale: Bike Winnipeg seeks to continue reviewing MPI's contribution to Manitoba's tertiary prevention network in comparison to its contribution to property loss.

Bike Winnipeg defines "tertiary prevention" as activities and support aimed at softening the impact of long-term impairment and disability and maximizing potential years or useful life through health and rehabilitation services and income replacement.

Question:

- a) With reference to the above IR and response in "d)", please provide "MPI's Contribution to Manitoba's Economic Landscape" for physical damage, injury claims, and Manitoba Health payments (including medical consultant fees) for 2014/15, and back 10 years. Please include a subtotal for injury claims and Manitoba Health payments, and a total column.
- b) Please provide a separate table with similar components as above with the percent share of the total amount for each component.

RESPONSE:

a)

| <u>Year</u> | <u>Physical Damage</u> | <u>Injury Claim</u> | <u>Manitoba Health</u> | <u>Total</u> |
|-------------|------------------------|---------------------|------------------------|-------------------|
| 2014/15 | \$ 532.5 | \$ 149.2 | \$ 27.1 | \$ 708.8 |
| 2013/14 | \$ 495.5 | \$ 145.9 | \$ 26.3 | \$ 667.7 |
| 2012/13 | \$ 450.3 | \$ 147.9 | \$ 23.7 | \$ 621.9 |
| 2011/12 | \$ 458.4 | \$ 138.2 | \$ 23.7 | \$ 620.3 |
| 2010/11 | \$ 415.2 | \$ 118.9 | \$ 19.8 | \$ 553.9 |
| 2009/10 | \$ 384.2 | \$ 189.5 | \$ 15.0 | \$ 588.7 |
| 2008/09 | \$ 382.3 | \$ 200.8 | \$ 13.8 | \$ 596.9 |
| 2007/08 | \$ 411.6 | \$ 173.3 | \$ 12.3 | \$ 597.2 |
| 2006/07 | \$ 402.0 | \$ 193.8 | \$ 10.8 | \$ 606.6 |
| 2005/06 | \$ 360.0 | \$ 217.1 | \$ 10.2 | \$ 587.3 |
| | \$ 4,292.0 | \$ 1,674.6 | \$ 182.7 | \$ 6,149.3 |

In millions of dollars

Source of Physical Damage and Injury Claims - MPI Annual Reports

Source of Manitoba Health Payments - internal accounts payable system

Physical damage claims include payments related to the following Basic coverages: collision, comprehensive and property damage. Injury claims include the following benefit types: Weekly Indemnity, Accident Benefits, PIPP Enhancements and Public Liability on bodily injury. Manitoba Health includes payment to Manitoba Health Services Commission and medical consultants.

b)

| <u>Year</u> | <u>Physical Damage</u> | <u>Injury Claim</u> | <u>Manitoba Health</u> | <u>Total</u> |
|-------------|------------------------|---------------------|------------------------|--------------|
| 2014/15 | 75% | 21% | 4% | 100% |
| 2013/14 | 74% | 22% | 4% | 100% |
| 2012/13 | 72% | 24% | 4% | 100% |
| 2011/12 | 74% | 22% | 4% | 100% |
| 2010/11 | 75% | 21% | 4% | 100% |
| 2009/10 | 65% | 32% | 3% | 100% |
| 2008/09 | 64% | 34% | 2% | 100% |
| 2007/08 | 69% | 29% | 2% | 100% |
| 2006/07 | 66% | 32% | 2% | 100% |
| 2005/06 | 61% | 37% | 2% | 100% |

BW (MPI) 1-8

| | | | |
|-------------------|---|------------------|-----------|
| Volume: | 3, Actuarial Reports | Page No.: | 50 |
| Reference: | Bike Winnipeg (MPI) 3-12 2014 GRA; BW(MPI) 1-18 2014 GRA | | |
| Topic: | Road Safety | | |
| Sub Topic: | Budget Allocation | | |
| Issue: | Priority Setting | | |

Preamble/Rationale: Consistent with the scope of its intervention, Bike Winnipeg seeks to review the optimum size and sufficiency of MPI's road safety budget in light of MPI's process for prioritizing road safety activities within the Loss Prevention portfolio.

Question:

- a) With reference to the above IR, please provide the expected ultimate costs saved by one less serious injury in 2016.
- b) Please indicate whether or not this expected cost would be different by victim types "Motor Vehicle" and "Vulnerable Road User".
- c) Please indicate the corporation's method for addressing income disparity (social gradient) in any cost benefit analyses of programs that concern bodily injury claims.
- d) Please outline MPI's definition of property loss categories that would be analogous to "fatal", "serious", or "minor" bodily injuries.
- e) Please provide the expected cost saved by one less serious property damage claim (Basic) in 2016.

RESPONSE:

- a) As per the response to BW (MPI) 1-1, over the 15-year period from 2000 to 2014, the cost per claim for “All Serious Injuries” was \$964,504. The Corporation expects the costs for 2016 to be close to this figure.
- b) The cost per claim for “Motor Vehicles” and “Vulnerable Road Users” over the same period were \$959,496 and \$965,561 respectively (with the cost per claim for “Unknown/Errors” at \$1,009,929). The Corporation does not view the cost per claim for “Motor Vehicles” and “Vulnerable Road Users” as being significantly different.
- Differences in the cost of claim for serious injuries are not driven by victim type. Regardless of whether the claimant was a pedestrian or a driver in a motor vehicle, a serious injury is defined as the same thing in both situations.
- c) The PIPP benefits impacted by income disparity are income replacement indemnity (IRI) and spousal death benefits. IRI is based on 90% of net income (gross yearly employment income less notional deductions for income tax, CPP and EI). Spousal death benefits are based on the deceased claimant’s gross year employment income at the time of the accident multiplied by a factor. Any program changes to these benefits are costed and evaluated based on potential impact to specific demographics.
- d) The Corporation does not have property loss categories that are analogous to the severity categories used to define injury claims.
- e) The expected cost that is saved by one less “serious property damage” is \$200,000 – the maximum Third Party Liability coverage under Basic insurance.

BW (MPI) 1-9

| | | | |
|-------------------|--|------------------|---|
| Volume: | AI.13 Appendix | Page No.: | Page 3 of IBM Loss prevention framework & strategy |
| Reference: | | | |
| Topic: | Road Safety Societal costs | | |
| Sub Topic: | Tabling of MPI societal cost calculations | | |
| Issue: | Societal cost calculation | | |

Rationale/Preamble: Starting line 38, this report defines loss prevention at MPI as the “*Loss Prevention initiatives undertaken by MPI seek to identify and implement programs to address the primary drivers of claims and claims costs with the intention of reducing the social and financial impact to rate payers*”. Further, the MPI filing provides information on MPI’s quantitative methodology for relating claims costs to road safety, but not for determining social impacts of collisions involving motor vehicles.

Questions:

- a) Is MPI Currently using quantitative methods to determine the social impact of motor vehicle collisions?
- b) If so, please table documentation on MPI sponsored projects to quantify social impact
- c) If not, how does MPI quantify its success in meeting the social cost aspect of loss prevention?
- d) Does MPI believe that the social impacts of collisions are highly correlated to MPI claims costs?
- e) Given the extensive evidence of MPI designing and implementing the road safety program to achieve an ROI through claims cost reductions, can MPI produce any quantitative evidence to demonstrate that it is designing and operating its road safety program to minimize social costs of vehicle collisions to Manitobans?

RESPONSE:

- a) Manitoba Public Insurance relies on estimates generated by Transport Canada to estimate the social cost of motor vehicle collisions. The Transport Canada model employs quantitative methods to determine the social impact of motor vehicle collisions.
- b) Please see response to (a).
- c) The social cost aspect of loss prevention may be quantified in the reduction of lives lost and injuries occurring as a result of collisions on the roadway.
- d) Yes. There is a direct relationship between the reduction of fatality and injury collisions and a reduction in claims costs.
- e) No. The Corporation cannot quantify collisions that do not occur, therefore, it is impossible to know with certainty how many lives are saved by Manitoba Public Insurance programs.

BW (MPI) 1-10

| | | | |
|-------------------|---|------------------|------------|
| Volume: | AI.13 Appendix 10 | Page No.: | 3-8 |
| Reference: | | | |
| Topic: | Loss Prevention and Road Safety | | |
| Sub Topic: | MPI goals and priorities v. international road safety goals and priorities | | |
| Issue: | Additional Information and clarification | | |

Preamble/Rationale: In order to ensure that its road safety program is well aligned with the Corporate Strategic Plan, current road safety best practices, evidence-based strategies, Manitoba Public Insurance (MPI) has undertaken an independent assessment its road safety model. The review is also intended to advise on the appropriate size of a road safety budget for MPI and if the current budget is being optimally used. Finally, it presents an opportunity to consider MPI's road safety contribution in light of two new governance elements: the Loss Prevention Strategy and Framework and the Provincial Road Safety Committee.

Questions:

- a) Please provide a copy of the engagement letter sent to Sirius Strategic Solutions Ltd. ("Sirius")
- b) Please provide the expert's file with respect to the preparation of the Sirius Report.
- c) Please provide the names and CVs of all individuals at Sirius who worked on the Report.
- d) Please confirm whether MPI intends to call someone from Sirius as a witness in these proceedings.

RESPONSE:

- a) As per Board Order 98/14, page 112, a response to this question is not required. The Corporation is not required to produce operational information relating to the engagement of consultants and the related engagement letters [2015 GRA CAC (MPI) 1-55 (c)].
- b) The expert's file is the proprietary property of Sirius Strategic Solutions and is not the property of MPI to produce.
- c) Refer to Vol III AI.13 Loss Prevention and Road Safety Appendix 9.
- d) The Corporation has no plans to do so.