

quick statistics



January 2017



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Quick statistics

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

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Notes about the data

- ICBC has implemented a new claims system to offer improved service to our customers. As a result of the transition to the new system, ICBC's crash and auto crime data from January 1, 2014 was delayed. The data is now available. Reports are being completed on a priority basis as we work through a significant queue.
- With the new claims system, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards. While numerous measures are in place to ensure the accuracy of ICBC's 2014 and 2015 crash and auto crime data, ICBC cannot guarantee the data's complete accuracy. However, the data will continue to improve over time.
- ICBC's 2013 crash and auto crime data for the North Central region is not fully available due to the implementation of ICBC's new claims system. Some tables in this document may include estimated amounts for North Central and B.C. totals or exclude a small number of incidents. Affected tables include detailed caveats.
- In 2008, legislation changed so that police are not required to attend all crashes and attendance is at their discretion. For this reason, there has been a marked decrease in the number of police attended reports submitted to ICBC, primarily for crashes that do not involve fatalities. Therefore, only fatal victim counts are provided by contributing factor.
- ICBC crash data is gathered from reports made to ICBC by insured registered vehicle owners, drivers, pedestrians and cyclists. Police crash data is gathered from reports completed by police or submitted by individuals to police.
- ICBC crash data is generally much larger in volume than police crash data because:
 - Basic insurance coverage through ICBC is mandatory; therefore crash occurrences are reported to ICBC.
 - Whereas, police do not attend all crashes. Typically only the more serious crashes involving injury or fatality are attended. In addition, the number of reports submitted by individuals to police is very low, as it's not mandatory that a crash be reported to police.
- In some reports, insufficient location details were available or gathered when the incidents were reported and these are listed as "Unknown".
- When comparing this edition with previous publications, counts may differ due to further development of data, rounding, late reporting or corrections.

ICBC regions

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

Availability of the data

- ICBC data on crashes is available by April of the following year (i.e., April 2017 for 2016 data). The sources are ICBC's Corporate Data Warehouse and Enterprise Data Warehouse.
- Police data on crashes and fatalities is available by August of the following year (i.e., August 2017 for 2016 data). The source is Police Traffic Accident System.
- Auto crime data is available by February of the following year (i.e., February 2017 for 2016 data). The sources are ICBC's Corporate Data Warehouse and Enterprise Data Warehouse.
- Vehicle and driver populations are available in February of the following year (February 2017 for 2016 data). The source is ICBC's Corporate Data Warehouse.

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Crashes & Casualty crashes

Crashes

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	260,000	260,000	260,000	280,000	300,000	270,000
Lower Mainland	170,000	170,000	170,000	180,000	200,000	180,000
Vancouver Island	36,000	35,000	35,000	38,000	41,000	37,000
Southern Interior	36,000	36,000	36,000	39,000	42,000	38,000
North Central	16,000	17,000	16,000	18,000	18,000	17,000
Unknown	2,700	2,700	2,500	1,400	1,800	2,200

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

Counts over one hundred have been rounded.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards. While numerous measures are in place to ensure the accuracy of ICBC's 2014 and 2015 crash and auto crime data, ICBC cannot guarantee the data's complete accuracy. The data will continue to improve over time.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of May 31, 2016).

Casualty crashes

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	52,000	54,000	55,000	56,000	57,000	55,000
Lower Mainland	37,000	38,000	39,000	40,000	42,000	39,000
Vancouver Island	6,600	6,700	6,700	7,000	6,900	6,800
Southern Interior	6,400	6,600	6,400	6,500	6,400	6,500
North Central	2,300	2,200	2,100	2,200	2,000	2,200
Unknown	120	150	160	95	79	120

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

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

Counts over one hundred have been rounded.

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Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of May 31, 2016).

Fatal crashes

Fatal crashes

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	264	251	245	256	275	258
Lower Mainland	79	89	91	90	94	89
Vancouver Island	34	35	39	27	37	34
Southern Interior	96	83	67	95	90	86
North Central	55	44	48	44	54	49
Unknown	0	0	0	0	0	0

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Fatal victims

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	292	281	269	289	293	285
Lower Mainland	85	97	98	93	99	95
Vancouver Island	37	38	42	27	38	37
Southern Interior	109	100	76	110	99	99
North Central	61	46	53	59	57	56
Unknown	0	0	0	0	0	0

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Role and gender

Fatal victims by role and gender in B.C.

		2011	2012	2013	2014	2015	5-year average
Driver	Male	127	121	117	133	131	126
	Female	34	24	31	28	31	30
	Unknown	0	0	1	0	0	1
Passenger	Male	32	23	19	32	25	27
	Female	33	36	30	32	27	32
	Unknown	0	0	0	0	0	0
Cyclist	Male	6	8	11	5	9	8
	Female	1	3	2	1	3	2
	Unknown	0	0	0	0	0	0
Pedestrian	Male	35	36	24	31	39	33
	Female	21	29	27	24	25	26
	Unknown	1	0	1	0	1	1
Other	Male	0	1	3	1	2	2
	Female	1	0	2	2	0	1
	Unknown	1	0	1	0	0	1

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Age range

Fatal victims by age range in B.C.						
Years of age	2011	2012	2013	2014	2015	5-year average
0-3	1	3	5	2	1	3
4-7	2	1	1	2	2	2
8-12	6	1	0	1	2	2
13-15	0	8	1	5	1	3
16-18	13	17	10	14	10	13
19-21	21	17	17	11	18	17
22-25	26	17	22	19	21	21
26-35	39	37	45	41	37	40
36-45	31	39	28	25	46	34
46-55	45	40	36	43	48	43
56-65	44	32	38	48	37	40
66-75	22	28	29	29	31	28
75+	37	37	34	44	37	38
Other	5	4	3	5	2	4

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Crashes involving:

Animals

Crashes where an animal was involved in B.C.							
		2011	2012	2013	2014	2015	5-year average
	Incidents	10,000	10,000	9,900	10,000	11,000	10,000
	Injured victims	500	520	500	650	670	570
	Fatal victims	4	2	3	2	2	3
Crashes where an animal was involved, by region							
		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Incidents	1,000	1,000	970	1,100	1,100	1,000
	Injured victims	40	45	53	59	50	49
	Fatal victims	0	0	0	0	0	0
Vancouver Island	Incidents	1,900	2,000	1,800	1,900	2,200	1,900
	Injured victims	98	100	90	130	160	120
	Fatal victims	2	0	0	0	0	1
Southern Interior	Incidents	4,500	4,300	4,300	4,600	5,000	4,600
	Injured victims	180	230	220	290	300	240
	Fatal victims	0	1	0	1	2	1
North Central	Incidents	2,500	2,700	2,600	2,500	2,900	2,600
	Injured victims	170	150	140	170	160	160
	Fatal victims	2	1	3	1	0	2
Unknown	Incidents	170	240	210	140	130	180
	Injured victims	13	1	4	8	4	6
	Fatal victims	0	0	0	0	0	0

Crashes include crashes with both domestic and wild animals.

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

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

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

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

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards. While numerous measures are in place to ensure the accuracy of ICBC's 2014 and 2015 crash and auto crime data, ICBC cannot guarantee the data's complete accuracy. The data will continue to improve over time.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of May 31, 2016) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2016) for fatal victim counts.

Cyclists

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

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

	2011	2012	2013	2014	2015	5-year average
Incidents	1,500	1,500	1,500	n/a	n/a	1,400
Injured cyclists	1,500	1,500	1,600	n/a	n/a	1,400
Fatal cyclists	7	11	13	6	12	10

Crashes where at least one cyclist was involved, by region

		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Incidents	980	990	1,100	n/a	n/a	970
	Injured cyclists	990	990	1,100	n/a	n/a	980
	Fatal cyclists	2	5	7	2	6	5
Vancouver Island	Incidents	290	310	300	n/a	n/a	290
	Injured cyclists	290	310	300	n/a	n/a	290
	Fatal cyclists	3	2	4	3	2	3
Southern Interior	Incidents	180	140	130	n/a	n/a	140
	Injured cyclists	180	140	130	n/a	n/a	140
	Fatal cyclists	2	4	2	1	4	3
North Central	Incidents	38	24	35	n/a	n/a	30
	Injured cyclists	39	24	32	n/a	n/a	31
	Fatal cyclists	0	0	0	0	0	0
Unknown	Incidents	2	12	6	n/a	n/a	5
	Injured cyclists	2	12	6	n/a	n/a	5
	Fatal cyclists	0	0	0	0	0	0

2014 and 2015 incident and injured cyclist counts will not be available until approximately the first quarter of 2017.

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

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

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

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

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Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of July 31, 2016) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2016) for fatal victim counts.

Heavy vehicle

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

	2011	2012	2013	2014	2015	5-year average
Incidents	12,000	12,000	13,000	13,000	14,000	13,000
Injured victims	3,200	3,300	3,400	3,000	2,900	3,200
Fatal victims	71	67	50	62	53	61

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

		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Incidents	7,900	8,000	8,600	8,500	9,200	8,400
	Injured victims	2,400	2,400	2,500	2,200	2,200	2,300
	Fatal victims	17	19	12	13	13	15
Vancouver Island	Incidents	950	810	1,000	1,100	1,200	1,000
	Injured victims	150	210	250	230	230	210
	Fatal victims	2	4	6	0	6	4
Southern Interior	Incidents	1,800	1,700	1,700	1,800	1,900	1,800
	Injured victims	360	460	380	390	370	390
	Fatal victims	35	30	15	36	16	27
North Central	Incidents	1,200	1,200	1,100	1,100	1,100	1,100
	Injured victims	240	250	160	160	180	200
	Fatal victims	17	14	17	13	18	16
Unknown	Incidents	200	200	200	110	110	160
	Injured victims	6	9	34	9	6	13
	Fatal victims	0	0	0	0	0	0

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

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

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

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

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

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

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Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of April 30, 2016) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2016) for fatal victim counts.

Hit-and-run

Hit and run crashes in B.C.						
	2011	2012	2013	2014	2015	5-year average
Incidents	48,000	48,000	49,000	48,000	51,000	49,000
Injured victims	2,100	2,200	2,600	1,800	1,800	2,100
Fatal victims	8	4	6	10	7	7

Hit and run crashes, by region							
		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Incidents	33,000	34,000	34,000	33,000	36,000	34,000
	Injured victims	1,600	1,700	2,000	1,500	1,500	1,600
	Fatal victims	7	2	5	6	4	5
Vancouver Island	Incidents	6,300	6,000	6,000	5,900	6,400	6,100
	Injured victims	250	230	250	170	160	210
	Fatal victims	0	1	0	1	1	1
Southern Interior	Incidents	5,400	5,400	5,700	5,400	5,900	5,600
	Injured victims	230	220	250	150	160	200
	Fatal victims	1	1	1	3	1	2
North Central	Incidents	2,400	2,600	2,500	2,700	2,700	2,600
	Injured victims	83	73	48	40	52	59
	Fatal victims	0	0	0	0	1	1
Unknown	Incidents	730	720	720	330	270	560
	Injured victims	15	22	12	12	1	12
	Fatal victims	0	0	0	0	0	0

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

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

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

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

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Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of April 30, 2016) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2016) for fatal victim counts.

Motorcycles

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

Crashes where at least one motorcycle* was involved in B.C.						
	2011	2012	2013	2014	2015	5-year average
Incidents	2,000	2,100	2,200	2,300	2,600	2,200
Injured victims**	1,400	1,500	1,500	1,400	1,500	1,500
Fatal motorcyclists	38	24	29	36	32	32

Crashes where at least one motorcycle* was involved, by region							
		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Incidents	1,300	1,300	1,400	1,400	1,600	1,400
	Injured victims**	790	850	900	840	880	850
	Fatal motorcyclists	12	10	12	9	13	12
Vancouver Island	Incidents	420	430	440	470	520	450
	Injured victims**	310	270	310	280	320	300
	Fatal motorcyclists	6	2	7	6	5	6
Southern Interior	Incidents	310	330	320	350	420	340
	Injured victims**	270	280	270	260	270	270
	Fatal motorcyclists	13	7	4	18	11	11
North Central	Incidents	67	59	55	72	76	66
	Injured victims**	62	41	46	50	53	50
	Fatal motorcyclists	7	5	6	3	3	5
Unknown	Incidents	3	11	15	11	7	9
	Injured victims**	4	8	16	8	2	8
	Fatal motorcyclists	0	0	0	0	0	0

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

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

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

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

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Source: ICBC’s Corporate Data Warehouse and Enterprise Data Warehouse (as of April 30, 2016) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2016) for fatal motorcyclist counts.

Pedestrians

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

Crashes where at least one pedestrian was involved in B.C.							
	2011	2012	2013	2014	2015	5-year average	
Incidents	2,300	2,400	2,300	n/a	n/a	2,300	
Injured pedestrians	2,400	2,500	2,400	n/a	n/a	2,400	
Fatal pedestrians	57	65	52	55	65	59	

Crashes where at least one pedestrian was involved, by region							
	2011	2012	2013	2014	2015	5-year average	
Lower Mainland	Incidents	1,700	1,700	1,700	n/a	n/a	1,600
	Injured pedestrians	1,800	1,800	1,700	n/a	n/a	1,700
	Fatal pedestrians	32	32	35	33	41	35
Vancouver Island	Incidents	300	310	310	n/a	n/a	320
	Injured pedestrians	320	320	330	n/a	n/a	330
	Fatal pedestrians	8	14	8	7	4	9
Southern Interior	Incidents	240	260	240	n/a	n/a	230
	Injured pedestrians	260	270	250	n/a	n/a	240
	Fatal pedestrians	11	13	9	9	14	12
North Central	Incidents	80	78	74	n/a	n/a	79
	Injured pedestrians	88	81	76	n/a	n/a	85
	Fatal pedestrians	6	6	0	6	6	5
Unknown	Incidents	16	15	15	n/a	n/a	14
	Injured pedestrians	16	17	15	n/a	n/a	15
	Fatal pedestrians	0	0	0	0	0	0

2014 and 2015 incident and injured pedestrian counts will not be available until approximately the first quarter of 2017.

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

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

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Restraints

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

Fatal victims identified as not wearing a restraint* in B.C.						
	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	51	46	56	48	45	50
Lower Mainland	7	13	8	9	12	10
Vancouver Island	6	4	11	7	5	7
Southern Interior	24	18	18	15	15	18
North Central	14	11	19	17	13	15
Unknown	0	0	0	0	0	0

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

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

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

Source: Police Traffic Accident System (as of June 30, 2016) for fatal victim counts.

Youth (age 16 to 21)

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

Crashes where at least one youth (age 16 to 21) was involved in B.C.							
		2011	2012	2013	2014	2015	5-year average
Incidents		33,000	32,000	31,000	32,000	35,000	32,000
Injured youth		6,900	7,000	6,800	7,700	8,200	7,300
Fatal youth		34	34	27	25	28	30
Crashes where at least one youth (age 16 to 21) was involved, by region							
		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Incidents	21,000	21,000	20,000	21,000	23,000	21,000
	Injured youth	4,600	4,700	4,500	5,200	5,700	4,900
	Fatal youth	15	14	9	11	8	11
Vancouver Island	Incidents	4,500	4,400	4,100	4,200	4,600	4,400
	Injured youth	890	910	890	1,000	990	940
	Fatal youth	3	4	3	4	2	3
Southern Interior	Incidents	4,900	4,600	4,500	4,500	4,800	4,700
	Injured youth	1,000	1,000	1,000	1,100	1,100	1,100
	Fatal youth	11	9	7	7	9	9
North Central	Incidents	2,300	2,200	2,100	2,200	2,100	2,200
	Injured youth	440	350	360	430	360	390
	Fatal youth	5	7	8	3	9	6
Unknown	Incidents	87	120	110	81	110	100
	Injured youth	11	20	16	26	12	17
	Fatal youth	0	0	0	0	0	0

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

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

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

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

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards. While numerous measures are in place to ensure the accuracy of ICBC's 2014 and 2015 crash and auto crime data, ICBC cannot guarantee the data's complete accuracy. The data will continue to improve over time.

2013 crash data in this table for North Central and B.C. includes a small number of estimated incidents due to the implementation of ICBC's new claims system.

Source: Corporate Data Warehouse and Enterprise Data Warehouse (as of November 30, 2016) for incidents and injured victim counts. Police Traffic Accident System (as of November 30, 2016) for fatal victim counts.

Intersections

Crashes at intersections

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

Crashes at intersections in B.C.

	2011	2012	2013	2014	2015	5-year average
Incidents	81,000	82,000	81,000	86,000	100,000	87,000
Injured victims	53,000	55,000	57,000	56,000	61,000	56,000
Fatal victims	66	77	79	49	72	69

Crashes at intersections, by region

		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Incidents	63,000	64,000	64,000	67,000	80,000	68,000
	Injured victims	41,000	43,000	45,000	45,000	48,000	44,000
	Fatal victims	30	38	45	29	38	36
Vancouver Island	Incidents	8,600	8,200	8,100	9,300	11,000	9,100
	Injured victims	5,600	5,700	6,000	5,900	6,300	5,900
	Fatal victims	9	15	13	3	11	11
Southern Interior	Incidents	6,800	6,800	6,800	7,500	9,200	7,400
	Injured victims	4,600	4,900	4,800	4,700	5,100	4,800
	Fatal victims	17	16	14	13	14	15
North Central	Incidents	2,400	2,500	2,400	2,700	3,100	2,600
	Injured victims	1,400	1,400	1,300	1,200	1,300	1,300
	Fatal victims	10	8	7	4	9	8
Unknown	Incidents	0	0	0	0	0	0
	Injured victims	0	0	0	0	0	0
	Fatal victims	0	0	0	0	0	0

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

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

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

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

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards. While numerous measures are in place to ensure the accuracy of ICBC's 2014 and 2015 crash and auto crime data, ICBC cannot guarantee the data's complete accuracy. The data will continue to improve over time.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of June 30, 2016) for incidents and injured victim counts. Police Traffic Accident System (as of June 30, 2016) for fatal victim counts.

Top 10 crash intersections in the Lower Mainland

Year: 2015		
Intersection	City Location	Crash Count
Brunette Ave & Brunette Ave offramp & Brunette Ave onramp & Trans-Canada Hwy & United Blvd offramp	Coquitlam & New Westminster	316
Trans-Canada Hwy & Willingdon Ave & Willingdon Ave offramp & Willingdon Ave onramp & turning lane	Burnaby	295
264 St & 264 St onramp & 56 Ave & 56 Ave offramp & 56 Ave onramp & Trans-Canada Hwy	Langley	252
Knight St & Knight St Bridge & SE Marine Dr & SE Marine Dr offramp & SE Marine Dr onramp	Vancouver	231
Boundary Rd & Grandview Hwy	Burnaby & Vancouver	215
Broadway St & Mary Hill Bypass	Port Coquitlam	196
Kensington Ave & Kensington Ave offramp & Kensington Ave onramp & Kensington-Deer Lake Ave underpass & Trans-Canada Hwy & turning lane	Burnaby	194
88 Ave & King George Blvd	Surrey	194
232 St & 232 St offramp & 232 St onramp & 72 Ave & 72 Ave onramp & Trans-Canada Hwy	Langley	190
Main St & Terminal Ave	Vancouver	170

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

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of June 30, 2016).

Top 10 crash intersections on Vancouver Island

Year: 2015		
Intersection	City Location	Crash Count
Admirals Rd & McKenzie Ave & Trans-Canada Hwy	Saanich	107
Douglas St & Finlayson St	Victoria	81
Douglas St & Gorge Rd E & Hillside Ave & turning lane	Victoria	76
Bowen Rd & Island Hwy N & Norwell Dr	Nanaimo	71
Millstream Rd & Millstream Rd offramp & Millstream Rd onramp & Trans-Canada Hwy & Veterans Memorial Pky & Veterans Memorial Pky offramp & Veterans Memorial Pky onramp	Langford	65
Bay St & Blanshard St	Victoria	61
Blanshard St & Saanich Rd	Saanich	59
Island Hwy N & Northfield Rd & turning lane	Nanaimo	54
Hillside Ave & Quadra St	Victoria	54
Aulds Rd & Hammond Bay Rd & Island Hwy N & turning lane	Nanaimo	53
Blanshard St & Hillside Ave	Victoria	53

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

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of June 30, 2016).

Top 10 crash intersections in the Southern Interior

Year: 2015		
Intersection	City Location	Crash Count
Dilworth Dr & Harvey Ave	Kelowna	115
Harvey Ave & Spall Rd	Kelowna	113
Banks Rd & Hwy 97 N & turning lane	Kelowna	95
Gordon Dr & Harvey Ave	Kelowna	94
Benvoulin Rd & Dilworth Dr & Springfield Rd & turning lane	Kelowna	88
8th St & Batchelor Dr & Halston Ave & Halston Ave offramp & Halston Ave onramp	Kamloops	70
Cooper Rd & Harvey Ave	Kelowna	69
Enterprise Way & Hwy 97 N & Leathead Rd & turning lane	Kelowna	66
Hwy 33 W & Hwy 97 N & turning lane	Kelowna	64
Columbia St W & Summit Dr & turning lane	Kamloops	62
Hwy 97 N & Old Vernon Rd & Sexsmith Rd	Kelowna	62

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

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of June 30, 2016).

Top 10 crash intersections in the North Central region

Year: 2015		
Intersection	City Location	Crash Count
Ferry Ave & Hwy 16 W	Prince George	57
Hwy 16 W & Hwy 97 S & turning lane	Prince George	52
Domano Blvd & Hwy 16 W & Tyner Blvd & turning lane	Prince George	46
Cowart Rd & Hwy 16 W & Vance Rd	Prince George	27
100 St & Alaska Hwy & turning lane	Fort St John	26
5th Ave & Hwy 97 S	Prince George	24
Cariboo Hwy 97 C & Cariboo Hwy 97 N & Chilcotin-Bella Coola Hwy 20 & Oliver St & turning lane	Williams Lake	23
Airport Rd & Barkerville Hwy & N Hwy 97 & turning lane	Quesnel	21
22nd Ave & Hwy 97 S	Prince George	21
10th Ave & Hwy 97 S	Prince George	21

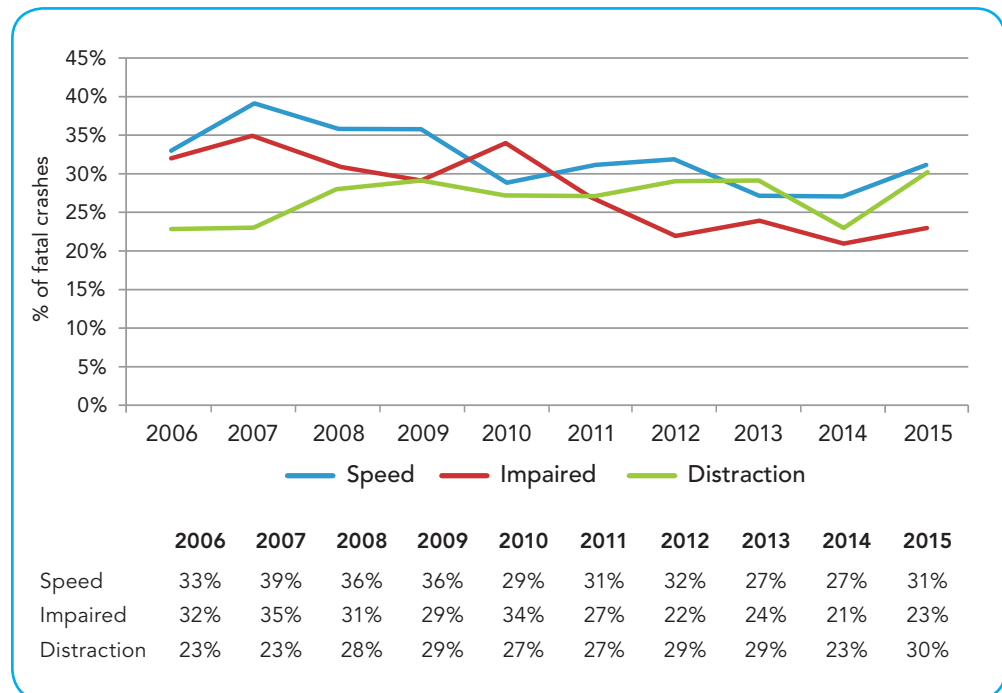
Crash counts over one hundred have been rounded. Counts exclude crashes that occurred in parking lots or involved parked vehicles.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of June 30, 2016).

Contributing factors

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

Top contributing factors in fatal crashes



Speed

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

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	98	100	77	81	88	89
Lower Mainland	27	25	20	18	25	23
Vancouver Island	12	10	13	5	13	11
Southern Interior	34	50	29	36	28	36
North Central	25	15	15	22	22	20
Unknown	0	0	0	0	0	0

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Alcohol, drugs or medication

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

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	75	57	64	64	69	66
Lower Mainland	18	14	16	14	16	16
Vancouver Island	11	7	12	7	9	10
Southern Interior	26	20	21	22	23	23
North Central	20	16	15	21	21	19
Unknown	0	0	0	0	0	0

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

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Distraction

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

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	79	80	77	66	88	78
Lower Mainland	23	27	26	21	30	26
Vancouver Island	5	9	10	8	8	8
Southern Interior	33	35	20	26	42	32
North Central	18	9	21	11	8	14
Unknown	0	0	0	0	0	0

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

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

High-risk driving

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

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	136	133	115	103	126	123
Lower Mainland	44	45	41	31	46	42
Vancouver Island	17	15	19	6	19	16
Southern Interior	48	57	35	40	37	44
North Central	27	16	20	26	24	23
Unknown	0	0	0	0	0	0

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

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Driving too fast for conditions

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

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

	2011	2012	2013	2014	2015	5-year average
British Columbia (total)	45	54	29	38	49	43
Lower Mainland	7	11	5	6	12	9
Vancouver Island	6	6	3	2	9	6
Southern Interior	20	30	19	20	13	21
North Central	12	7	2	10	15	10
Unknown	0	0	0	0	0	0

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

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

Source: Police Traffic Accident System (as of June 30, 2016).

Auto crime

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

Auto crime incidents reported to ICBC in B.C.

	2011	2012	2013	2014	2015	5-year average
Stolen vehicles	7,300	7,000	6,400	9,500	9,500	7,900
Vehicle break-ins	15,000	16,000	13,000	12,000	9,200	13,000
Vandalism	22,000	22,000	20,000	24,000	19,000	21,000

Auto crime incidents reported to ICBC, by region

		2011	2012	2013	2014	2015	5-year average
Lower Mainland	Stolen vehicles	5,200	5,200	4,700	7,400	7,100	5,900
	Vehicle break-ins	11,000	12,000	10,000	9,500	7,500	10,000
	Vandalism	12,000	11,000	11,000	13,000	13,000	12,000
Vancouver Island	Stolen vehicles	560	480	400	630	670	550
	Vehicle break-ins	850	730	580	470	400	600
	Vandalism	1,600	1,400	1,300	1,400	1,500	1,400
Southern Interior	Stolen vehicles	1,100	940	780	960	1,100	980
	Vehicle break-ins	880	960	940	630	690	820
	Vandalism	1,700	1,700	1,400	1,600	1,700	1,600
North Central	Stolen vehicles	380	370	400	430	460	410
	Vehicle break-ins	270	270	270	200	210	240
	Vandalism	790	730	690	760	790	750
Unknown	Stolen vehicles	84	72	88	68	91	81
	Vehicle break-ins	1,200	1,400	1,000	1,400	440	1,100
	Vandalism	6,400	6,500	6,000	6,700	2,200	5,500

Counts over one hundred have been rounded.

ICBC implemented a new claims system. As a result, the way we collect and report crash and auto crime data has changed. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards. While numerous measures are in place to ensure the accuracy of ICBC's 2014 and 2015 crash and auto crime data, ICBC cannot guarantee the data's complete accuracy. The data will continue to improve over time.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of May 31, 2016).

Average cost, including deductible, of an auto crime incident in B.C. reported to ICBC (2011 to 2015)

Stolen vehicle	Approximately \$4,300
Vehicle break-in	Approximately \$1,100
Vandalism	Approximately \$1,100

Amounts rounded to the nearest hundred.

Source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse (as of May 31, 2016).

Population

Vehicles

Policies in-force, by region and in B.C.					
	2011	2012	2013	2014	2015
British Columbia (total)	2,830,000	2,865,000	2,914,000	2,974,000	3,101,000
Lower Mainland	1,528,000	1,551,000	1,577,000	1,612,000	1,691,000
Vancouver Island	534,000	540,000	549,000	558,000	578,000
Southern Interior	493,000	499,000	508,000	519,000	539,000
North Central	230,000	234,000	240,000	246,000	257,000
Unknown	45,000	42,000	41,000	39,000	35,000

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

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

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

Source: Corporate Data Warehouse (as of February 29, 2016).

Policies in-force by type					
	2011	2012	2013	2014	2015
Passenger	2,090,000	2,116,000	2,150,000	2,195,000	2,297,000
Commercial	702,000	711,000	726,000	739,000	759,000
Motor home	40,000	40,000	39,000	39,000	39,000
Motorcycle/moped*	98,000	102,000	105,000	107,000	111,000
Hybrid	22,000	26,000	29,000	33,000	36,000
Electric	160	450	970	1,700	3,200

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

Counts have been rounded.

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

Hybrid includes the following models: Acura Ilx Hybrid 4Dr, Acura Rlx Sport Hybrid 4Dr Awd, Audi Q5 Hybrid 4Dr All Whdr/Q5 Hybrid 4Dr Awd, Bmw Active Hybrid 3 4Dr/Activehybrid 3 4Dr, Bmw Active Hybrid 5 4Dr, Bmw Active Hybrid 7L 4Dr, Bmw Activehybrid 7 4Dr, Bmw Activehybrid 7 L 4Dr, Bmw I8 2Dr Awd, Bmw X6 Hybrid 4Dr All Whdr/X6 Hybrid 4Dr Awd, Cadillac Escalade Esv Platinum Hybrid 4Dr All Whdr/Escalade Esv Platinum Hybrid 4Dr Awd, Cadillac Escalade Hybrid 4Dr 2Wd, Cadillac Escalade Hybrid 4Dr All Whdr, Cadillac Escalade Hybrid 4Dr Awd, Chevrolet Malibu Hybrid 4Dr, Chevrolet Malibu Hybrid 4Dr, Chevrolet Silverado 1500 Hybrid 2Whdr Crew Cab/Silverado 1500 Hybrid Crew Cab 2Wd, Chevrolet Silverado 1500 Hybrid 4Whdr Crew Cab/Silverado 1500 Hybrid Crew Cab 4Wd, Chevrolet Silverado 1500 Ls Hybrid 2Whdr Ext Cab/Silverado 1500 Ls Hybrid Ext Cab 2Wd, Chevrolet Silverado 1500 Ls Hybrid 4Whdr Ext Cab/Silverado 1500 Ls Hybrid Ext Cab 4Wd, Chevrolet Tahoe Hybrid 4Dr 2Whdr/Tahoe Hybrid 4Dr 2Wd, Chevrolet Tahoe Hybrid 4Dr 4Whdr/Tahoe Hybrid 4Dr 4Wd, Chrysler Aspen Hybrid 4Dr 4Wd, Dodge Durango Limited Hybrid 4Dr 4Wd, Ford C-Max Se & Sel Hybrid 5Dr, Ford C-Max Se Hybrid 5Dr, Ford C-Max Sel Hybrid 5Dr, Ford Escape Hybrid 4Dr 2Wd, Ford Escape Hybrid 4Dr 2Whdr, Ford Escape Hybrid 4Dr 4Wd, Ford Escape Hybrid 4Dr 4Whdr, Ford Escape Limited Hybrid 4Dr 2Wd, Ford Escape Limited Hybrid 4Dr 4Wd, Ford Fusion Hybrid 4Dr, Ford Fusion Hybrid 4Dr/Fusion Hybrid 4Dr Incl Se & Titanium, Ford Fusion S Hybrid 4Dr, Ford Fusion Se Hybrid 4Dr, Ford Fusion Titanium Hybrid 4Dr, Gmc Sierra 1500 Hybrid 2Whdr Crew Cab Pickup/Sierra 1500 Hybrid Crew Cab 2Wd, Gmc Sierra 1500 Hybrid 4Whdr Crew Cab Pickup/Sierra 1500 Hybrid Crew Cab 4Wd, Gmc Sierra 1500 Sle Hybrid 2Whdr Ext Cab/Sierra 1500 Sle Hybrid Ext Cab 2Wd, Gmc Sierra 1500 Sle Hybrid 4Whdr Ext Cab/Sierra 1500 Sle Hybrid Ext Cab 4Wd, Gmc Yukon Denali Hybrid 4Dr 2Wd, Gmc Yukon Denali Hybrid 4Dr All Whdr, Gmc Yukon Denali Hybrid 4Dr Awd, Gmc Yukon Hybrid 4Dr 2Wd, Gmc Yukon Hybrid 4Dr 2Whdr, Gmc Yukon Hybrid 4Dr 4Whdr/Yukon Hybrid 4Dr 4Wd, Honda Accord Hybrid 4Dr, Honda Accord Hybrid 4Dr, Honda Accord Touring Hybrid 4Dr, Honda Civic Hybrid 4Dr, Honda Cr-Z 2Dr Hybrid Incl Ex, Honda Cr-Z Ex Hybrid 2Dr, Honda Cr-Z Hybrid 2Dr, Honda Insight 2Dr, Honda Insight Ex 5Dr, Honda Insight Lx & Ex 5Dr, Honda Insight Lx 5Dr, Hyundai Sonata Hybrid 4Dr, Hyundai Sonata Hybrid 4Dr, Hyundai Sonata Limited Hybrid 4Dr, Infiniti M35H 4Dr, Infiniti Q50 Hybrid 4Dr, Infiniti Q50 Hybrid 4Dr All Whdr/Q50 Hybrid 4Dr Awd, Infiniti Q70 Hybrid 4Dr, Infiniti Qx60 Hybrid 4Dr Awd, Kia Optima Ex Hybrid 4Dr, Kia Optima Hybrid 4Dr, Kia Optima Lx Hybrid 4Dr, Lexus Ct 200H 5Dr, Lexus Es 300H 4Dr, Lexus Gs 450H 4Dr, Lexus Hs 250H 4Dr, Lexus Ls 600H L 4Dr All Whdr/Ls 600H L 4Dr Awd, Lexus Nx300H 4Dr Awd, Lexus Rx400H 4Dr 2Wd, Lexus Rx400H 4Dr All Whdr, Lexus Rx400H 4Dr Awd, Lexus Rx450H 4Dr 2Whdr (U.S. Import)/Rx450H 4Dr 2Wd, Lexus Rx450H 4Dr All Whdr/Rx450H 4Dr Awd, Lincoln Mkz Hybrid 4Dr, Mercedes E400 Hybrid 4Dr, Mercedes S400 Hybrid 4Dr, Mercedes S550E 4Dr, Mercury Mariner Hybrid 4Dr 2Wd, Mercury Mariner Hybrid 4Dr 4Wd, Mercury Mariner Hybrid 4Dr 4Whdr (U.S. Import)/Mariner Hybrid 4Dr (U.S. Import), Mercury Milan Hybrid 4Dr, Nissan Altima 2.5S Hybrid 4Dr, Nissan Pathfinder Platinum Hybrid 4Dr 4Wd, Nissan Pathfinder Sv Hybrid 4Dr 4Wd, Porsche Cayenne S Hybrid 4Dr All Whdr/Cayenne S Hybrid 4Dr Awd, Porsche Panamera S 4Dr Hybrid/Panamera S Hybrid 4Dr, Saturn Aura Green Line Hybrid 4Dr, Saturn Vue Green Line Hybrid 4Dr 2Whdr/Vue Green Line Hybrid 4Dr 2Wd, Subaru Crosstrek Hybrid 5Dr Awd, Subaru Xv Crosstrek Hybrid 5Dr Awd, Toyota Avalon Limited Hybrid 4Dr, Toyota Avalon Xle Hybrid 4Dr, Toyota Camry Hybrid 4Dr, Toyota Camry Hybrid 4Dr, Toyota Camry Le Hybrid 4Dr, Toyota Camry Se Hybrid 4Dr, Toyota Camry Xle Hybrid 4Dr, Toyota Highlander Hybrid 4Dr 2Wd, Toyota Highlander Hybrid 4Dr 2Whdr Incl Limited, Toyota Highlander Hybrid 4Dr 4Whdr/Highlander Hybrid 4Dr 4Wd, Toyota Highlander Hybrid Limited 4Dr 2Wd, Toyota Highlander Hybrid Limited 4Dr 4Whdr/Highlander Hybrid Limited 4Dr 4Wd, Toyota Highlander Le Hybrid 4Dr 4Wd, Toyota Highlander Xle Hybrid 4Dr 4Wd, Toyota Prius 4Dr, Toyota Prius 5Dr, Toyota Prius 5Dr Liftback, Toyota Prius C 5Dr Hatchback/Prius C 5Dr, Toyota Prius Plug-In 5Dr, Toyota Prius Touring 5Dr, Toyota Prius V 5Dr Hatchback/Prius V 5Dr, Toyota Rav4 Limited Hybrid 4Dr Awd, Toyota Rav4 Xle Hybrid 4Dr Awd, Volkswagen Jetta Hybrid 4Dr, and Volkswagen Touareg Hybrid 4Dr Awd. Note: Some models may not have been available for the earlier years.

Electric includes the following models: A.C.G. All Lsv Models (Use Body Style Code 96), Bmw I3 5Dr, Bombardier All Lsv Models (Use Body Style Code 96), Cadillac Elr 2Dr, Canadian Electric Might E Truck (All Lsv Models), Chevrolet Spark Ev 5Dr, Chevrolet Volt 5Dr, Chevrolet Volt Lt 5Dr, Chevrolet Volt Premier 5Dr, Dynasty Motorcar All Lsv Models (Use Body Style Code 96, E Ride Exv2 (Type 2 Lsv Model), E Ride Exv4 (Type 1 Lsv Model Use Body Style 96), Fisker Karma, Fisker Karma Ecochic 4Dr, Fisker Karma Ecosport 4Dr, Fisker Karma Ecostandard 4Dr, Fisker Karma Signature Series 4Dr, Ford C-Max Sel Energi 5Dr, Ford Focus Electric 5Dr, Ford Fusion Se Energi & Titanium Energi 4Dr, Ford Fusion Se Energi 4Dr, Ford Fusion Titanium Energi 4Dr, Global Electric Mo Type 1 (All Lsv Models Use Body Style, Global Electric Mo Type 2 (All Lsv Models), Hyundai Tucson Fcev 4Dr 2Wd, Impact Gm Prototype Electric Car, Kia Soul Ev 5Dr, Miles Zx40St (Type 2), Mitsubishi I-Miev (Left Hand Drive), Mitsubishi I-Miev (Right Hand Drive)/I-Miev 5Dr, Mitsubishi I-Miev Es 5Dr, Mitsubishi I-Miev Se 5Dr, Nissan Leaf S 5Dr, Nissan Leaf SI 5Dr, Nissan Leaf Sv & SI 5Dr, Nissan Leaf Sv 5Dr, Smart Fortwo Electric Drive 2Dr Coupe, Smart Fortwo Electric Drive 2Dr Coupe, Smart Fortwo Electric Drive Cabriolet, Tesla Model S 4Dr, Tesla Model S Signature 4Dr, Tesla Roadster, Toyota Rav4 Ev 4Dr 2Wd, Vantage Evc1000 Van (Lsv Model), Vantage Evp1000 Van (Lsv Model), Vantage Evx1000 Pickup (Lsv Model), and Zenn Type 1 (All Lsv Models). Note: Some models may not have been available for the earlier years.

Source: Corporate Data Warehouse (as of February 29, 2016).

Policies in-force by type, by region		2011	2012	2013	2014	2015
Lower Mainland	Passenger	1,241,000	1,260,000	1,282,000	1,311,000	1,376,000
	Commercial	268,000	272,000	275,000	281,000	293,000
	Motor home	14,000	14,000	13,000	13,000	13,000
	Motorcycle/moped*	44,000	45,000	47,000	47,000	49,000
	Hybrid	15,000	17,000	20,000	22,000	25,000
	Electric	110	310	670	1,200	2,200
Vancouver Island	Passenger	382,000	386,000	392,000	399,000	413,000
	Commercial	140,000	141,000	144,000	146,000	150,000
	Motor home	9,400	9,500	9,500	9,500	9,500
	Motorcycle/moped*	23,000	24,000	25,000	26,000	26,000
	Hybrid	3,800	4,500	5,200	5,700	6,400
	Electric	40	99	200	350	720
Southern Interior	Passenger	319,000	323,000	328,000	336,000	352,000
	Commercial	168,000	170,000	175,000	177,000	181,000
	Motor home	11,000	11,000	11,000	11,000	11,000
	Motorcycle/moped*	23,000	23,000	24,000	25,000	26,000
	Hybrid	2,200	2,600	2,900	3,100	3,300
	Electric	4	32	63	92	150
North Central	Passenger	118,000	119,000	120,000	123,000	132,000
	Commercial	111,000	114,000	118,000	122,000	124,000
	Motor home	4,600	4,900	4,900	4,900	4,900
	Motorcycle/moped*	7,300	8,000	8,400	8,600	8,700
	Hybrid	660	750	820	880	900
	Electric	2	8	14	21	35
Unknown	Passenger	30,000	28,000	27,000	26,000	24,000
	Commercial	14,000	14,000	14,000	12,000	11,000
	Motor home	510	410	340	350	240
	Motorcycle/moped*	1,200	1,000	920	900	570
	Hybrid	660	610	570	550	330
	Electric	1	7	16	28	40

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

Counts over 100 have been rounded.

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

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

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

Source: Corporate Data Warehouse (as of February 29, 2016).

Active B.C. driver licences

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

	2011	2012	2013	2014	2015
British Columbia (total)	3,175,000	3,213,000	3,257,000	3,280,000	3,360,000
Lower Mainland	1,835,000	1,865,000	1,894,000	1,913,000	1,970,000
Vancouver Island	563,000	570,000	576,000	579,000	593,000
Southern Interior	514,000	518,000	525,000	528,000	539,000
North Central	224,000	226,000	228,000	228,000	230,000
Unknown	40,000	34,000	34,000	32,000	29,000

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

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

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

Source: Corporate Data Warehouse (as of February 29, 2016).

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

Age	2011	2012	2013	2014	2015
16-19	146,000	146,000	145,000	143,000	143,000
20-24	229,000	230,000	231,000	230,000	234,000
25-29	264,000	263,000	264,000	263,000	271,000
30-34	264,000	270,000	277,000	280,000	290,000
35-39	264,000	263,000	264,000	265,000	274,000
40-44	294,000	292,000	288,000	281,000	279,000
45-49	320,000	311,000	303,000	297,000	301,000
50-54	326,000	329,000	333,000	331,000	330,000
55-59	299,000	306,000	312,000	315,000	323,000
60-64	261,000	265,000	272,000	278,000	288,000
65-69	192,000	208,000	221,000	233,000	249,000
70-74	133,000	142,000	151,000	159,000	167,000
75-79	96,000	99,000	103,000	106,000	111,000
80-84	56,000	58,000	60,000	61,000	63,000
85+	30,000	31,000	33,000	35,000	37,000
Other	0	0	0	1,000	1,000

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

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

Source: Corporate Data Warehouse (as of February 29, 2016).

Active B.C. driver licences, by licence class					
Description	2011	2012	2013	2014	2015
Pending	118,000	121,600	124,800	126,500	128,800
CLASS 1	62,900	63,600	65,200	66,300	68,300
CLASS 1, 6	27,300	27,800	28,400	28,600	29,400
CLASS 2	7,400	7,500	7,600	7,700	7,900
CLASS 2, 3	3,800	3,600	3,400	3,100	2,900
CLASS 2, 3 and 6	2,100	2,100	2,000	1,900	1,800
CLASS 2, 6	2,300	2,300	2,400	2,400	2,500
CLASS 3	18,900	18,800	18,700	18,500	18,600
CLASS 3, 4	3,100	3,000	3,000	2,900	2,900
CLASS 3, 4 and 6	1,900	1,900	1,900	1,900	1,800
CLASS 3, 6	8,400	8,300	8,400	8,300	8,300
CLASS 4	45,900	45,000	44,600	43,900	44,000
CLASS 4, 6	7,800	7,700	7,600	7,300	7,300
CLASS 5	2,406,700	2,432,000	2,460,800	2,472,700	2,530,400
CLASS 5, 6	208,200	213,900	219,600	223,400	231,300
CLASS 6	230	230	240	240	240
CLASS 7 (GLP)	249,300	252,700	257,600	263,700	273,000
CLASS 7, 8 (GLP)	550	570	580	610	670
CLASS 8 (GLP)	120	120	140	140	150

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

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

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

Source: Corporate Data Warehouse (as of February 29, 2016).

