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Ministère de la Justice  
Canada

# IMPAIRED DRIVING

Report No. 3

## ALCOHOL AND FATAL ROAD ACCIDENTS IN CANADA: A STATISTICAL LOOK AT ITS MAGNITUDE AND PERSISTENCE

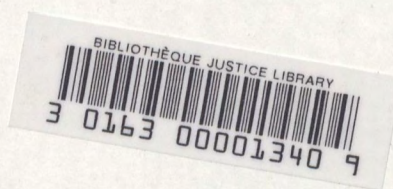
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Impaired driving



ACKNOWLEDGEMENT

This report is one of a series prepared by the Foundation and sponsored by the Department of Justice. The Department of Justice, as part of its broader actions to deal with drinking-driving problems in Canada, provided the support needed to make available to interested agencies and individuals this compilation of statistics concerning alcohol and fatal road accidents in Canada.

ALCOHOL AND FATAL ROAD  
ACCIDENTS IN CANADA:  
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Douglas J. Beirness had primary responsibility for the analysis of data and the preparation of text to supplement the tables and figures. Gordon C. Haas, who manages the various databases at the Foundation, had similar responsibility for generating the statistics and figures. Peter J. Walsh prepared the manuscript, verified the accuracy of data they contain. Alan C. Donelson served as project director and guided the work effort. He also coordinated the preparation of the report and revised the penultimate draft.

Other Foundation staff also made important contributions. Wendy Wood  
This report was prepared by the Traffic Injury Research Foundation of  
Canada.

This report was prepared under contract to the Department of Justice Canada. Points of view or opinions stated in this report are those of the authors and do not necessarily represent the views or policies of the Department of Justice. and contributed his knowledge and expertise to the overall conduct of the project.

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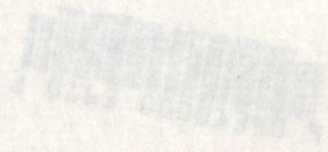
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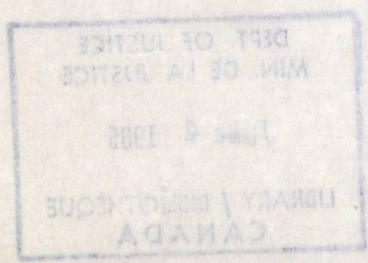
A STATISTICAL LOOK AT  
ITS MAGNITUDE AND PERSISTENCE



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Other Foundation staff also made important contributions. Wendy Wood and Jill Forrest produced the tables with careful attention to detail and admirable patience. Claire Ryan, Administrative Assistant, supervised the production of the report. Herb Simpson, the Foundation's Executive Director, had responsibility for administrative aspects of the project and contributed his knowledge and expertise to the overall conduct of the project.

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ALCOHOL AND FATAL ROAD ACCIDENTS IN CANADA:  
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OUTLINE

	<u>Page</u>
1.0 INTRODUCTION	1
1.1 Background	1
1.2 Reporting Conventions	4
1.3 Scope of the Report	6
2.0 THE PERSISTENCE OF THE ALCOHOL-CRASH PROBLEM IN CANADA, 1973-1982	7
2.1 Magnitude of the Problem Over Time	7
2.2 Blood Alcohol Concentration	8
2.3 Age	10
2.4 Sex of Driver	11
2.5 Type of Crash	12
3.0 VICTIM AND CRASH CHARACTERISTICS AS A FUNCTION OF BAC	14
4.0 INTER-PROVINCIAL COMPARISONS	17
4.1 Type of Victim	17
4.2 Blood Alcohol Concentration	18
4.3 Age	18
4.4 Sex	19
4.5 Type of Crash	19
4.6 Type of Vehicle	20
5.0 REFERENCES	21
6.0 APPENDIX	22





LIST OF TABLES

<u>Table</u>	<u>Heading</u>	<u>Page</u>
Table 1	Persons Fatally Injured by Type of Victim and Year of Death (Seven Provinces)	23
Table 2	Distribution of BAC Among Fatally Injured Drivers (Seven Provinces)	24
Table 3	Age Distribution of Fatally Injured Drivers (Seven Provinces)	25
Table 4A	Distribution of BAC According to Age of Driver: 1973 (Seven Provinces)	26
Table 4B	Distribution of BAC According to Age of Driver: 1974 (Seven Provinces)	27
Table 4C	Distribution of BAC According to Age of Driver: 1975 (Seven Provinces)	28
Table 4D	Distribution of BAC According to Age of Driver: 1976 (Seven Provinces)	29
Table 4E	Distribution of BAC According to Age of Driver: 1977 (Seven Provinces)	30
Table 4F	Distribution of BAC According to Age of Driver: 1978 (Seven Provinces)	31
Table 4G	Distribution of BAC According to Age of Driver: 1979 (Seven Provinces)	32
Table 4H	Distribution of BAC According to Age of Driver: 1980 (Seven Provinces)	33
Table 4I	Distribution of BAC According to Age of Driver: 1981 (Seven Provinces)	34
Table 4J	Distribution of BAC According to Age of Driver: 1982 (Seven Provinces)	35
Table 5	Distribution of BAC According to Sex of Driver (Seven Provinces)	36
Table 6	Distribution of BAC Among Fatally Injured Drivers According to Type of Crash (Seven Provinces)	38
Table 7	Ranges of Blood Alcohol Concentration According to Type of Accident and Sex of Driver (Seven Provinces, 1973 - 1982)	40

Table 8	Ranges of Blood Alcohol Concentration According to Age Groups of Drivers (Seven Provinces, 1973 - 1982)	41
Table 9A	Persons Fatally Injured by Type of Victim (British Columbia, 1979 - 1982)	42
Table 9B	Persons Fatally Injured by Type of Victim (Alberta, 1979 - 1982)	42
Table 9C	Persons Fatally Injured by Type of Victim (Saskatchewan, 1979 - 1982)	43
Table 9D	Persons Fatally Injured by Type of Victim (Manitoba, 1979 - 1982)	43
Table 9E	Persons Fatally Injured by Type of Victim (Ontario, 1979 - 1982)	44
Table 9F	Persons Fatally Injured by Type of Victim (New Brunswick, 1979 - 1982)	44
Table 10	Distribution of BAC Among Fatally Injured Drivers by Province (1979 - 1982)	45
Table 11	Age Distribution of Fatally Injured Drivers by Province (1979 - 1982)	46
Table 12A	Distribution of BAC Among Fatally Injured Drivers According to Age (British Columbia, 1979 - 1982)	47
Table 12B	Distribution of BAC Among Fatally Injured Drivers According to Age (Alberta, 1979 - 1982)	48
Table 12C	Distribution of BAC Among Fatally Injured Drivers According to Age (Saskatchewan, 1979 - 1982)	49
Table 12D	Distribution of BAC Among Fatally Injured Drivers According to Age (Manitoba, 1979 - 1982)	50
Table 12E	Distribution of BAC Among Fatally Injured Drivers According to Age (Ontario, 1979 - 1982)	51
Table 12F	Distribution of BAC Among Fatally Injured Drivers According to Age (New Brunswick, 1979 - 1982)	52
Table 13	Distribution of BAC Among Fatally Injured Drivers According to Sex (Seven Provinces, 1979 - 1982)	53



Table 14	Distribution of BAC Among Fatally Injured Drivers According to Collision Type (Seven Provinces, 1979 - 1982)	54
Table 15	Distribution of BAC Among Fatally Injured Drivers According to Type of Vehicle (Six Provinces, 1979 - 1982)	55





# LIST OF FIGURES

<u>Figure</u>	<u>Heading</u>	<u>Page</u>
Figure 1	Driver Fatalities by Month of Year (Seven Provinces, 1973 to 1982)	57
Figure 2A	All Driver Fatalities (December/ January)	58
Figure 2B	Drivers Dying in Single Vehicle Accidents (December/January)	59
Figure 3	Percent Female Driver Fatalities by Month and Year (Seven Provinces, 1973 to 1982)	60
Figure 4	Drivers Fatally Injured in Single Vehicle Accidents on Weekend Nights by Month and Year (Seven Provinces, 1973 to 1982)	61





ALCOHOL AND FATAL ROAD ACCIDENTS IN CANADA:  
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1.0 INTRODUCTION

This report presents detailed statistics on the use of alcohol by persons fatally injured in motor vehicle crashes in Canada. The report examines:

- o the persistence of the alcohol-crash problem over time;
- o the characteristics of victims and crashes as a function of blood alcohol concentration (BAC);
- o inter-provincial comparisons of the magnitude and characteristics of the alcohol crash problem.

The purpose of this report is to compile and summarize the best available information concerning alcohol and fatal road accidents in Canada. This purpose relates to the need for statistics that support policy decisions and that inform interested agencies and individuals of the magnitude and characteristics of the problem.

1.1 Background

Since 1974, the Foundation has maintained a Fatality Database that contains information on persons fatally injured in motor vehicle accidents in seven Canadian provinces. The purpose of this database is to provide a comprehensive source of objective data that assist in characterizing the nature and extent of alcohol-involvement in road accidents in Canada. In addition to data on the blood alcohol concentration (BAC) of victims, the database contains information on the age and sex of victims as well as the type of vehicle and type of crash.

The database files are compiled from records of provincial coroners or medical examiners as well as Departments of Transportation or their equivalent. The data are abstracted from these records according to meticulous and rigorous procedures in order to minimize errors. The creation and maintenance of this database, therefore, has required the cooperation of numerous provincial agencies. Those responsible for the abstracting and coding of the data must also ensure its accuracy while maintaining the confidentiality of individual cases.

Data on traffic fatalities from Nova Scotia, Quebec and Newfoundland are not now included in the database. The reasons for exclusion relate to the rate of testing for alcohol in these provinces, the accessibility to the data, and the reliability of available data. These factors and their implications have been examined in more detail elsewhere (Simpson and Heayn 1975; Simpson, Warren and Page-Valin 1977).

The Fatality Database, as its name implies, has files organized and identified by victim. Information related to the road accident itself (e.g., time of day, day of week, type of crash) and to the vehicles involved (e.g., vehicle type) is associated with each victim. The reasons for this design of the database are historical in nature. Early efforts to establish the database were undertaken by the Foundation at its own expense and supported by coroners and medical examiners. Provincial agencies responsible for investigations of sudden and unexpected deaths have files organized by victim, not by the event leading to death. The primary purpose of the work was to examine the frequency and amount of alcohol used by victims of motor vehicle accidents.

Objective, toxicologic data could only be obtained from coroners' files, many of which did not contain detailed information on the road accident and vehicles involved. Therefore, the initial design of the database reflected its orientation to the victim and to its primary aim: to examine the involvement of alcohol in their deaths.

In later years, the Foundation arranged to collect motor vehicle accident reports to supplement basic descriptive data already captured on the victim and BAC. Information on a greater number of variables was entered into so-called expanded files, which were then linked to victim files. This approach has certain drawbacks. For example, for those accidents resulting in two or more deaths, the database contains two or more sets of accident-related information. This precludes straightforward analysis of fatal road accidents, as would be facilitated by crash-oriented files. Nevertheless, the main purpose of the database -- to study and monitor alcohol involvement -- was (and is) not compromised.

In recent years, the Foundation has established databases that have both victim- and crash-based files. In addition, efforts are planned to convert the existing Fatality Database into crash-based files to extend its usefulness in the general study of fatal motor vehicle accidents. In the meantime, the Fatality Database with its ten-year files offers the best available information on the magnitude of, and trends associated with, the problem of alcohol-involved fatal motor vehicle accidents in Canada.



Using the Fatality Database, the Foundation has prepared periodic reports presenting basic descriptive statistics on alcohol involvement in fatal road accidents. Due to the large number of case files and associated variables, these summary reports did not contain very detailed information. Furthermore, these reports usually covered the most recent two- or three-year period. Having compiled information dating back to 1973, TIRF is now in a position to examine the nature and extent of the alcohol-crash problem over a ten year period in an attempt to identify any changes or trends that have occurred in the characteristics associated with this problem. This project also provided an opportunity to generate and analyse more detailed statistics and to make them available to a wider audience.

## 1.2 Reporting Conventions

The primary objective of this report is to present information on traffic fatalities with particular reference to the magnitude and nature of the role of drinking drivers as agents in the occurrence of these accidents. Data on the BACs of fatally injured passengers and pedestrians, while of interest in their own right, are not the focus of analysis. The statistics presented deal primarily with drivers who died in motor vehicle accidents. In addition, this report deals exclusively with highway vehicle fatalities--snowmobiles, bicycles and farm tractors have been excluded from consideration.

Blood alcohol concentration (BAC) is reported in milligrams (mg) of alcohol per 100 milliliters (ml) of blood--abbreviated as mg%. For

example, it is an offence under the Criminal Code of Canada to have care or control of a motor vehicle while having a BAC in excess of 80 mg of alcohol in 100 ml of blood, or 80 mg%. In this report, BAC is grouped into five categories: 0 or negative; 1 to 49 mg%; 50 to 80 mg%; 81 to 150 mg%; and over 150 mg%. In attempting to interpret the findings within these BAC ranges, it is important that the reader recognize that these groupings were chosen to reflect existing legislation concerning the BACs of drivers.

A common difficulty in reporting the results of alcohol detected in traffic crash victims is the selection of an appropriate convention to express the frequency (or percent) of victims who are found to have a positive BAC. This difficulty arises simply because not all victims are tested for the presence of alcohol. Therefore, one may choose to express the frequency of victims positive for alcohol as a percentage of either: (1) the total number of victims, or; (2) the total number of victims tested for alcohol. The issues involved and the resulting implications are not trivial (Warren and Simpson 1980). The former method makes the assumption that all victims not tested have a BAC equal to zero and thus represents a minimum frequency of alcohol involvement; the latter method makes no such assumptions and therefore provides a reasonable upper limit and possibly a more accurate indicator of the degree of alcohol involvement in fatal motor vehicle accidents. This report utilizes exclusively the latter convention in reporting the incidence of alcohol involvement.

### 1.3 Scope of the Report

This report consists of four sections and an appendix. The organization and scope of the report are briefly described below.

Section 2.0, The Persistence of the Alcohol-Crash Problem, presents statistics that indicate the nature and extent of alcohol-involvement in fatal motor vehicle crashes over a ten year period, from 1973 to 1982. The data are compiled by year according to various characteristics such as BAC, gender, crash type, and vehicle type. The results of time series analyses performed on these data are also presented.

Section 3.0, Victim and Crash Characteristics as a Function of BAC, examines the characteristics of fatally injured drivers with different BACs at the time of death.

Section 4.0, Inter-provincial Comparisons, presents the magnitude and characteristics of alcohol-related traffic accidents in each of seven Canadian provinces over the most recent four year period.

For the most part, this report merely compiles and presents the data in a descriptive and informative fashion such that the reader may be able to use it in the manner desired. Little is offered in the way of interpretation or explanation. Thus, the appendix to this report contains all the figures and tables prepared to make available these statistics.



## 2.0 THE PERSISTENCE OF THE ALCOHOL-CRASH PROBLEM IN CANADA, 1973-1982

It is sometimes difficult to appreciate how long the alcohol-crash problem has been with us. It is a very old problem, one that has persisted in spite of efforts over the past 100 years. In light of the recent groundswell of concern and renewal of efforts to deal with the problem, one might expect to have seen significant reductions in the alcohol-crash problem in recent years. The data presented in this section clearly indicate that this has not been the case; the alcohol-crash problem (as indicated by alcohol-involvement in fatal road accidents) has not gone away; in fact, it appears resistant to virtually all attempts to reduce its magnitude. Hence, the problem persists, as reflected by the consistency of the factors that characterize it over time.

### 2.1 The Magnitude of the Problem Over Time

Table 1 presents the number of persons fatally injured in traffic accidents in seven Canadian provinces from 1973 to 1982. Although the total number of fatalities fluctuates from year to year, there is a consistency in the magnitude of these figures. For each year, the total number of fatalities is separated by type of victim--driver, passenger or pedestrian. As indicated in Section 1.2, this report focusses primarily on fatally injured drivers. As is apparent in this table, drivers comprise approximately 50% of traffic fatalities and this proportion has remained relatively constant over the 10 year period represented.

The remainder of this section outlines the characteristics of fatally injured drivers and the accidents in which they were involved.

## 2.2 Blood Alcohol Concentration

Any attempt to assess the extent to which alcohol is involved in fatal motor vehicle accidents is constrained by the fact that not every fatally injured driver is tested for the concentration of alcohol. Approximately three quarters of drivers are tested and it is on the basis of these test results that statements are made concerning the magnitude of the alcohol-crash problem. There remain, however, 25% of cases about which we have no objective information on BAC.

Table 2 presents the distribution of BAC among fatally injured drivers for each year from 1973 to 1982. Of drivers who were tested, approximately 60% were found to have a positive BAC; over 30% had a BAC in excess of 150 mg%. Hence, it is clear that the alcohol-crash problem most often involves drivers of high BACs. Regardless of the absolute number of fatally injured drivers, the distribution of BAC has remained consistent throughout the 10 year period spanned in the table. By examining only fatally injured drivers who tested positive for alcohol, one finds that over 80% had a BAC in excess of the statutory limit (i.e., over 80 mg%), whereas only about 8% had a BAC between 50 and 80 mg%.

Figure 1 displays the number of driver fatalities, number of drivers tested for alcohol, the number found positive for alcohol, and the number who were legally impaired for each month during the period 1973-1982. The regular and consistent monthly pattern of driver fatalities is apparent in the figure. These data were subjected to time series analyses (Gottman 1981; McCleary and Hay 1980) in order to examine the quantitative nature of these curves. In all cases, the time-series analyses revealed a highly significant seasonal trend. This trend, of course, can be readily discerned in Figure 1. Driver fatalities (and alcohol-related fatalities) reach their highest levels in the summer months and are at the lowest level in the winter months. When this seasonal trend is removed mathematically, the actual level of the process fluctuates from year to year, but these changes in level are not significant and can be attributed to "random drift", reflecting perhaps the probabilistic nature of traffic accidents and other, more intangible factors (e.g., the state of the economy). To summarize, the time-series analyses confirm the persistence of the alcohol-crash problem, despite our efforts over the past 10 years.

The focus of countermeasure efforts over the past ten years has been during the December and January holiday period, relying on so-called "enforcement blitzes" and media campaigns. Figure 2A presents the percentage of drivers fatally injured in motor vehicle accidents who were found to have been drinking or were legally impaired at the time of their death during the December-January period from 1973-1982. A sub-set of these, single-vehicle-accident fatalities, are represented in Figure 2B. Because single-vehicle accidents involve only one driver



who, in most cases, is deemed responsible for the crash, single-vehicle accidents are often used as a more refined index of alcohol-involvement in fatal crashes. It is apparent from these aggregate data that increased enforcement efforts at this time of year have not been successful in producing an overall, substantial reduction in alcohol-related traffic deaths during this period. These data do not, however, indicate the effectiveness (or lack of effectiveness) of local action programs or intensive provincial efforts. These data do show the striking resistance of the overall problem to these efforts, despite acute national awareness of the problem at this time of year.

### 2.3 Age

Table 3 presents the age distribution of drivers who were fatally injured in traffic crashes during 1973 to 1982. The age distribution has remained consistent through the ten year period with drivers aged 20-25 being the most prevalent, followed closely by drivers aged 26-35. The proportion of young driver (16-19 years) fatalities has decreased somewhat over this period, perhaps reflecting the proportionately fewer numbers of licenced drivers in this age group.

The distributions of BAC according to the age of driver are presented for each year in Tables 4A (1973) through 4J (1982). An examination of these tables reveals that the distribution of BAC by age of driver has remained relatively consistent across the ten year period. The proportion of drivers who were found to have been drinking is lowest among

young drivers (19 and under), increases among drivers aged 20-45, and then decreases again in older drivers (46 and over). Young drivers and older drivers were most likely to have relatively low BACs (80 mg% and below) relative to drivers between the ages of 20 and 45 who were most likely to have a BAC in excess of 150 mg%.

#### 2.4 Sex of Driver

Male drivers have traditionally been overrepresented among traffic fatalities, particularly those involving alcohol. In aggregate, male driver fatalities outnumber females by approximately a 6 to 1 margin. Table 5 presents the male-female breakdown of driver fatalities for each year from 1973 to 1982. It is apparent in this table that the proportional representation of female drivers in fatal accidents has been increasing from 1973 to 1982.

The distribution of BAC among fatally injured drivers according to sex is also presented in Table 5. Again, males are more likely than females to have been drinking and to have high BACs (150 mg% and over) at the time of their deaths. However, in this regard, it is important to note the increasing involvement of alcohol in female driver fatalities.

Figure 3 displays for each month over 10 years the proportion of women among all driver fatalities and the proportion of alcohol-involved fatalities in which a female was the victim. Time-series analyses of these data revealed a significant rising trend in both cases. Therefore, not only are female drivers becoming involved in fatal traffic

accidents more often, they are doing so with an increased frequency of alcohol involvement.

## 2.5 Type of Crash

Table 6 presents the distribution of BAC among fatally injured drivers according to whether the crash involved either a single vehicle (SVA) or multiple vehicles (MVA). Over the ten year period, MVAs have consistently accounted for about 56% of driver fatalities. Alcohol is involved in approximately 75% of SVA fatalities and 45% of MVA fatalities. One explanation is that in multiple vehicle accidents, some drivers involved do not die and are not tested for their use of alcohol. Thus we can expect a higher percentage of MVAs do involve alcohol than indicated here. Finally, a larger proportion of SVA fatalities involve alcohol at high levels (over 150 mg%).

Accidents involving only one vehicle are free from the confounding influence of a second driver who may have been responsible for the crash but for whom the results of tests for blood alcohol are not available, either because the test was not performed or the injuries sustained were not fatal. Hence, SVAs are often used as a more refined indicator of the role of alcohol in traffic fatalities. In fact, because alcohol is more likely to be involved in accidents during nighttime hours on Thursday, Friday and Saturday, these accidents have been isolated for further study. Figure 4 displays the monthly figures of total driver fatalities from SVAs occurring on "weekend" nights, the total number tested for alcohol, those found positive for alcohol, and those with a



BAC over 80 mg%. Time-series analyses of these data reveal a highly significant seasonal trend, again, very apparent in Figure 4. When this seasonal trend is removed, there remain fluctuations in the level of the process but these fluctuations are random and not significant. Thus, the involvement of alcohol in SVA fatalities has persisted in a very consistent way over the ten-year period examined.

### 3.0 VICTIM AND CRASH CHARACTERISTICS AS A FUNCTION OF BAC

Traditionally, drinking drivers have been grouped according to various BAC ranges for comparison along a number of dimensions. Table 7 presents ranges of BAC according to type of accident and sex of driver, aggregated over a ten year period. Several aspects of this table are noteworthy. At zero BAC, drivers fatally injured in MVAs outnumber SVAs almost 3 to 1. This ratio becomes 1 to 1 at BACs between 50 and 80 mg% and reverses at BACs above 80 mg%, such that SVA fatalities outnumber MVAs almost 2 to 1. This indicates that alcohol is much more likely to be involved in SVA fatalities and at higher levels than in MVA fatalities. A greater proportion of fatal SVAs that occur on weekend nights involve a driver who has been drinking relative to SVAs in general.

Males outnumber females 6 to 1 among fatally injured drivers. As shown in Table 7, males are more likely to have high BACs. Hence, the alcohol-crash problem remains predominately one that involves male drivers. Nonetheless, we note again that findings presented previously (Section 2.4) indicate that the proportion of females among drivers fatally injured at high BACs has increased significantly over the years.

Table 8 presents the ranges of BAC according to age groups of drivers. Within each BAC range, a large proportion of fatally injured drivers are aged 20-35. This is not surprising due to the fact that almost 50% of all cases are in this age range. A close examination of the table reveals, in addition, that persons in this age range are more likely to

have moderate to high BAC ranges. Younger drivers show a tendency toward being involved in fatal collisions at low to moderate BAC ranges while the oldest age group of drivers (55 and over) has proportionately fewer people with high BACs.

The variables age, sex, crash type, time of day, and day of week were entered into a discriminant analysis in an attempt to distinguish amongst the five BAC groups. This analysis, however, was unable to utilize successfully the information contained in the three intermediate BAC ranges. Subsequently, the distribution was dichotomized to represent drivers testing either positive or negative for BAC. In this case, the discriminant analysis was able to correctly classify 73% of cases. According to the discriminant function, therefore, an alcohol-involved fatal crash was most likely to occur between 1800 and 600 hours, involve a single vehicle, involve a male driver, occur on a weekend, and involve a "younger" driver.

Unfortunately, the necessary step of dividing the distribution of BAC into a positive/negative dichotomy involves discarding a great deal of potentially useful information. For example, a driver with a BAC of 175 mg% is grouped together with those at a BAC of 25 mg% for the purpose of the analysis. Therefore, in an attempt to utilize all the information on BAC, a multiple regression was performed to predict BAC from the same variables used in the discriminant analysis. Basically, the multiple regression function attempts to predict the BAC of fatally injured drivers using the variables named above. In doing so we can assess the usefulness of the variables in predicting BAC. If we had a "perfect"

multiple regression function (or equation), then, given information on the variables contained in that equation we could predict with a high degree of certainty the BAC of fatally injured drivers.

The stepwise multiple regression procedure selected the variables into the equation in order of their relative contribution. This order was: time of day, type of collision, sex of driver, and day of week. Although driver age was a statistically significant variable, its relative contribution to the overall prediction equation was negligible. In combination these variables were able to account for 26% of the variance in BAC. In simpler terms, the information on the variables included in the multiple regression reduced the error in blind or random prediction by 26%. This indicates that, based on the variables in the equation used, there is some predictability in a driver's BAC. There is, however, still substantial error involved in the prediction.



#### 4.0 INTER-PROVINCIAL COMPARISONS

This section examines the magnitude and characteristics of the alcohol-crash problem in each of the seven provinces included in the Fatality Database. The tables in this section are similar to those presented in previous sections except that each province is represented separately and only include data from the years 1979 to 1982. The year to year fatality figures in individual provinces show considerable fluctuation, in many cases due to small sample sizes. For example, in Prince Edward Island in 1982 (Table 9G), 53% of traffic fatalities were pedestrians. Although as a percentage of all fatalities this figure is almost twice that of previous years, one should note that the actual number of pedestrian fatalities in 1982 in P.E.I. is comparable to that of previous years. Thus, we urge caution in the interpretation of these numbers and percentages.

##### 4.1 Type of Victim

Tables 9A to 9G categorize motor vehicle accident fatalities for each of seven provinces by type of victim. Although the absolute number of traffic fatalities varies considerably from province to province, the proportional representation of the various victim types is relatively consistent across provinces and years. Drivers account for approximately 50% of fatalities in all provinces, passengers 30%, and pedestrians 15 to 20%.

## 4.2 Blood Alcohol Concentration

Table 10 presents the distribution of BAC in driver fatalities for each province. The rate of testing for alcohol in victims ranges from a high of about 83% in Ontario to a low of 58% in British Columbia and New Brunswick. It is interesting to note that provinces with the lowest rates of testing also have the lowest proportion of cases with a BAC of zero. It would appear that in some provinces, victims are more likely tested when there is a reasonable suspicion of alcohol involvement. In general, the alcohol-crash problem is pervasive across the country with no one province demonstrating a relatively greater problem than any other.

## 4.3 Age

Table 11 presents the age distribution of fatally injured drivers in each province. The age distribution is very consistent across provinces, the only exception being a tendency for the prairie provinces to have a slightly higher proportion of young driver fatalities (i.e., age 17 and under).

Tables 12A to F present the distribution of BAC among fatally injured drivers according to age for each province with the exception of Prince Edward Island. The size of the fatality population in this province was so small as to render comparisons virtually meaningless. In addition, the few number of cases could allow the identification of individual cases, which would violate agreements with provincial agencies concerning the confidentiality of data provided.

The different rates of testing among provinces and within age groups complicate inter-provincial comparisons. In addition, the break-out of data by age and BAC range greatly reduces the number of cases, increasing uncertainty about the reliability of percentages. Thus, any comparisons among provinces about the differences in BAC distribution in various age groups would be highly speculative.

#### 4.4 Sex

The distribution of BAC in fatally injured drivers is presented by sex for each province in Table 13. The proportion of female driver fatalities is somewhat lower in the Maritime provinces than in the rest of the country. In all provinces, fatally injured male drivers are more likely to have been drinking than females and more likely to have a BAC in excess of the legal limit.

#### 4.5 Type of Crash

The distribution of BAC in fatally injured drivers according to type of crash is very similar in each of the seven provinces (Table 14). Alcohol is found more often and at higher levels in drivers fatally injured in single vehicle accidents (SVAs) than in multiple vehicle accidents (MVAs). The proportion of SVA and MVA does differ somewhat by province, with MVAs predominating in all provinces except British Columbia and Prince Edward Island.

#### 4.6 Type of Vehicle

The distribution of BAC of fatally injured drivers is presented by type of vehicle for each province in Table 15. Once again, due to small number of fatalities and the possibility of identifying individual cases, data for Prince Edward Island have been excluded. In all provinces, the majority of driver fatalities involve an automobile. Trucks and vans account for 12-20% of driver fatalities, the exceptions being the prairie provinces where these vehicles are involved in a higher proportion of fatal accidents. Manitoba and New Brunswick have higher proportions of fatally injured drivers of motorcycles and mopeds compared to other provinces.

The distribution of BAC among drivers of different types of vehicles reveals an interesting trend. In almost every province, drivers of trucks and vans have the highest proportion of fatalities with BACs in excess of 150 mg%. Fatally injured drivers of tractor trailers had relatively low proportions of positive BACs; however, the very small number of such cases in many provinces dictates extreme caution in interpreting inter-provincial differences among tractor-trailer fatalities.



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## 6.0 APPENDIX

ALCOHOL AND FATAL ROAD ACCIDENTS IN CANADA:  
A STATISTICAL LOOK AT ITS MAGNITUDE AND PERSISTENCE

TABLES AND FIGURES

TABLE 1

**PERSONS FATALLY INJURED BY TYPE OF VICTIM AND YEAR OF DEATH<sup>1</sup>**  
**(SEVEN PROVINCES)**

PERSONS FATALLY INJURED AS:						
<u>YEAR</u>		<u>DRIVER</u>	<u>PASSENGER</u>	<u>PEDESTRIAN</u>	<u>UNKNOWN</u>	<u>TOTAL</u>
1973	N (%)	1776 (48.8)	1181 (32.4)	646 (17.7)	39 (1.1)	3642 (100)
1974	N (%)	1963 (48.6)	1258 (31.1)	766 (19.0)	52 (1.3)	4039 (100)
1975	N (%)	1862 (48.9)	1182 (31.0)	723 (19.0)	42 (1.1)	3809 (100)
1976	N (%)	1640 (48.9)	1143 (34.1)	544 (16.2)	27 (0.8)	3354 (100)
1977	N (%)	1695 (50.6)	1048 (31.3)	583 (17.4)	26 (0.8)	3352 (100)
1978	N (%)	1601 (49.9)	929 (29.0)	633 (19.7)	43 (1.3)	3206 (100)
1979	N (%)	1846 (51.1)	1065 (29.5)	672 (18.6)	29 (0.8)	3612 (100)
1980	N (%)	1832 (50.0)	1118 (30.5)	670 (18.3)	42 (1.1)	3662 (100)
1981	N (%)	1879 (51.0)	1111 (30.2)	668 (18.1)	25 (0.7)	3683 (100)
1982	N (%)	1571 (53.5)	839 (28.5)	513 (17.5)	16 (0.5)	2939 (100)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 2

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS<sup>1</sup>**  
(SEVEN PROVINCES)

<u>YEAR</u>	<u>NUMBER OF DRIVERS</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION</u> (% OF NUMBER TESTED)				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt; 150</u>
1973	1776	1356 (76.4)	568 (41.9)	56 (4.1)	73 (5.4)	233 (17.2)	426 (31.4)
1974	1962	1505 (76.7)	659 (43.8)	91 (6.0)	79 (5.2)	235 (15.6)	441 (29.3)
1975	1862	1480 (79.5)	614 (41.5)	108 (7.3)	81 (5.5)	211 (14.3)	466 (31.5)
1976	1640	1266 (77.2)	517 (40.8)	73 (5.8)	78 (6.2)	182 (14.4)	416 (32.9)
1977	1695	1262 (74.5)	525 (41.6)	89 (7.1)	65 (5.2)	189 (15.0)	394 (31.2)
1978	1601	1209 (75.5)	513 (42.4)	78 (6.5)	50 (4.1)	162 (13.4)	406 (33.6)
1979	1846	1334 (72.3)	566 (42.4)	90 (6.7)	53 (4.0)	191 (14.3)	434 (32.5)
1980	1832	1233 (67.3)	501 (40.6)	85 (6.9)	56 (4.5)	174 (14.1)	417 (33.8)
1981	1879	1400 (74.5)	538 (38.4)	92 (6.6)	47 (3.4)	221 (15.8)	502 (35.9)
1982	1571	1182 (75.2)	474 (40.1)	74 (6.3)	54 (4.6)	171 (14.5)	409 (34.6)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

TABLE 3

**AGE DISTRIBUTION OF FATALLY INJURED DRIVERS<sup>1</sup>**  
(SEVEN PROVINCES)

<u>YEAR</u>		<u>≤15</u>	<u>16-17</u>	<u>18-19</u>	<u>20-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-55</u>	<u>&gt;55</u>	<u>TOTAL</u>
1973	N	13	104	231	460	322	183	182	262	1757
	(%)	(0.7)	(5.9)	(13.1)	(26.2)	(18.3)	(10.4)	(10.4)	(14.9)	(100)
1974	N	32	130	237	486	357	222	200	275	1939
	(%)	(1.7)	(6.7)	(12.2)	(25.1)	(18.4)	(11.4)	(10.3)	(14.2)	(100)
1975	N	22	146	230	434	318	207	195	294	1846
	(%)	(1.2)	(7.9)	(12.5)	(23.5)	(17.2)	(11.2)	(10.6)	(15.9)	(100)
1976	N	22	115	185	413	312	158	167	262	1634
	(%)	(1.3)	(7.0)	(11.3)	(25.3)	(19.1)	(9.7)	(10.2)	(16.0)	(100)
1977	N	48	125	187	423	303	198	151	260	1695
	(%)	(2.8)	(7.4)	(11.0)	(25.0)	(17.9)	(11.7)	(8.9)	(15.3)	(100)
1978	N	24	118	187	411	319	171	131	235	1596
	(%)	(1.5)	(7.4)	(11.7)	(25.8)	(20.0)	(10.7)	(8.2)	(14.7)	(100)
1979	N	24	126	208	482	398	195	132	273	1838
	(%)	(1.3)	(6.9)	(11.3)	(26.2)	(21.7)	(10.6)	(7.2)	(14.9)	(100)
1980	N	26	112	193	461	388	215	159	275	1829
	(%)	(1.4)	(6.1)	(10.6)	(25.2)	(21.2)	(11.8)	(8.7)	(15.0)	(100)
1981	N	29	110	193	466	428	219	162	266	1873
	(%)	(1.5)	(5.9)	(10.3)	(24.9)	(22.9)	(11.7)	(8.6)	(14.2)	(100)
1982	N	27	79	143	392	332	202	133	254	1562
	(%)	(1.7)	(5.1)	(9.2)	(25.1)	(21.3)	(12.9)	(8.5)	(16.3)	(100)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.



TABLE 4A

**DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup> 1973**  
**(SEVEN PROVINCES)**

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	> 150
< 16	13 (0.7)	6 (46.2)	3 (50.0)	0 (0.0)	2 (33.3)	0 (0.0)	1 (16.7)
16-17	104 (5.9)	77 (74.0)	32 (41.6)	5 (6.5)	8 (10.4)	18 (23.4)	14 (18.2)
18-19	231 (13.1)	172 (74.5)	60 (34.9)	16 (9.3)	15 (8.7)	43 (25.0)	38 (22.1)
20-25	460 (26.2)	360 (78.3)	125 (34.7)	17 (4.7)	21 (5.8)	79 (21.9)	118 (32.8)
26-35	322 (18.3)	264 (82.0)	100 (37.9)	5 (1.9)	8 (3.0)	41 (15.5)	110 (41.7)
36-45	183 (10.4)	152 (83.1)	55 (36.2)	7 (4.6)	5 (3.3)	20 (13.2)	65 (42.8)
46-55	182 (10.4)	144 (79.1)	69 (47.9)	3 (2.1)	4 (2.8)	18 (12.5)	50 (34.7)
> 55	262 (14.9)	172 (65.6)	118 (68.6)	3 (1.7)	8 (4.7)	14 (8.1)	29 (16.9)
TOTAL	1757 (100)	1347 (76.7)	562 (41.7)	56 (4.2)	71 (5.3)	233 (17.3)	425 (31.6)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 4B

**DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER:<sup>1</sup> 1974**  
**(SEVEN PROVINCES)**

<u>AGE</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt; 150</u>
< 16	32 (1.7)	13 (40.6)	7 (53.8)	3 (23.1)	0 (0.0)	1 (0.4)	2 (0.5)
16-17	130 (6.7)	104 (80.0)	50 (48.1)	8 (7.7)	14 (13.5)	15 (14.4)	17 (16.3)
18-19	237 (12.2)	175 (73.8)	71 (40.6)	12 (6.9)	12 (6.9)	40 (22.9)	40 (22.9)
20-25	486 (25.1)	392 (80.7)	148 (37.8)	31 (7.9)	22 (5.6)	85 (21.7)	106 (27.0)
26-35	357 (28.4)	281 (78.7)	101 (35.9)	10 (3.6)	12 (4.3)	42 (14.9)	116 (41.3)
36-45	222 (11.4)	181 (81.5)	73 (40.3)	12 (6.6)	5 (2.8)	12 (6.6)	79 (43.6)
46-55	200 (10.3)	154 (77.0)	76 (49.4)	5 (3.2)	8 (5.2)	18 (11.7)	47 (30.5)
> 55	275 (14.2)	189 (68.7)	125 (66.1)	9 (4.8)	5 (2.6)	20 (10.6)	30 (15.9)
TOTAL	1939 (100)	1489 (76.8)	651 (43.7)	90 (6.0)	78 (5.2)	233 (15.6)	437 (29.3)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

TABLE 4C

**DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup> 1975**  
(SEVEN PROVINCES)

<u>AGE</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION.</u> <u>(% OF NUMBER TESTED)</u>				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt; 150</u>
< 16	22 (1.2)	11 (50.0)	6 (54.5)	1 (9.2)	0 (0.0)	2 (18.2)	2 (18.2)
16-17	146 (7.9)	109 (74.7)	51 (46.8)	11 (10.1)	9 (8.3)	21 (19.3)	17 (15.6)
18-19	230 (12.5)	204 (88.7)	71 (34.8)	21 (10.3)	19 (9.3)	46 (22.5)	47 (23.0)
20-25	434 (23.5)	355 (81.8)	128 (36.1)	23 (6.5)	18 (5.1)	57 (16.1)	129 (36.3)
26-35	318 (17.2)	269 (84.6)	93 (34.6)	13 (4.8)	16 (5.9)	42 (15.6)	105 (39.0)
36-45	207 (11.2)	169 (81.6)	65 (38.5)	15 (8.9)	7 (4.1)	13 (7.7)	69 (40.8)
46-55	195 (10.6)	159 (81.5)	77 (48.4)	8 (5.0)	4 (8.8)	14 (8.8)	56 (35.2)
> 55	294 (15.9)	198 (67.3)	188 (59.6)	16 (8.1)	8 (4.0)	15 (7.6)	41 (20.7)
TOTAL	1846 (100)	1474 (79.8)	609 (41.3)	108 (7.3)	81 (5.5)	210 (14.2)	466 (31.6)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

TABLE 4D

**DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup> 1976**  
(SEVEN PROVINCES)

<u>AGE</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION</u> (% OF NUMBER TESTED)				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
<16	22 (1.3)	14 (63.6)	9 (64.3)	1 (7.1)	2 (14.3)	2 (14.3)	0 (0.0)
16-17	115 (7.0)	79 (68.7)	38 (48.2)	5 (6.3)	10 (12.7)	14 (17.7)	12 (15.2)
18-19	185 (11.3)	149 (80.5)	45 (30.2)	10 (6.7)	17 (11.4)	35 (23.5)	42 (28.2)
20-25	413 (25.3)	335 (81.1)	105 (31.3)	16 (4.8)	24 (7.2)	56 (16.7)	134 (40.0)
26-35	312 (19.1)	255 (81.7)	90 (35.3)	16 (6.3)	12 (4.7)	39 (15.3)	98 (38.4)
36-45	158 (9.7)	125 (79.1)	51 (40.8)	4 (3.2)	4 (3.2)	15 (12.0)	51 (40.8)
46-55	167 (10.2)	128 (76.6)	65 (50.8)	7 (5.5)	2 (1.6)	8 (6.3)	46 (35.9)
>55	262 (16.0)	176 (67.2)	113 (64.2)	14 (8.0)	6 (3.4)	12 (6.8)	31 (17.6)
<b>TOTAL</b>	<b>1634 (100)</b>	<b>1261 (77.2)</b>	<b>516 (40.9)</b>	<b>73 (5.8)</b>	<b>77 (6.1)</b>	<b>181 (14.4)</b>	<b>414 (32.8)</b>

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 4E

**DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup>: 1977**  
**(SEVEN PROVINCES)**

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	>150
< 16	48 (2.8)	28 (58.3)	10 (35.7)	2 (7.1)	4 (14.3)	1 (3.6)	11 (39.3)
16-17	125 (7.4)	85 (68.0)	39 (45.9)	6 (7.1)	3 (3.5)	19 (22.4)	18 (21.2)
18-19	187 (11.0)	145 (77.5)	41 (28.3)	8 (5.5)	18 (12.4)	44 (30.3)	34 (23.4)
20-25	423 (25.0)	317 (74.9)	92 (29.0)	23 (7.3)	23 (7.3)	60 (18.9)	119 (37.5)
26-35	303 (17.9)	328 (78.5)	89 (37.4)	9 (3.8)	7 (2.9)	34 (14.3)	99 (41.6)
36-45	198 (11.7)	156 (78.8)	76 (48.7)	11 (7.1)	4 (2.6)	16 (10.3)	49 (31.4)
46-55	151 (8.9)	122 (80.8)	62 (50.8)	10 (8.2)	4 (3.3)	9 (7.4)	37 (30.3)
> 55	260 (15.3)	171 (65.8)	116 (67.8)	20 (11.7)	2 (1.2)	6 (3.5)	27 (15.8)
TOTAL	1695 (100)	1262 (74.5)	525 (41.6)	89 (7.1)	65 (5.2)	189 (15.0)	394 (31.2)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.



TABLE 4F

DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup>: 1978  
(SEVEN PROVINCES)

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	>150
< 16	24 (1.5)	11 (45.8)	5 (45.5)	1 (9.1)	0 (0.0)	2 (18.2)	3 (27.3)
16-17	118 (7.4)	91 (77.1)	45 (49.5)	11 (12.1)	5 (5.5)	16 (17.6)	14 (15.4)
18-19	187 (11.7)	138 (73.8)	42 (30.4)	15 (10.9)	13 (9.4)	25 (18.1)	43 (31.2)
20-25	411 (25.8)	323 (78.6)	103 (31.9)	22 (6.8)	14 (4.3)	60 (18.6)	124 (38.4)
26-35	319 (20.0)	254 (79.6)	108 (42.5)	6 (2.4)	11 (4.3)	26 (10.2)	103 (40.6)
36-45	171 (10.7)	133 (77.8)	51 (38.3)	6 (4.5)	5 (3.8)	13 (9.8)	58 (43.6)
46-55	131 (8.2)	107 (81.7)	58 (54.2)	7 (6.5)	0 (0.0)	8 (7.5)	34 (31.8)
> 55	235 (14.7)	149 (63.4)	99 (66.4)	10 (6.7)	2 (1.3)	12 (8.1)	26 (17.4)
TOTAL	1596 (100)	1206 (75.6)	511 (42.4)	78 (6.5)	50 (4.1)	162 (13.4)	405 (33.6)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 4G

**DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup> 1979**  
(SEVEN PROVINCES)

<u>AGE</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
< 16	24 (1.3)	14 (58.3)	12 (85.7)	0 (0.0)	0 (0.0)	1 (7.1)	1 (7.1)
16-17	126 (6.9)	91 (72.2)	42 (46.2)	9 (9.9)	6 (6.6)	24 (26.4)	10 (11.0)
18-19	208 (11.3)	160 (76.9)	57 (35.6)	10 (6.3)	6 (3.8)	34 (21.3)	53 (33.1)
20-25	482 (26.2)	360 (74.7)	118 (32.8)	31 (8.6)	20 (5.6)	73 (20.3)	118 (32.8)
26-35	398 (21.7)	286 (71.9)	102 (35.7)	16 (5.6)	8 (2.8)	39 (13.6)	121 (42.3)
36-45	195 (10.6)	141 (72.3)	65 (46.1)	9 (6.4)	3 (2.1)	9 (6.4)	55 (39.0)
46-55	132 (7.2)	110 (83.3)	50 (45.5)	7 (6.4)	3 (2.7)	4 (3.6)	46 (41.8)
> 55	273 (14.9)	169 (61.9)	118 (69.8)	8 (4.7)	7 (4.1)	7 (4.1)	29 (17.2)
<b>TOTAL</b>	<b>1838 (100)</b>	<b>1331 (72.4)</b>	<b>564 (42.4)</b>	<b>90 (6.8)</b>	<b>53 (4.0)</b>	<b>191 (14.4)</b>	<b>433 (32.5)</b>

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 4H

DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup> 1980  
(SEVEN PROVINCES)

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	>150
< 16	26 (1.4)	8 (30.8)	4 (50.0)	0 (0.0)	1 (12.5)	1 (12.5)	2 (25.0)
16-17	112 (6.1)	79 (70.5)	25 (31.6)	5 (6.3)	8 (10.1)	24 (30.4)	17 (21.5)
18-19	193 (10.6)	145 (75.1)	44 (30.3)	14 (9.7)	10 (6.9)	32 (22.1)	45 (31.0)
20-25	461 (25.2)	310 (67.2)	103 (33.2)	20 (6.5)	20 (6.5)	47 (15.2)	120 (38.7)
26-35	388 (21.2)	273 (70.4)	102 (37.4)	16 (5.9)	8 (2.9)	42 (15.4)	105 (38.5)
36-45	215 (11.8)	154 (71.6)	60 (39.0)	12 (7.8)	3 (1.9)	15 (9.7)	64 (41.6)
46-55	159 (8.7)	117 (73.6)	67 (57.3)	4 (3.4)	4 (3.4)	10 (8.5)	32 (27.4)
> 55	275 (15.0)	147 (53.5)	96 (65.3)	14 (9.5)	2 (1.4)	3 (2.0)	32 (21.8)
TOTAL	1829 (100)	1233 (67.4)	501 (40.6)	85 (6.9)	56 (4.5)	174 (14.1)	417 (33.8)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

TABLE 4I

**DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER:<sup>1</sup> 1981**  
**(SEVEN PROVINCES)**

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	>150
< 16	29 (1.5)	10 (34.5)	7 (70.0)	0 (0.0)	1 (10.0)	2 (20.0)	0 (0.0)
16-17	110 (5.9)	72 (65.5)	26 (36.1)	7 (9.7)	7 (9.7)	14 (19.4)	18 (25.0)
18-19	193 (10.3)	149 (77.2)	45 (30.2)	12 (8.1)	6 (4.0)	35 (23.5)	51 (34.2)
20-25	466 (24.9)	381 (81.8)	110 (28.9)	28 (7.3)	12 (3.1)	85 (22.3)	146 (38.3)
26-35	428 (22.9)	316 (73.8)	103 (32.6)	19 (6.0)	10 (3.2)	49 (15.5)	135 (42.7)
36-45	219 (11.7)	172 (78.5)	69 (40.1)	10 (5.8)	3 (1.7)	14 (8.1)	76 (44.2)
46-55	162 (8.6)	125 (77.2)	63 (50.4)	8 (6.4)	4 (3.2)	11 (8.8)	39 (31.2)
>55	266 (14.2)	170 (63.9)	114 (67.1)	8 (4.7)	4 (2.4)	11 (6.5)	33 (19.4)
TOTAL	1873 (100)	1395 (74.5)	537 (38.5)	92 (6.6)	47 (3.4)	221 (15.8)	498 (35.7)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 4J

DISTRIBUTION OF BAC ACCORDING TO AGE OF DRIVER<sup>1</sup> 1982  
(SEVEN PROVINCES)

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	>150
< 16	27 (1.7)	11 (40.7)	7 (63.6)	1 (9.1)	0 (0.0)	1 (9.1)	2 (18.2)
16-17	79 (5.1)	62 (78.5)	24 (38.7)	5 (8.1)	2 (3.2)	13 (21.0)	18 (29.0)
18-19	143 (9.2)	105 (73.4)	31 (29.5)	11 (10.5)	9 (8.6)	22 (21.0)	32 (30.5)
20-25	392 (25.1)	310 (79.1)	93 (30.0)	21 (6.8)	20 (6.5)	61 (19.7)	115 (37.1)
26-35	332 (21.3)	265 (79.8)	88 (33.2)	11 (4.2)	13 (4.9)	43 (16.2)	110 (41.5)
36-45	202 (12.9)	154 (76.2)	61 (39.6)	10 (6.5)	3 (1.9)	17 (11.0)	63 (40.9)
46-55	133 (8.5)	104 (78.2)	53 (51.0)	5 (4.8)	2 (1.9)	7 (6.7)	37 (35.6)
> 55	254 (16.3)	165 (65.0)	116 (70.3)	10 (6.1)	4 (2.4)	6 (3.6)	29 (17.6)
TOTAL	1562 (100.0)	1176 (75.3)	473 (40.2)	74 (6.3)	53 (4.5)	170 (14.5)	406 (34.5)

35

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

TABLE 5

**DISTRIBUTION OF BAC ACCORDING TO SEX OF DRIVER<sup>1</sup>**  
(SEVEN PROVINCES)

<u>YEAR</u>	<u>SEX</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
				<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
1973	Male	1573 (88.8)	1210 (76.9)	476 (39.3)	47 (3.9)	62 (5.1)	218 (18.0)	407 (33.6)
	Female	198 (11.2)	144 (72.7)	90 (62.5)	9 (6.3)	11 (7.6)	15 (10.4)	19 (13.2)
1974	Male	1720 (87.9)	1326 (77.1)	538 (40.6)	83 (6.3)	74 (5.6)	218 (16.4)	413 (31.1)
	Female	237 (12.1)	175 (73.8)	119 (68.0)	8 (4.6)	5 (2.9)	16 (9.1)	27 (15.4)
1975	Male	1620 (87.1)	1303 (80.4)	498 (38.2)	95 (7.3)	75 (5.8)	192 (14.7)	443 (34.0)
	Female	240 (12.9)	176 (73.3)	115 (65.3)	13 (7.4)	6 (3.4)	19 (10.8)	23 (13.1)
1976	Male	1436 (87.6)	1113 (77.5)	418 (37.6)	65 (5.8)	72 (6.5)	171 (15.4)	387 (34.8)
	Female	203 (12.4)	152 (74.9)	98 (64.5)	8 (5.3)	6 (3.9)	11 (7.2)	29 (19.1)
1977	Male	1410 (83.2)	1064 (75.5)	391 (36.7)	81 (7.6)	57 (5.4)	171 (16.1)	364 (34.2)
	Female	284 (16.8)	197 (69.4)	133 (67.5)	8 (4.1)	8 (4.1)	18 (9.1)	30 (15.2)

TABLE 5 (Continued)

**DISTRIBUTION OF BAC ACCORDING TO SEX OF DRIVER<sup>1</sup>**  
(SEVEN PROVINCES)

<u>YEAR</u>	<u>SEX</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
				<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
1978	Male	1324 (82.8)	1007 (76.1)	385 (38.2)	65 (6.5)	45 (4.5)	141 (14.0)	371 (36.8)
	Female	276 (17.2)	202 (73.2)	128 (63.4)	13 (6.4)	5 (2.5)	21 (10.4)	35 (17.3)
1979	Male	1573 (85.3)	1142 (72.6)	443 (38.8)	81 (7.1)	46 (4.0)	175 (15.3)	397 (34.8)
	Female	272 (14.7)	191 (70.2)	122 (63.9)	9 (4.7)	7 (3.7)	16 (8.4)	37 (19.4)
1980	Male	1534 (83.7)	1037 (67.6)	383 (36.9)	74 (7.1)	46 (4.4)	158 (15.2)	376 (36.3)
	Female	298 (16.3)	196 (65.8)	118 (60.2)	11 (5.6)	10 (5.1)	16 (8.2)	41 (20.9)
1981	Male	1574 (83.8)	1185 (75.3)	408 (34.4)	76 (6.4)	41 (3.5)	197 (16.6)	463 (39.1)
	Female	304 (16.2)	215 (70.7)	130 (60.5)	16 (7.4)	6 (2.8)	24 (11.2)	39 (18.1)
1982	Male	1291 (82.2)	976 (75.6)	355 (36.4)	58 (5.9)	44 (4.5)	152 (15.6)	367 (37.6)
	Female	279 (17.8)	205 (73.5)	119 (58.0)	15 (7.3)	10 (4.9)	19 (9.3)	42 (20.5)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984



TABLE 6

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO TYPE OF CRASH<sup>1</sup>**  
(SEVEN PROVINCES)

DEATH YEAR	TYPE OF CRASH	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
				ZERO	1 - 49	50 - 80	81 - 150	>150
1973	SVA	718 (41.2)	567 (79.0)	143 (25.2)	18 (3.2)	32 (5.6)	122 (21.5)	252 (44.4)
	MVA	1026 (58.8)	768 (74.9)	422 (54.9)	37 (4.8)	40 (5.2)	104 (13.5)	165 (21.5)
1974	SVA	817 (42.8)	640 (78.3)	187 (29.2)	25 (3.9)	41 (6.4)	135 (21.1)	252 (39.4)
	MVA	1091 (57.2)	835 (76.5)	462 (55.3)	63 (7.5)	37 (4.4)	97 (11.6)	176 (21.1)
1975	SVA	773 (42.3)	634 (82.0)	161 (25.4)	38 (6.0)	42 (6.6)	123 (19.4)	270 (42.6)
	MVA	1053 (57.7)	824 (78.3)	446 (54.1)	68 (8.3)	37 (4.5)	84 (10.2)	189 (22.9)
1976	SVA	713 (43.6)	570 (79.9)	137 (24.0)	24 (4.2)	47 (8.2)	108 (18.9)	254 (44.6)
	MVA	922 (56.4)	694 (75.3)	379 (54.6)	49 (7.1)	31 (4.5)	74 (10.7)	161 (23.2)
1977	SVA	740 (43.8)	554 (74.9)	129 (23.3)	34 (6.1)	29 (5.2)	121 (21.8)	241 (43.5)
	MVA	948 (56.2)	704 (74.3)	395 (56.1)	55 (7.8)	36 (5.1)	66 (9.4)	152 (21.6)

TABLE 6 (Continued)

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO TYPE OF CRASH<sup>1</sup>**  
**(SEVEN PROVINCES)**

DEATH YEAR	TYPE OF CRASH	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
				ZERO	1 - 49	50 - 80	81 - 150	>150
1978	SVA	688 (43.1)	528 (76.7)	129 (24.4)	31 (5.9)	22 (4.2)	86 (16.3)	260 (49.2)
	MVA	907 (56.9)	677 (74.6)	383 (56.6)	47 (6.9)	27 (4.0)	75 (11.1)	145 (21.4)
1979	SVA	763 (41.3)	551 (72.2)	147 (26.7)	33 (6.0)	28 (5.1)	98 (17.8)	245 (44.5)
	MVA	1083 (58.7)	783 (72.3)	419 (53.5)	57 (7.3)	25 (3.2)	93 (11.9)	189 (24.1)
1980	SVA	775 (42.4)	543 (70.1)	133 (24.5)	23 (4.2)	26 (4.8)	106 (19.5)	255 (47.0)
	MVA	1054 (57.6)	690 (65.5)	368 (53.3)	62 (9.0)	30 (4.3)	68 (9.9)	162 (23.5)
1981	SVA	860 (45.8)	649 (75.5)	136 (21.0)	31 (4.8)	21 (3.2)	134 (20.6)	327 (50.4)
	MVA	1017 (54.2)	751 (73.8)	402 (53.5)	61 (8.1)	26 (3.5)	87 (11.6)	175 (23.3)
1982	SVA	717 (45.8)	567 (79.1)	125 (22.0)	28 (4.9)	25 (4.4)	105 (18.5)	284 (50.1)
	MVA	849 (54.2)	612 (72.1)	346 (56.5)	46 (7.5)	29 (4.7)	66 (10.8)	125 (20.4)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Abbreviations: SVA, single-vehicle accident; MVA, multiple-vehicle accident.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 7

**RANGES OF BLOOD ALCOHOL CONCENTRATION ACCORDING TO TYPE OF ACCIDENT AND SEX OF DRIVER<sup>1</sup>**  
**(SEVEN PROVINCES, 1973 - 1982)**

<u>BAC RANGES</u>		<u>NUMBER MVA</u>	<u>NUMBER SVA</u>	<u>RATIO MVA/SVA</u>	<u>NUMBER SVA NIGHTTIME WEEKEND</u>	<u>RATIO SVA/SVA(NW)</u>	<u>NUMBER OF MALES</u>	<u>NUMBER OF FEMALES</u>	<u>RATIO MALES/FEMALES</u>
ZERO	N (%)	4022 (54.8)	1427 (24.6)	2.8: 1	114 (8.1)	12.5: 1	4295 (37.8)	1172 (63.2)	3.7 : 1
1 - 49	N (%)	545 (7.4)	285 (4.9)	1.9: 1	53 (3.7)	5.4: 1	725 (6.4)	110 (5.9)	6.6 : 1
50 - 80	N (%)	318 (4.3)	313 (5.4)	1.0: 1	94 (6.6)	3.3: 1	562 (4.9)	74 (4.0)	7.6 : 1
81 - 150	N (%)	814 (11.1)	1138 (19.6)	0.7: 1	390 (27.5)	2.9: 1	1793 (15.8)	175 (9.4)	10.2 : 1
>150	N (%)	1639 (22.3)	2640 (45.5)	0.6: 1	765 (54.0)	3.5: 1	3988 (35.1)	322 (17.4)	12.4 : 1
TOTAL	N (%)	7338 (100)	5803 (100)	1.3: 1	1416 (100)	4.1: 1	11363 (100)	1853 (100)	6.1 : 1

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Abbreviations: MVA, multiple-vehicle accidents; SVA, single-vehicle accidents; and SVA(NW), single-vehicle accidents during nighttime weekends.

Traffic Injury Research Foundation Of Canada, 1984.

TABLE 8

**RANGES OF BLOOD ALCOHOL CONCENTRATION ACCORDING TO AGE GROUPS OF DRIVERS<sup>1</sup>**  
**(SEVEN PROVINCES, 1973 - 1982)**

		AGE GROUPS OF DRIVERS								TOTAL
BAC RANGES		< 16	16-17	18-19	20-25	26-35	36-45	46-55	> 55	
ZERO	N (%)	70 (1.3)	372 (6.8)	507 (9.3)	1125 (20.6)	976 (17.9)	626 (11.5)	640 (11.7)	1133 (20.8)	5449 (100)
1 - 49	N (%)	9 (1.1)	72 (8.6)	129 (15.4)	232 (27.8)	121 (14.5)	96 (11.5)	64 (7.7)	112 (13.4)	835 (100)
50 - 80	N (%)	10 (1.6)	72 (11.4)	125 (19.8)	194 (30.7)	105 (16.6)	42 (6.7)	35 (5.5)	48 (7.6)	631 (100)
81 - 150	N (%)	13 (0.7)	178 (9.1)	356 (18.1)	663 (33.8)	397 (20.2)	144 (7.3)	107 (5.4)	106 (5.4)	1964 (100)
> 150	N (%)	24 (0.6)	155 (3.6)	425 (9.9)	1229 (28.6)	1102 (25.7)	629 (14.6)	424 (9.9)	307 (7.1)	4295 (100)
TOTAL	N (%)	126 (1.0)	849 (6.4)	1542 (11.7)	3443 (26.1)	2701 (20.5)	1537 (11.7)	1270 (9.6)	1706 (12.9)	13174 (100)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 9A

PERSONS FATALLY INJURED BY TYPE OF VICTIM<sup>1</sup>  
(BRITISH COLUMBIA, 1979 - 1982)

## PERSONS FATALLY INJURED AS:

<u>YEAR</u>		<u>DRIVERS</u>	<u>PASSENGERS</u>	<u>PEDESTRIANS</u>	<u>UNKNOWN</u>	<u>TOTAL</u>
1979	N	395	192	141	7	735
	(%)	(53.7)	(26.1)	(19.2)	(1.0)	(100)
1980	N	408	243	123	6	780
	(%)	(52.3)	(31.2)	(15.8)	(0.8)	(100)
1981	N	428	273	135	0	836
	(%)	(51.2)	(32.7)	(16.1)	(0.0)	(100)
1982	N	325	167	94	4	590
	(%)	(55.1)	(28.3)	(15.9)	(0.7)	(100)
TOTAL	N	1556	875	493	17	2941
	(%)	(52.9)	(29.8)	(16.8)	(0.6)	(100)

TABLE 9B

PERSONS FATALLY INJURED BY TYPE OF VICTIM<sup>1</sup>  
(ALBERTA, 1979 - 1982)

## PERSONS FATALLY INJURED AS:

<u>YEAR</u>		<u>DRIVERS</u>	<u>PASSENGERS</u>	<u>PEDESTRIANS</u>	<u>UNKNOWN</u>	<u>TOTAL</u>
1979	N	369	222	76	8	675
	(%)	(54.7)	(32.9)	(11.3)	(1.2)	(100)
1980	N	345	200	82	25	652
	(%)	(52.9)	(30.7)	(12.6)	(3.8)	(100)
1981	N	350	242	106	11	709
	(%)	(49.4)	(34.1)	(15.0)	(1.6)	(100)
1982	N	295	146	75	3	519
	(%)	(56.8)	(28.1)	(14.5)	(0.6)	(100)
TOTAL	N	1359	810	339	47	2555
	(%)	(53.2)	(31.7)	(13.3)	(1.8)	(100)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.  
Traffic Injury Research Foundation of Canada, 1984.

TABLE 9C

PERSONS FATALLY INJURED BY TYPE OF VICTIM<sup>1</sup>  
(SASKATCHEWAN, 1979 - 1982)

## PERSONS FATALLY INJURED AS:

<u>YEAR</u>		<u>DRIVERS</u>	<u>PASSENGERS</u>	<u>PEDESTRIANS</u>	<u>UNKNOWN</u>	<u>TOTAL</u>
1979	N	133	88	40	3	264
	(%)	(50.4)	(33.3)	(15.2)	(1.1)	(100)
1980	N	115	109	40	2	266
	(%)	(43.2)	(41.0)	(15.0)	(0.8)	(100)
1981	N	144	76	39	6	265
	(%)	(54.3)	(28.7)	(14.7)	(2.3)	(100)
1982	N	132	82	28	2	244
	(%)	(54.1)	(33.6)	(11.5)	(0.8)	(100)
TOTAL	N	524	355	147	13	1039
	(%)	(50.4)	(34.2)	(14.1)	(1.3)	(100)

TABLE 9D

PERSONS FATALLY INJURED BY TYPE OF VICTIM<sup>1</sup>  
(MANITOBA, 1979 - 1982)

## PERSONS FATALLY INJURED AS:

<u>YEAR</u>		<u>DRIVERS</u>	<u>PASSENGERS</u>	<u>PEDESTRIANS</u>	<u>UNKNOWN</u>	<u>TOTAL</u>
1979	N	92	53	39	0	184
	(%)	(50.0)	(28.8)	(21.2)	(0.0)	(100)
1980	N	83	56	39	0	178
	(%)	(46.6)	(31.5)	(21.9)	(0.0)	(100)
1981	N	93	54	49	0	196
	(%)	(47.4)	(27.6)	(25.0)	(0.0)	(100)
1982	N	73	55	32	0	160
	(%)	(45.6)	(34.4)	(20.0)	(0.0)	(100)
TOTAL	N	341	218	159	0	718
	(%)	(47.5)	(30.4)	(22.1)	(0.0)	(100)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.  
Traffic Injury Research Foundation of Canada, 1984.

TABLE 9E

PERSONS FATALLY INJURED BY TYPE OF VICTIM<sup>1</sup>  
(ONTARIO, 1979 - 1982)

## PERSONS FATALLY INJURED AS:

<u>YEAR</u>		<u>DRIVERS</u>	<u>PASSENGERS</u>	<u>PEDESTRIANS</u>	<u>UNKNOWN</u>	<u>TOTAL</u>
1979	N	703	426	323	10	1462
	(%)	(48.1)	(29.1)	(22.1)	(0.7)	(100)
1980	N	763	425	333	9	1530
	(%)	(49.9)	(27.8)	(21.8)	(0.6)	(100)
1981	N	766	407	291	6	1470
	(%)	(52.1)	(27.7)	(19.8)	(0.4)	(100)
1982	N	641	324	235	5	1205
	(%)	(53.2)	(26.9)	(19.5)	(0.4)	(100)
Total	N	2873	1582	1182	30	5667
	(%)	(50.7)	(27.9)	(20.8)	(0.5)	(100)

TABLE 9F

PERSONS FATALLY INJURED BY TYPE OF VICTIM<sup>1</sup>  
(NEW BRUNSWICK, 1979 - 1982)

## PERSONS FATALLY INJURED AS:

<u>YEAR</u>		<u>DRIVERS</u>	<u>PASSENGERS</u>	<u>PEDESTRIANS</u>	<u>UNKNOWN</u>	<u>TOTAL</u>
1979	N	138	79	44	1	262
	(%)	(52.7)	(30.2)	(16.8)	(0.4)	(100)
1980	N	105	73	44	0	222
	(%)	(47.3)	(32.9)	(19.8)	(0.0)	(100)
1981	N	92	50	42	2	186
	(%)	(49.5)	(26.9)	(22.6)	(1.1)	(100)
1982	N	100	63	41	2	206
	(%)	(48.5)	(30.6)	(19.9)	(1.0)	(100)
TOTAL	N	435	265	171	5	876
	(%)	(49.7)	(30.3)	(19.5)	(0.6)	(100)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.  
Traffic Injury Research Foundation of Canada, 1984.



TABLE 10

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS BY PROVINCE<sup>1</sup>**  
(1979 - 1982)

<u>PROVINCE</u>	<u>NUMBER OF DRIVERS</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION</u> (% OF NUMBER TESTED)				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81- 150</u>	<u>&gt;150</u>
BRITISH COLUMBIA	1556	906 (58.2)	316 (34.9)	49 (5.4)	34 (3.8)	141 (15.6)	366 (40.4)
ALBERTA	1359	917 (67.5)	383 (41.8)	80 (8.7)	29 (3.2)	127 (13.8)	298 (32.5)
SASKATCHEWAN	524	391 (74.6)	176 (45.0)	29 (7.4)	17 (4.3)	37 (9.5)	132 (33.8)
MANITOBA	341	272 (79.8)	103 (37.9)	18 (6.6)	18 (6.6)	42 (15.4)	91 (33.5)
ONTARIO	2875	2380 (82.8)	1016 (42.7)	149 (6.3)	93 (3.9)	360 (15.1)	762 (32.0)
NEW BRUNSWICK	435	254 (58.4)	72 (28.3)	16 (6.3)	19 (7.5)	46 (18.1)	101 (39.8)
PRINCE EDWARD ISLAND	40	29 (72.5)	13 (44.8)	0 (0.0)	0 (0.0)	4 (13.8)	12 (41.4)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 11

**AGE DISTRIBUTION OF FATALLY INJURED DRIVERS BY PROVINCE**  
(1979 - 1982)

<u>PROVINCE</u>		<u>&lt; 16</u>	<u>16 - 17</u>	<u>18 - 19</u>	<u>20 - 25</u>	<u>26 - 35</u>	<u>36 - 45</u>	<u>46 - 55</u>	<u>&gt; 55</u>	<u>TOTAL</u>
BRITISH COLUMBIA	N	16	85	165	374	333	187	122	261	1543
	(%)	(1.0)	(5.5)	(10.7)	(24.2)	(21.6)	(12.1)	(7.9)	(16.9)	(100)
ALBERTA	N	25	100	128	354	321	143	99	186	1356
	(%)	(1.8)	(7.4)	(9.4)	(26.1)	(23.7)	(10.5)	(7.3)	(13.7)	(100)
SASKATCHEWAN	N	18	46	59	122	75	65	46	92	523
	(%)	(3.4)	(8.8)	(11.3)	(23.3)	(14.3)	(12.4)	(8.8)	(17.6)	(100)
MANITOBA	N	10	26	36	78	62	33	35	57	337
	(%)	(3.0)	(7.7)	(10.7)	(23.1)	(18.4)	(9.8)	(10.4)	(16.9)	(100)
ONTARIO	N	29	150	301	740	656	344	249	404	2873
	(%)	(1.0)	(5.2)	(10.5)	(25.8)	(22.8)	(12.0)	(8.7)	(14.1)	(100)
NEW BRUNSWICK	N	7	19	45	123	91	50	34	61	430
	(%)	(1.6)	(4.4)	(10.5)	(28.6)	(21.2)	(11.6)	(7.9)	(14.2)	(100)
PRINCE EDWARD ISLAND	N	1	1	3	10	8	9	1	7	40
	(%)	(2.5)	(2.5)	(7.5)	(25.0)	(20.0)	(22.5)	(2.5)	(17.5)	(100)

Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 12A

DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO AGE<sup>1</sup>

(BRITISH COLUMBIA, 1979 - 1982)

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	>150
< 16	16 (1.0)	5 (31.3)	3 (60.0)	0 (0.0)	0 (0.0)	0 (0.0)	2 (40.0)
16-17	85 (5.5)	45 (52.9)	14 (31.1)	1 (2.2)	1 (2.2)	15 (33.3)	14 (31.1)
18-19	165 (10.7)	104 (63.0)	24 (23.1)	6 (5.8)	4 (3.8)	18 (17.3)	52 (50.0)
20-25	374 (24.2)	233 (62.3)	71 (30.5)	14 (6.0)	11 (4.7)	50 (21.5)	87 (37.3)
26-35	333 (21.6)	187 (56.2)	54 (28.9)	9 (4.8)	7 (3.7)	30 (16.0)	87 (46.5)
36-45	187 (12.1)	125 (66.8)	36 (28.8)	11 (8.8)	1 (0.8)	11 (8.8)	66 (52.8)
46-55	122 (7.9)	89 (73.0)	38 (42.7)	5 (5.6)	5 (5.6)	8 (9.0)	33 (37.1)
> 55	261 (16.9)	113 (43.3)	75 (66.4)	3 (2.7)	4 (3.5)	9 (8.0)	22 (19.5)
TOTAL	1543 (100)	901 (58.4)	315 (35.0)	49 (5.4)	33 (3.7)	141 (15.6)	363 (40.3)

47

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

TABLE 12B

DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO AGE<sup>1</sup>

(ALBERTA, 1979 - 1982)

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	> 150
< 16	25 (1.8)	11 (44.0)	7 (63.6)	0 (0.0)	1 (9.1)	3 (27.3)	0 (0.0)
16-17	100 (7.4)	70 (70.0)	26 (37.1)	10 (14.3)	3 (4.3)	16 (22.9)	15 (21.4)
18-19	128 (9.4)	94 (73.4)	31 (33.0)	4 (4.3)	4 (4.3)	23 (24.5)	32 (34.0)
20-25	354 (26.1)	252 (71.2)	81 (32.1)	25 (9.9)	9 (3.6)	35 (13.9)	102 (40.5)
26-35	321 (23.7)	218 (67.9)	78 (35.8)	19 (8.7)	6 (2.8)	32 (14.7)	83 (38.1)
36-45	143 (10.5)	102 (71.3)	51 (50.0)	8 (7.8)	3 (2.9)	10 (9.8)	30 (29.4)
46-55	99 (7.3)	67 (67.7)	39 (58.2)	5 (7.5)	0 (0.0)	3 (4.5)	20 (29.9)
> 55	186 (13.7)	101 (54.3)	69 (68.3)	9 (8.9)	3 (3.0)	5 (5.0)	15 (14.9)
TOTAL	1356 (100)	915 (67.5)	382 (41.7)	80 (8.7)	29 (3.2)	127 (13.9)	297 (32.5)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 12C

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO AGE<sup>1</sup>**  
**(SASKATCHEWAN, 1979 - 1982)**

<u>AGE</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
< 16	18 (3.4)	9 (50.0)	6 (66.7)	1 (11.1)	0 (0.0)	1 (11.1)	1 (11.1)
16-17	46 (8.8)	38 (82.6)	15 (39.5)	4 (10.5)	7 (18.4)	5 (13.2)	7 (18.4)
18-19	59 (11.3)	46 (78.0)	20 (43.5)	7 (15.2)	1 (2.2)	5 (10.9)	13 (28.3)
20-25	122 (23.3)	94 (77.0)	28 (29.8)	8 (8.5)	6 (6.4)	15 (16.0)	37 (39.4)
26-35	75 (14.3)	60 (80.0)	25 (41.7)	4 (6.7)	2 (3.3)	4 (6.7)	25 (41.7)
36-45	65 (12.4)	41 (63.1)	19 (46.3)	1 (2.4)	0 (0.0)	2 (4.9)	19 (46.3)
46-55	46 (8.8)	39 (84.8)	20 (51.3)	0 (0.0)	0 (0.0)	4 (10.3)	15 (38.5)
> 55	92 (17.6)	63 (68.5)	43 (68.3)	4 (6.3)	1 (1.6)	1 (1.6)	14 (22.2)
TOTAL	523 (100)	390 (74.6)	176 (45.1)	29 (7.4)	17 (4.4)	37 (9.5)	131 (33.6)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 12D

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO AGE<sup>1</sup>**  
**(MANITOBA, 1979 - 1982)**

<u>AGE</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
< 16	10 (3.0)	2 (20.0)	2 (100.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
16-17	26 (7.7)	24 (92.3)	4 (16.7)	4 (16.7)	4 (16.7)	7 (29.2)	5 (20.8)
18-19	36 (10.7)	28 (77.8)	6 (21.4)	1 (3.6)	3 (10.7)	8 (28.6)	10 (35.7)
20-25	78 (23.1)	65 (83.3)	21 (32.3)	4 (6.2)	2 (3.1)	11 (16.9)	27 (41.5)
26-35	62 (18.4)	54 (87.1)	21 (38.9)	2 (3.7)	5 (9.3)	8 (14.8)	18 (33.3)
36-45	33 (9.8)	27 (81.8)	8 (29.6)	1 (3.7)	2 (7.4)	6 (22.2)	10 (37.0)
46-55	35 (10.4)	29 (82.9)	15 (51.7)	3 (10.3)	1 (3.4)	0 (0.0)	10 (34.5)
> 55	57 (16.9)	40 (70.2)	26 (65.0)	3 (7.5)	1 (2.5)	1 (2.5)	9 (22.5)
TOTAL	337 (100)	269 (79.8)	103 (38.3)	18 (6.7)	18 (6.7)	41 (15.2)	89 (33.1)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 12E

DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO AGE<sup>1</sup>

(ONTARIO, 1979 - 1982)

AGE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
			ZERO	1 - 49	50 - 80	81 - 150	>150
< 16	29 (1.0)	14 (48.3)	10 (71.4)	0 (0.0)	1 (7.1)	1 (7.1)	2 (14.3)
16-17	150 (5.2)	113 (75.3)	51 (45.1)	6 (5.3)	8 (7.1)	28 (24.8)	20 (17.7)
18-19	301 (10.5)	261 (86.7)	90 (34.5)	26 (10.0)	15 (5.7)	63 (24.1)	67 (25.7)
20-25	740 (25.8)	629 (85.0)	203 (32.3)	45 (7.2)	35 (5.6)	135 (21.5)	211 (33.5)
26-35	656 (22.8)	554 (84.4)	199 (35.9)	24 (4.3)	18 (3.2)	84 (15.2)	229 (41.3)
36-45	344 (12.0)	290 (84.3)	130 (44.8)	18 (6.2)	5 (1.7)	23 (7.9)	114 (39.3)
46-55	249 (8.7)	212 (85.1)	115 (54.2)	10 (4.7)	5 (2.4)	17 (8.0)	65 (30.7)
> 55	404 (14.1)	307 (76.0)	218 (71.0)	20 (6.5)	6 (2.0)	9 (2.9)	54 (17.6)
TOTAL	2873 (100)	2380 (82.8)	1016 (42.7)	149 (6.3)	93 (3.9)	360 (15.1)	762 (32.0)

51

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.

TABLE 12F

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO AGE<sup>1</sup>**  
**(NEW BRUNSWICK, 1979 - 1982)**

<u>AGE</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
			<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
< 16	7 (1.6)	1 (14.3)	1 (100.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
16-17	19 (4.4)	13 (68.4)	6 (46.2)	1 (7.7)	0 (0.0)	4 (30.8)	2 (15.4)
18-19	45 (10.5)	25 (55.6)	6 (24.0)	3 (12.0)	4 (16.0)	6 (24.0)	6 (24.0)
20-25	123 (28.6)	81 (65.9)	18 (22.2)	4 (4.9)	9 (11.1)	19 (23.5)	31 (38.3)
26-35	91 (21.2)	60 (65.9)	14 (23.3)	4 (6.7)	1 (1.7)	12 (20.0)	29 (48.3)
36-45	50 (11.6)	30 (60.0)	9 (30.0)	2 (6.7)	1 (3.3)	3 (10.0)	15 (50.0)
46-55	34 (7.9)	19 (55.9)	6 (31.6)	1 (5.3)	2 (10.5)	0 (0.0)	10 (52.6)
>55	61 (14.2)	22 (36.1)	10 (45.5)	1 (4.5)	2 (9.1)	2 (9.1)	7 (31.8)
TOTAL	430 (100)	251 (58.4)	70 (27.9)	16 (6.4)	19 (7.6)	46 (18.3)	100 (39.8)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Traffic Injury Research Foundation of Canada, 1984.



TABLE 13

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO SEX<sup>1</sup>**  
**(SEVEN PROVINCES, 1979 - 1982)**

<u>PROVINCE</u>	<u>SEX</u>	<u>NUMBER OF DRIVERS (% OF TOTAL)</u>	<u>NUMBER OF DRIVERS TESTED (% TESTED)</u>	<u>NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)</u>				
				<u>ZERO</u>	<u>1 - 49</u>	<u>50 - 80</u>	<u>81 - 150</u>	<u>&gt;150</u>
BRITISH COLUMBIA	MALE	1298 (83.4)	763 (58.8)	246 (32.2)	40 (5.2)	26 (3.4)	124 (16.3)	327 (42.9)
	FEMALE	258 (16.6)	143 (55.4)	70 (49.0)	9 (6.3)	8 (5.6)	17 (11.9)	39 (27.3)
ALBERTA	MALE	1118 (82.4)	756 (67.6)	286 (37.8)	62 (8.2)	22 (2.9)	117 (15.5)	269 (35.6)
	FEMALE	239 (17.6)	159 (66.5)	96 (60.4)	17 (10.7)	7 (4.4)	10 (6.3)	29 (18.2)
SASKATCHEWAN	MALE	437 (83.4)	328 (75.1)	139 (42.4)	25 (7.6)	15 (4.6)	31 (9.5)	118 (36.0)
	FEMALE	87 (16.6)	63 (72.4)	37 (58.7)	4 (6.3)	2 (3.2)	6 (9.5)	14 (22.2)
MANITOBA	MALE	283 (83.0)	223 (78.8)	76 (34.1)	17 (7.6)	13 (5.8)	38 (17.0)	79 (35.4)
	FEMALE	58 (17.0)	49 (84.5)	27 (55.1)	1 (2.0)	5 (10.2)	4 (8.2)	12 (24.5)
ONTARIO	MALE	2406 (83.7)	2014 (83.7)	776 (38.5)	130 (6.5)	84 (4.2)	322 (16.0)	702 (34.9)
	FEMALE	467 (16.3)	366 (78.4)	240 (65.6)	19 (5.2)	9 (2.5)	38 (10.4)	60 (16.4)
NEW BRUNSWICK	MALE	393 (90.6)	230 (58.5)	56 (24.3)	15 (6.5)	17 (7.4)	46 (20.0)	96 (41.7)
	FEMALE	41 (9.4)	24 (58.5)	16 (66.7)	1 (4.2)	2 (8.3)	0 (0.0)	5 (20.8)
PRINCE EDWARD ISLAND	MALE	37 (92.5)	26 (70.3)	10 (38.5)	0 (0.0)	0 (0.0)	4 (15.4)	12 (46.2)
	FEMALE	3 (7.5)	3 (100.0)	3 (100.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.  
 Traffic Injury Research Foundation of Canada, 1984.

TABLE 14

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO COLLISION TYPE<sup>1</sup>**  
**(SEVEN PROVINCES, 1979 - 1982)**

PROVINCE	TYPE OF COLLISION	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY ALCOHOL BLOOD CONCENTRATION (% OF NUMBER TESTED)				
				ZERO	1 - 49	50 - 80	81 - 150	>150
BRITISH COLUMBIA	SVA	800 (51.5)	496 (62.0)	113 (22.8)	24 (4.8)	17 (3.4)	92 (18.5)	250 (50.4)
	MVA	753 (48.5)	409 (54.3)	202 (49.4)	25 (6.1)	17 (4.2)	49 (12.0)	116 (28.4)
ALBERTA	SVA	492 (36.3)	351 (71.3)	92 (26.2)	22 (6.3)	9 (2.6)	60 (17.1)	168 (47.9)
	MVA	865 (63.7)	565 (65.3)	290 (51.3)	58 (10.3)	20 (3.5)	67 (11.9)	130 (23.0)
SASKATCHEWAN	SVA	238 (45.4)	178 (74.8)	49 (27.5)	10 (5.6)	9 (5.1)	20 (11.2)	90 (50.6)
	MVA	286 (54.6)	213 (74.5)	127 (59.6)	19 (8.9)	8 (3.8)	17 (8.0)	42 (19.7)
MANITOBA	SVA	162 (47.8)	138 (85.2)	22 (15.9)	6 (4.3)	13 (9.4)	32 (23.2)	65 (47.1)
	MVA	177 (52.2)	133 (75.1)	80 (60.2)	12 (9.0)	5 (3.8)	10 (7.5)	26 (19.5)
ONTARIO	SVA	1194 (41.6)	1001 (83.8)	241 (24.1)	49 (4.9)	42 (4.2)	209 (20.9)	460 (46.0)
	MVA	1678 (58.4)	1379 (82.2)	775 (56.2)	100 (7.3)	51 (3.7)	151 (10.9)	302 (21.9)
NEW BRUNSWICK	SVA	207 (47.8)	131 (63.3)	21 (16.0)	4 (3.1)	10 (7.6)	26 (19.8)	70 (53.4)
	MVA	226 (52.2)	123 (54.4)	51 (41.5)	12 (9.8)	9 (7.3)	20 (16.3)	31 (25.2)
PRINCE EDWARD ISLAND	SVA	22 (55.0)	15 (68.2)	3 (20.0)	0 (0.0)	0 (0.0)	4 (26.7)	8 (53.3)
	MVA	18 (45.0)	14 (77.8)	10 (71.4)	0 (0.0)	0 (0.0)	0 (0.0)	4 (28.6)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.  
 Traffic Injury Research Foundation of Canada, 1984.

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO TYPE OF VEHICLE<sup>1</sup>**  
(SIX PROVINCES, 1979 - 1982)

PROVINCE	VEHICLE TYPE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
				ZERO	1 - 49	50 - 80	81 - 150	>150
BRITISH COLUMBIA	AUTO	949 (61.0)	564 (59.4)	206 (36.5)	22 (3.9)	23 (4.1)	84 (14.9)	229 (40.6)
	MC/MOP	207 (13.3)	118 (57.0)	33 (28.0)	12 (10.2)	5 (4.2)	30 (25.4)	38 (32.2)
	TRUCK	312 (20.1)	177 (56.7)	49 (27.7)	12 (6.8)	5 (2.8)	21 (11.9)	90 (50.8)
	TR/TR	71 (4.6)	37 (52.1)	23 (62.2)	3 (8.1)	1 (2.7)	4 (10.8)	6 (16.2)
	OTHER	17 (1.1)	10 (58.8)	5 (50.0)	0 (0.0)	0 (0.0)	2 (20.0)	3 (30.0)
ALBERTA	AUTO	720 (53.0)	484 (67.2)	223 (46.1)	39 (8.1)	12 (2.5)	58 (12.0)	152 (31.4)
	MC/MOP	152 (11.2)	88 (57.9)	29 (33.0)	12 (13.6)	3 (3.4)	19 (21.6)	25 (28.4)
	TRUCK	424 (31.2)	309 (72.9)	104 (33.7)	25 (8.1)	13 (4.2)	49 (15.9)	118 (38.2)
	TR/TR	55 (4.0)	33 (60.0)	24 (72.7)	4 (12.1)	1 (3.0)	1 (3.0)	3 (9.1)
	OTHER	8 (0.6)	3 (3.8)	3 (100)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
SASKATCHEWAN	AUTO	278 (53.1)	209 (75.2)	99 (47.4)	14 (6.7)	9 (4.3)	21 (10.0)	66 (31.6)
	MC/MOP	59 (11.3)	35 (59.3)	15 (42.9)	3 (8.6)	3 (8.6)	4 (11.4)	10 (28.6)
	TRUCK	166 (31.7)	132 (79.5)	50 (37.9)	11 (8.3)	5 (3.8)	12 (9.1)	54 (40.9)
	TR/TR	17 (3.2)	12 (70.6)	10 (83.3)	0 (0.0)	0 (0.0)	0 (0.0)	2 (16.7)
	OTHER	4 (0.8)	3 (75.0)	2 (66.7)	1 (33.3)	0 (0.0)	0 (0.0)	0 (0.0)

TABLE 15 (Continued)

**DISTRIBUTION OF BAC AMONG FATALLY INJURED DRIVERS ACCORDING TO TYPE OF VEHICLE<sup>1</sup>**  
**(SIX PROVINCES, 1979 - 1982)**

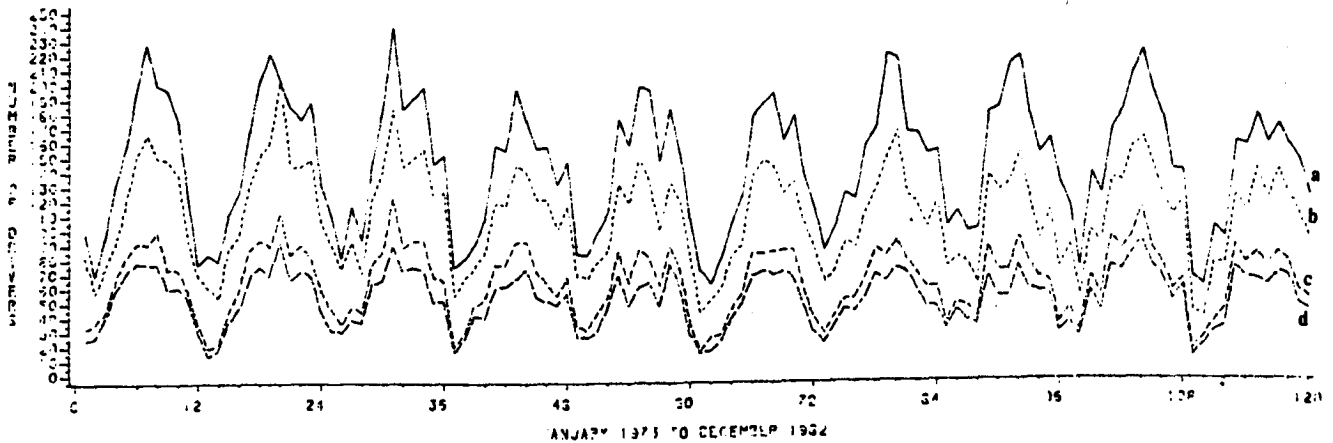
PROVINCE	VEHICLE TYPE	NUMBER OF DRIVERS (% OF TOTAL)	NUMBER OF DRIVERS TESTED (% TESTED)	NUMBER OF TESTED DRIVERS BY BLOOD ALCOHOL CONCENTRATION (% OF NUMBER TESTED)				
				ZERO	1 - 49	50 - 80	81 - 150	> 150
MANITOBA	AUTO	192 (56.3)	159 (82.8)	71 (44.7)	10 (6.3)	9 (5.7)	20 (12.6)	49 (30.8)
	MC/MOP	61 (17.9)	43 (70.5)	14 (32.6)	5 (11.6)	3 (7.0)	12 (27.9)	9 (20.9)
	TRUCK	77 (22.6)	61 (79.2)	14 (23.0)	3 (4.9)	6 (9.8)	10 (16.4)	28 (45.9)
	TR/TR	7 (2.1)	6 (85.7)	3 (50.0)	0 (0.0)	0 (0.0)	0 (0.0)	3 (50.0)
	OTHER	4 (1.2)	2 (50.0)	1 (33.3)	0 (0.0)	0 (0.0)	0 (0.0)	2 (66.7)
ONTARIO	AUTO	2022 (70.4)	1674 (82.8)	720 (43.0)	92 (5.5)	66 (3.9)	250 (14.9)	546 (32.6)
	MC/MOP	370 (12.9)	300 (81.1)	106 (35.3)	27 (9.0)	21 (7.0)	60 (20.0)	86 (28.7)
	TRUCK	365 (12.7)	313 (85.8)	120 (38.3)	24 (7.7)	4 (1.3)	46 (14.7)	119 (38.0)
	TR/TR	78 (2.7)	68 (87.2)	54 (79.4)	4 (5.9)	1 (1.5)	2 (2.9)	7 (10.3)
	OTHER	38 (1.3)	25 (65.8)	16 (64.0)	2 (8.0)	1 (4.0)	2 (8.0)	4 (16.0)
NEW BRUNSWICK	AUTO	287 (66.0)	167 (58.2)	42 (25.1)	12 (7.2)	14 (8.4)	31 (18.6)	68 (40.7)
	MC/MOP	77 (17.7)	40 (51.9)	10 (25.0)	3 (7.5)	2 (5.0)	11 (27.5)	14 (35.0)
	TRUCK	53 (12.2)	36 (67.9)	16 (44.4)	1 (2.8)	1 (2.8)	4 (11.1)	14 (38.9)
	TR/TR	12 (2.8)	7 (58.3)	3 (42.9)	0 (0.0)	1 (14.3)	0 (0.0)	3 (42.9)
	OTHER	6 (1.4)	4 (66.7)	1 (25.0)	0 (0.0)	1 (25.0)	0 (0.0)	2 (50.0)

<sup>1</sup>Excludes victims of crashes involving bicycles, snowmobiles, and farm tractors.

Abbreviations: AUTO, automobiles; MC/MOP, Motorcycles and Mopeds; TR/TR, tractor-trailers.

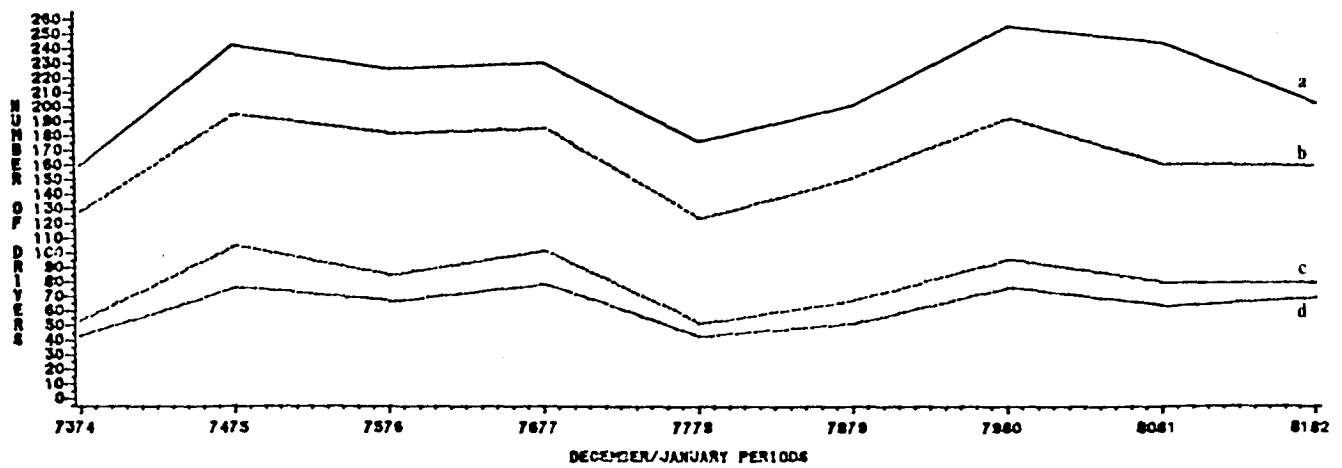
Traffic Injury Research Foundation of Canada, 1984.

**FIGURE 1**  
**DRIVER FATALITIES BY MONTH AND YEAR**  
**(SEVEN PROVINCES, 1973 TO 1982)**



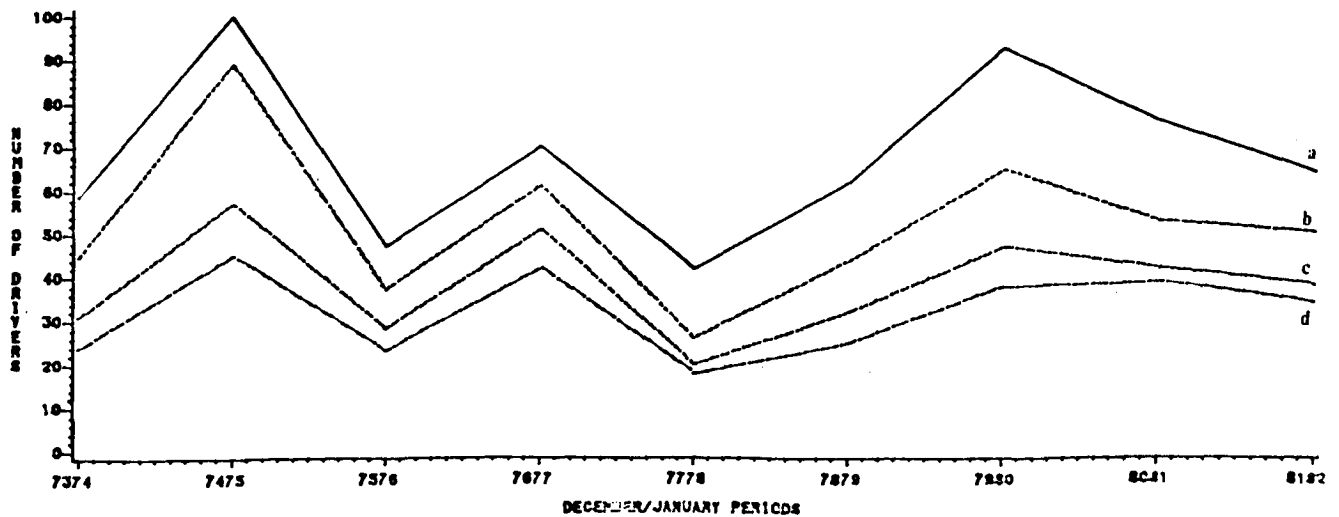
a-DRIVERS  
b-DRIVERS TESTED FOR BAC  
c-DRIVERS WITH POSITIVE BAC  
d-DRIVERS WITH BAC OVER LEGAL LIMIT

**FIGURE 2A**  
**ALL DRIVER FATALITIES (DECEMBER/JANUARY)**



a - DRIVERS  
 b - DRIVERS TESTED FOR BAC  
 c - DRIVERS WITH POSITIVE BAC  
 d - DRIVERS WITH BAC OVER LEGAL LIMIT

FIGURE 2B  
DRIVERS DYING IN SINGLE VEHICLE ACCIDENTS  
(DECEMBER/JANUARY)



a - all drivers  
b - drivers tested for BAC  
c - drivers with positive BAC  
d - drivers with BAC over legal limit

FIGURE 3

**PERCENT FEMALE DRIVER FATALITIES BY MONTH AND YEAR  
(SEVEN PROVINCES, 1973 TO 1982)**

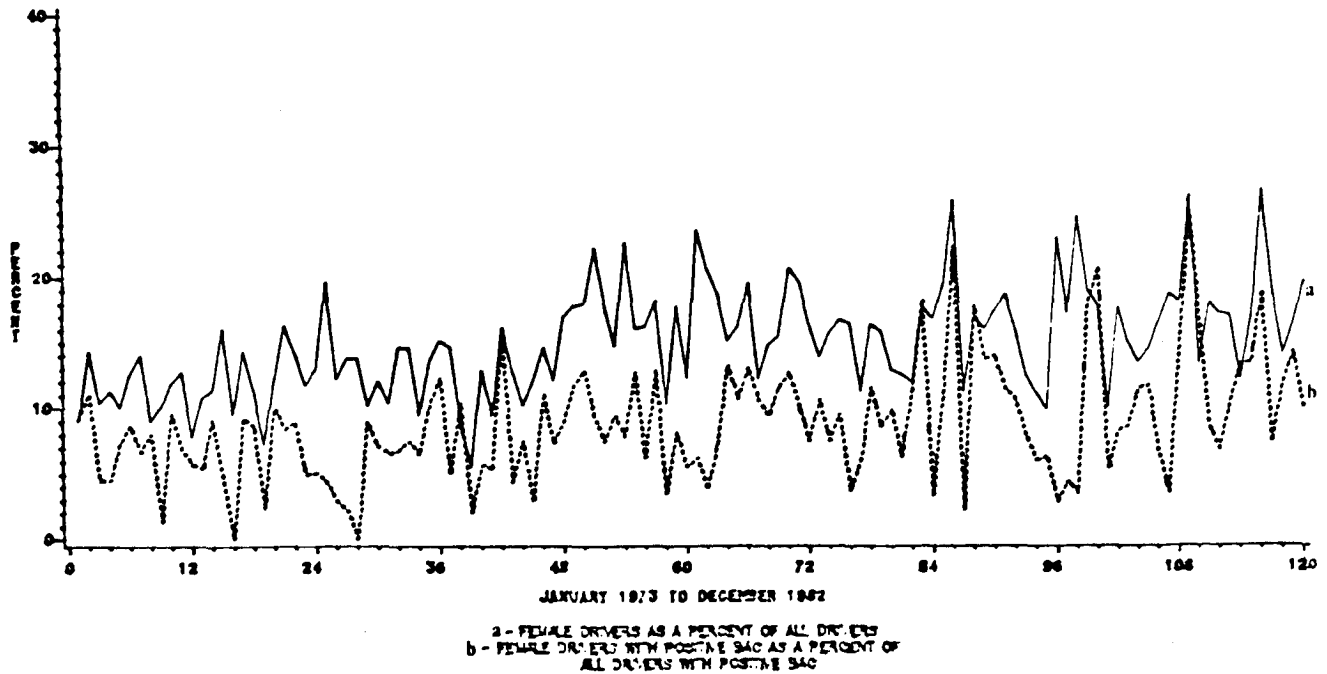
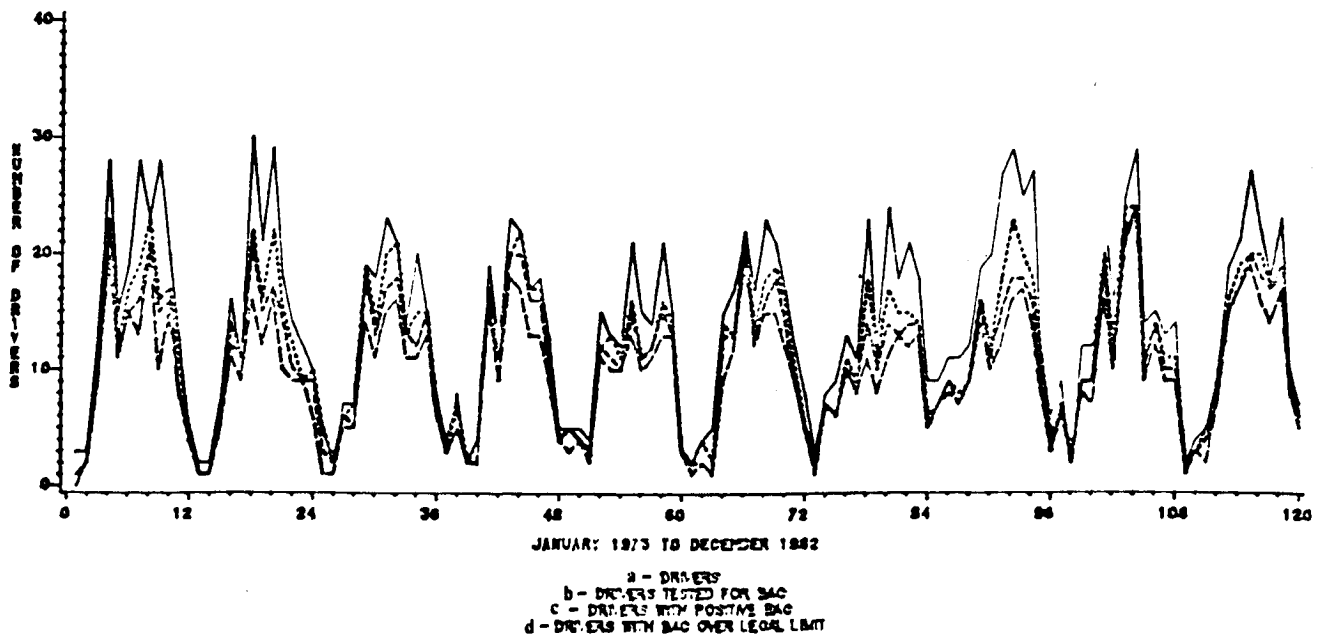




FIGURE 4

DRIVERS FATALLY INJURED IN SINGLE VEHICLE ACCIDENTS  
ON WEEKEND NIGHTS BY MONTH AND YEAR  
(SEVEN PROVINCES, 1973 TO 1982)



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