

2001 NWT Traffic Collision Facts

Department of Transportation
Road Licensing and Safety Division
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Acknowledgements

This report was prepared by the Road Licensing and Safety Division of the Department of Transportation, Government of the Northwest Territories, in cooperation with the Transportation Planning Division.

If you have any comments or questions related to the content of this report, please contact the Road Licensing and Safety Division at telephone (867) 873-7406, or by facsimile at (867) 873-0120.

2001 QUICK FACTS REPORT

2001 Compared to 2000

	<u>2000</u>	<u>2001</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	547	572	4.6
PERSONAL INJURY COLLISIONS	128	142	10.9
FATAL COLLISIONS	3	2	-33.3
TOTAL REPORTED COLLISIONS	678	716	5.6
NUMBER OF PERSONS KILLED	5	3	-40.0
NUMBER OF PERSONS INJURED	182	205	12.6
NWT HIGHWAY SYSTEM COLLISIONS	126	151	19.8
RURAL COLLISIONS	20	11	-45.0
COLLISIONS IN COMMUNITIES	532	554	4.1
REGISTERED VEHICLES	23,371	25,936	11.0
LICENSED DRIVERS	22,626	22,838	0.9
NWT POPULATION [1]	42,100	41,200	-2.1
COLLISIONS PER 100 LICENSED DRIVERS	3.00	3.14	4.6
COLLISIONS PER 100 REGISTERED VEHICLES	2.90	2.76	-4.8
COLLISIONS PER 100 POPULATION	1.61	1.74	7.9
COLLISIONS INVOLVING ALCOHOL	60	48	-20.0

[1] 2000 and 2001 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2002.

Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. This information is obtained from the motor vehicle collision (MVA) report form that is completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the *Motor Vehicles Act*.

TCIS provides valuable information for many traffic collision countermeasure programs. TCIS, the MVA report form, and various collision publications are administered by the GNWT Department of Transportation, Road Licensing and Safety Division. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete MVA forms from their collision investigations.

TCIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$1,000 in property damage. TCIS only records reportable motor vehicle collisions which occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

INCIDENT - Any set of events not under human control which includes at least one occurrence of injury or damage. It originates when human control is lost and terminates when control is regained, or in the absence of persons who are able to regain control when all persons and property are at rest.

Excluded are events which are known to be the result of deliberate intent, legal intervention or natural disasters. As an example, if a vehicle catches fire due to mechanical failure and the driver is able to stop the car, this is not a traffic collision because control of the vehicle was never lost.

VEHICLE - is any vehicle designed to travel on land that is drawn, propelled or driven by any kind of power, including muscular power, but does not include a device designed to run exclusively on rails.

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include:

- (a) an aircraft or a marine vehicle,
- (b) a device that runs or is designed to run exclusively on rails,
- (c) a mechanically propelled wheelchair or mobility device.

PEDESTRIAN - is a person on foot, in a wheelchair or mobility device and includes a child in a carriage or carried by a person on foot, persons on ice skates, skis, roller blades, skate boards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure incurred by normal operation such as a tire blow out or broken fan belt.

ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public, for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also includes winter/ice roads, trails, privately maintained roads, driveways and parking lots on which the general public may travel.

NWT HIGHWAY COLLISION – a collision occurring on one of the eight numbered highways or on an Access or Winter road maintained by the Department of Transportation.

COMMUNITY COLLISION – a collision occurring within the corporate limits of a community but not on any of the roads on the NWT Highway system.

RURAL COLLISION – a collision occurring outside of the corporate limits of a community and off of any of the roads on the NWT Highway system.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in the *Motor Vehicles Act* (\$1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons. Death must be the result of injuries incurred from the collision. This excludes death from natural causes such as heart attacks.

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Historical Trends

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Historical Trends

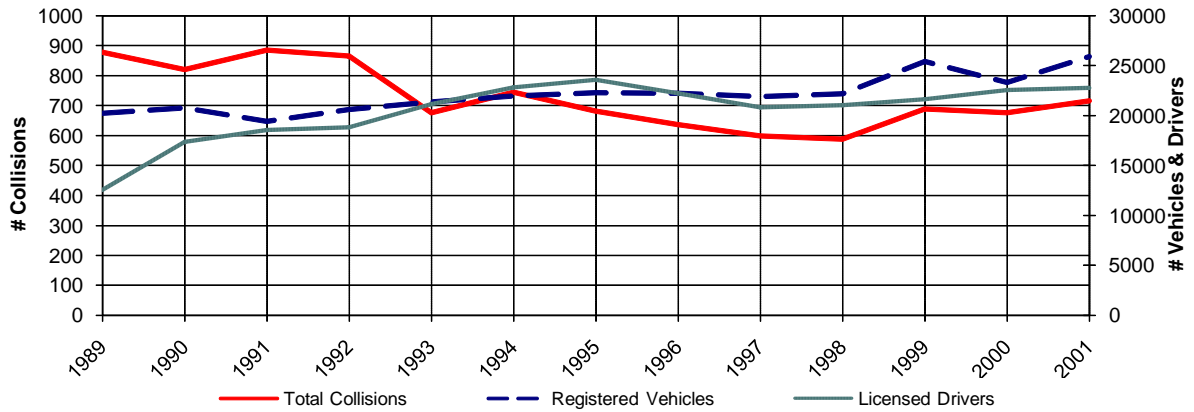
This section illustrates the 13-year history of collisions, victims and licensed drivers and vehicles.

Reporting definitions have remained the same since the inception of TCIS in 1989. Trends in injury and total collisions have shown a steady decline through to the late 1990's. This decline has taken place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The three traffic fatalities reported in 2001 is less than the 13-year average.

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

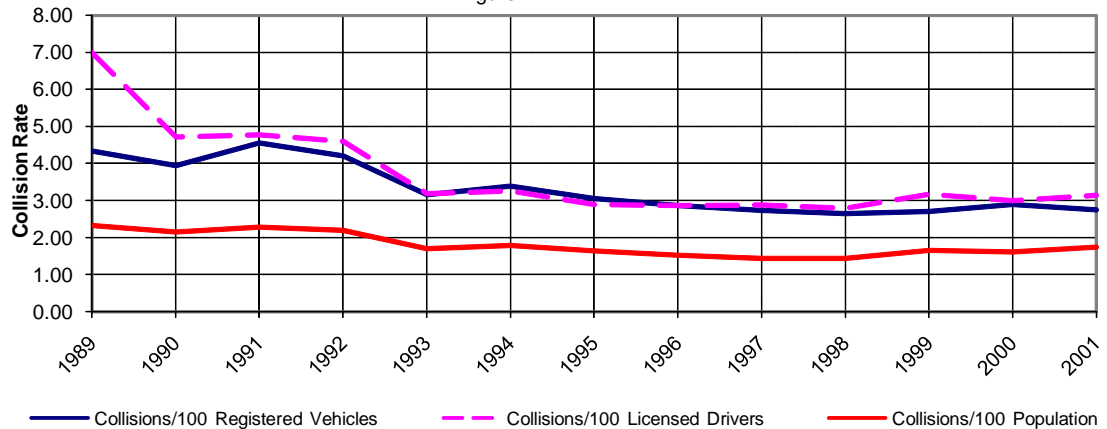


3 Year Summary

	1999	2000	2001	% Change
Registered Vehicles	25,426	23,371	25,936	11.0
Licensed Drivers	21,699	22,626	22,838	0.9
Total Collisions	689	678	716	5.6

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

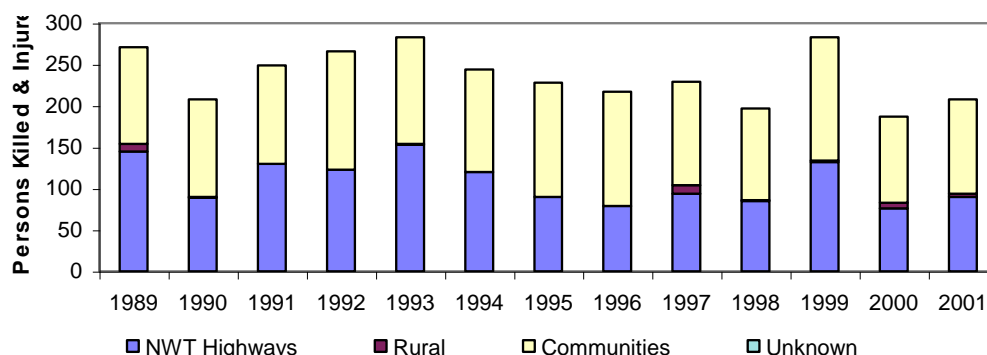


3 Year Summary

	1999	2000	2001	% Change
Collisions/100 Registered Vehicles	2.71	2.90	2.76	-4.8
Collisions/100 Licensed Drivers	3.18	3.00	3.14	4.6
Collisions/100 Population	1.66	1.61	1.74	7.9

Trends in Injuries & Fatalities

Figure 1.3

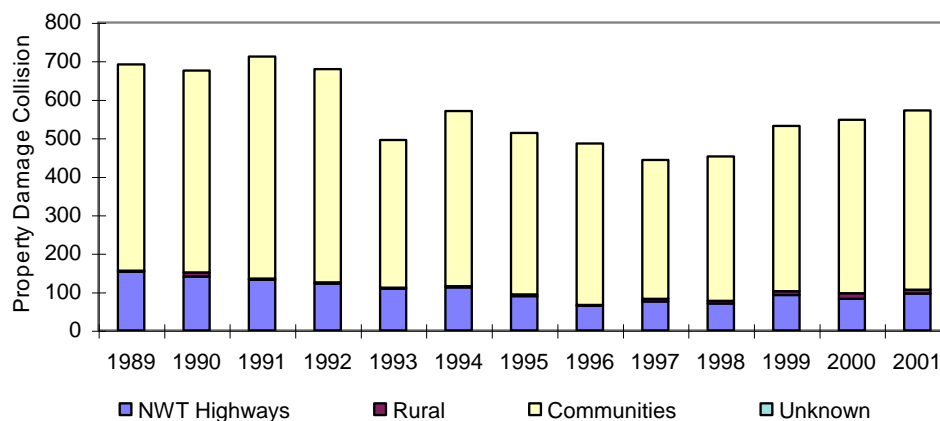


3 Year Summary

	Persons Injured					Persons Killed			
	1999	2000	2001	Average		1999	2000	2001	Average
NWT Highways	127	74	87	96	5	2	3	3	
Rural	2	7	4	4	0	0	0	0	
Communities	147	101	114	121	2	3	0	2	
Total	276	182	205	221	7	5	3	5	

Trends in Property Damage Collisions

Figure 1.4

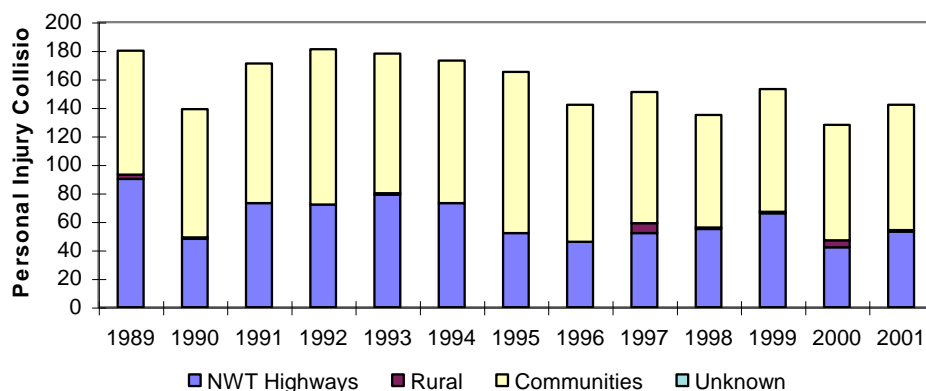


3 Year Summary

	Property Damage Collisions			
	1999	2000	2001	Average
NWT Highways	92	82	96	90
Rural	10	15	10	12
Communities	429	450	466	448
Total	531	547	572	550

Trends in Personal Injury Collisions

Figure 1.5

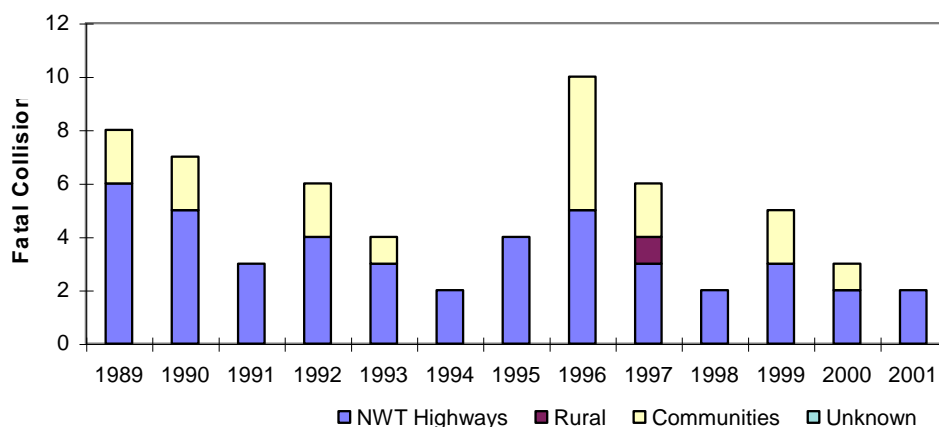


3 Year Summary

Personal Injury Collisions				
	1999	2000	2001	Average
NWT Highways	66	42	53	54
Rural	1	5	1	2
Communities	86	81	88	85
Total	153	128	142	141

Trends in Fatal Collisions

Figure 1.6

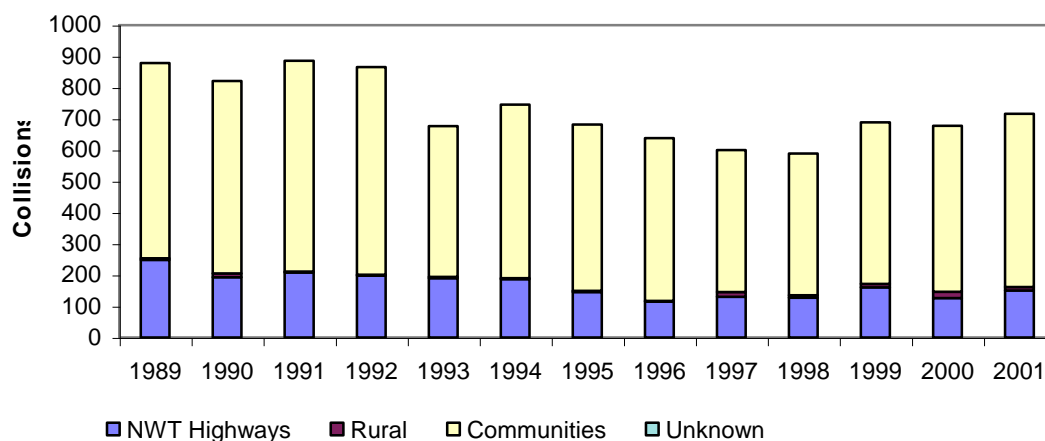


3 Year Summary

Fatal Collisions				
	1999	2000	2001	Average
NWT Highways	3	2	2	2
Rural	0	0	0	0
Communities	2	1	0	1
Total	5	3	2	3

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	1999	2000	2001	Average
NWT Highways	161	126	151	146
Rural	11	20	11	14
Communities	517	532	554	534
Total	689	678	716	694

Property Damage Collisions by Month and Year

Figure 1.8
Avg. 91
to 00

Month	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Avg. 91 to 00	2001
January	86	74	46	52	50	54	53	64	65	60	60	50
February	72	68	56	72	46	59	45	46	65	49	58	65
March	72	68	52	50	78	56	44	36	47	45	55	59
April	48	59	30	32	32	31	26	22	34	33	35	35
May	31	45	23	33	31	26	23	20	30	34	30	34
June	57	35	23	31	24	32	32	29	30	27	32	39
July	57	48	33	39	38	36	37	34	29	31	38	22
August	42	51	35	42	39	24	37	34	38	36	38	38
September	49	48	39	34	29	29	25	34	36	34	36	32
October	65	65	52	59	38	56	48	39	63	58	54	65
November	59	64	53	73	49	42	26	37	45	53	50	61
December	74	54	53	53	59	41	47	57	49	87	57	72
Total	712	679	495	570	513	486	443	452	531	547	543	572

Personal Injury Collisions by Month and Year

Figure 1.9

Month	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Avg. 91 to 00	2001
January	15	19	16	11	16	15	13	10	15	17	15	13
February	13	12	16	7	14	15	19	10	13	14	13	14
March	17	12	16	9	20	10	16	11	11	9	13	7
April	5	9	13	6	12	7	19	7	9	4	9	7
May	16	12	13	9	11	7	11	4	6	9	10	8
June	24	18	17	18	15	10	6	20	12	9	15	14
July	23	15	24	18	15	16	8	11	22	11	16	6
August	16	18	9	23	18	11	16	14	12	7	14	16
September	13	19	12	14	11	14	10	11	11	9	12	10
October	14	16	16	20	10	15	14	17	20	12	15	21
November	5	13	14	19	12	9	10	8	10	10	11	10
December	10	18	12	19	11	13	9	12	12	17	13	16
Total	171	181	178	173	165	142	151	135	153	128	158	142

Fatal Collisions by Month and Year

Figure 1.10

Month	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Avg. 91 to 00	2001
January	0	0	0	0	0	0	0	0	0	1	0.1	1
February	0	0	0	0	0	0	0	0	0	0	0.0	0
March	0	0	1	0	0	2	2	0	0	0	0.5	0
April	0	1	1	0	1	1	0	0	1	0	0.5	1
May	0	0	0	1	0	1	1	0	0	0	0.3	0
June	2	3	0	0	0	1	1	0	0	0	0.7	0
July	0	0	1	0	1	1	1	0	1	0	0.5	0
August	1	0	0	0	0	3	1	0	1	1	0.7	0
September	0	0	0	0	1	0	0	1	1	0	0.3	0
October	0	1	0	1	0	1	0	1	0	1	0.5	0
November	0	1	1	0	1	0	0	0	0	0	0.3	0
December	0	0	0	0	0	0	0	0	1	0	0.1	0
Total	3	6	4	2	4	10	6	2	5	3	4.5	2

Total Collisions by Month and Year

Figure 1.11

Month	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Avg. 91 to 00	2001
January	101	93	62	63	66	69	66	74	80	78	75	64
February	85	80	72	79	60	74	64	56	78	63	71	79
March	89	80	69	59	98	68	62	47	58	54	68	66
April	53	69	44	38	45	39	45	29	44	37	44	43
May	47	57	36	43	42	34	35	24	36	43	40	42
June	83	56	40	49	39	43	39	49	42	36	48	53
July	80	63	58	57	54	53	46	45	52	42	55	28
August	59	69	44	65	57	38	54	48	51	44	53	54
September	62	67	51	48	41	43	35	46	48	43	48	42
October	79	82	68	80	48	72	62	57	83	71	70	86
November	64	78	68	92	62	51	36	45	55	63	61	71
December	84	72	65	72	70	54	56	69	62	104	71	88
Total	886	866	677	745	682	638	600	589	689	678	705	716

Time of Occurrence

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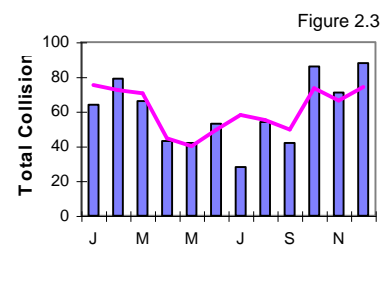
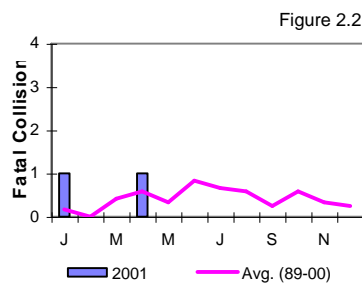
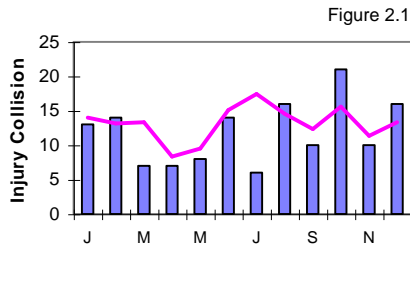
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Time of Occurrence

Figure 2.3 shows the highest number of collisions occurred during the winter months, November to March. Conversely Figure 2.1 shows more injury-producing collisions during the summer months.

Collisions are most likely to take place during the late afternoon and early evening. More collisions take place on Fridays and Saturdays than on Sunday and weekdays.

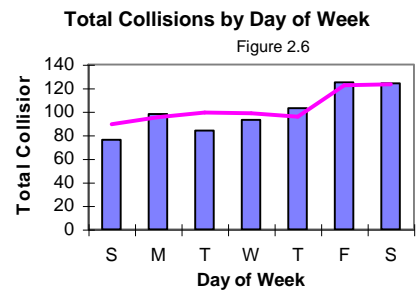
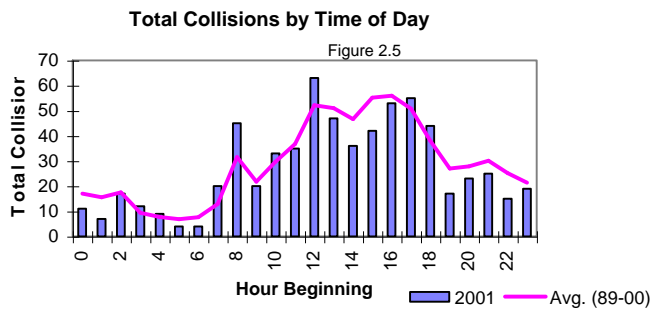
Collisions by Month of Occurrence



Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	50	13	1	64	21	1
February	65	14	0	79	18	0
March	59	7	0	66	9	0
April	35	7	1	43	13	2
May	34	8	0	42	11	0
June	39	14	0	53	21	0
July	22	6	0	28	7	0
August	38	16	0	54	23	0
September	32	10	0	42	14	0
October	65	21	0	86	34	0
November	61	10	0	71	11	0
December	72	16	0	88	23	0
Total	572	142	2	716	205	3



Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	6	0	0	0	0	4	1	11	1.6
1 to 2 a.m.	1	1	1	0	0	2	2	7	1.0
2 to 3 a.m.	4	0	0	2	3	5	3	17	2.4
3 to 4 a.m.	1	1	0	1	1	2	6	12	1.7
4 to 5 a.m.	0	2	2	0	0	0	5	9	1.3
5 to 6 a.m.	0	1	0	0	1	1	0	3	0.4
6 to 7 a.m.	2	0	0	0	1	1	0	4	0.6
7 to 8 a.m.	0	1	5	5	3	2	4	20	2.8
8 to 9 a.m.	0	10	9	7	8	8	3	45	6.4
9 to 10 a.m.	1	2	1	5	3	6	2	20	2.8
10 to 11 a.m.	4	7	5	6	4	3	4	33	4.7
11 to 12 a.m.	2	6	4	4	10	7	2	35	5.0
12 to 1 p.m.	5	9	7	11	11	13	6	62	8.8
1 to 2 p.m.	3	2	8	8	9	12	5	47	6.7
2 to 3 p.m.	3	8	3	3	3	6	10	36	5.1
3 to 4 p.m.	2	3	5	9	5	5	13	42	6.0
4 to 5 p.m.	11	12	2	3	12	5	8	53	7.5
5 to 6 p.m.	5	5	9	9	5	13	9	55	7.8
6 to 7 p.m.	5	7	6	6	6	7	7	44	6.3
7 to 8 p.m.	2	3	3	2	4	0	3	17	2.4
8 to 9 p.m.	2	6	1	4	2	5	3	23	3.3
9 to 10 p.m.	2	4	2	4	2	6	5	25	3.6
10 to 11 p.m.	4	1	3	0	2	3	2	15	2.1
11 to 12 p.m.	2	1	0	0	5	5	6	19	2.7
Not Stated	9	6	8	4	3	4	15	49	7.0
Total	76	98	84	93	103	125	124	703	
%	10.8	13.9	11.9	13.2	14.7	17.8	17.6	100.0	

* Excludes collisions in which Day of Week was unknown.

MAJOR CONTRIBUTING FACTORS

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Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Police officers are encouraged to use their skilled judgement in reporting the likely factors, even if the collision scene was not attended.

Figure 3.6 shows that human condition is more than twice as prevalent in injury and fatal collisions (16%) than in all collisions (7%). Human factors account for 69% of all factors in collisions, as compared to vehicular (3%) and environmental (4%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are twice as prevalent on NWT Highways (12%) than in communities (6%).

Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	1	3	0	4	0.6
Inexperience	1	0	0	1	0.1
Under Influence - Alcohol	24	19	0	43	6.0
Under Influence - Drugs	1	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
Total	27	23	0	50	7.0

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	16	8	0	24	3.4
Distracted, Inattentive	39	14	0	53	7.4
Driving Too Fast for Conditions	88	26	1	115	16.1
Improper Turning or Passing	25	4	0	29	4.1
Failed to Yield Right-of-Way	45	11	0	56	7.8
Disobeyed Traffic Control/Officer	3	3	1	7	1.0
Driving on Wrong Side of Road	2	2	0	4	0.6
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	97	6	0	103	14.4
Lost Control	67	23	0	90	12.6
Other Driver Action	7	2	0	9	1.3
Total	389	99	2	490	68.4

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	3	0	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lights	2	0	0	2	0.3
Tire Blown Out	1	1	0	2	0.3
Unsecured Load, Spilled Load	3	0	0	3	0.4
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	1	0	0	1	0.1
Other Vehicle Contributing Factor	8	2	0	10	1.4
Total	18	3	0	21	2.9

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal on Roadway	14	3	0	17	2.4
Road Surface or Condition	6	2	0	8	1.1
Obstruction/Debris on Road	1	0	0	1	0.1
View Obstructed, Glare, Reflection	1	1	0	2	0.3
Weather or Other Acts of God	1	1	0	2	0.3
Other Environmental Factor	0	0	0	0	0.0
Total	23	7	0	30	4.2

Collisions by Severity Where Major Contributing Factor Was Unspecified or Unknown

Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unspecified	0	1	0	1	0.1
Unknown	115	9	0	124	17.3
Total	115	10	0	125	17.5

Total All Factors

572

142

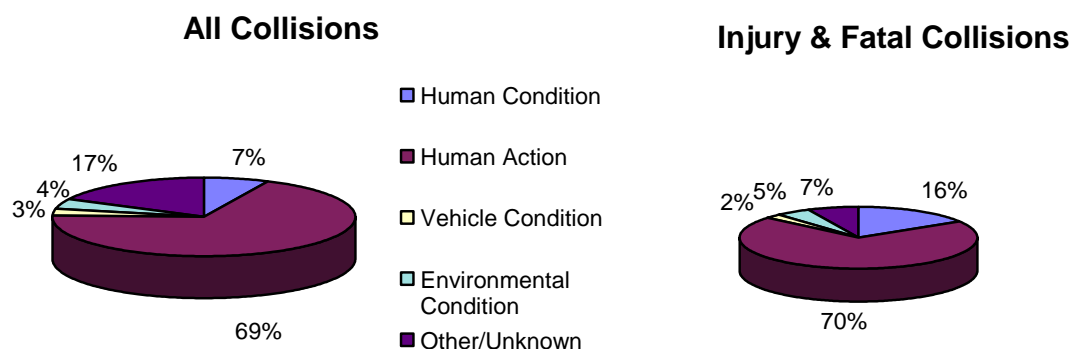
2

716

100.0

Major Contributing Factors by Collision Severity

Figure 3.6



TAIS recognizes that a collision is usually the result of a chain of events. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. During the analysis of collisions, knowledge of the factors is important. By removing any one of the factors, the collision may be avoided.

An example: Because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduced his/her stopping time. The car's brakes, being in poor condition, caused the car to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.7

Human Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Fatigued, Fell Asleep	4	0	0	4	0.6
Inexperience	1	0	0	1	0.1
Under Influence - Alcohol	13	30	0	43	6.0
Under Influence - Drugs	0	1	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
Total	18	32	0	50	7.0

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	Total	% of Total Factors
Following Too Closely	3	20	1	24	3.4
Distracted, Inattentive	12	41	0	53	7.4
Driving Too Fast for Conditions	20	90	5	115	16.1
Improper Turning or Passing	2	27	0	29	4.1
Failed to Yield Right-of-Way	1	55	0	56	7.8
Disobeyed Traffic Control/Officer	1	6	0	7	1.0
Driving on Wrong Side of Road	1	3	0	4	0.6
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	100	2	103	14.4
Lost Control	54	34	2	90	12.6
Other Driver Action	1	8	0	9	1.3
Total	96	384	10	490	68.4

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.9

Vehicle Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Defective Brakes	0	3	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lights	1	1	0	2	0.3
Tire Blown Out	1	1	0	2	0.3
Unsecured Load, Spilled Load	1	2	0	3	0.4
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	1	0	1	0.1
Other Vehicle Contributing Factor	1	9	0	10	1.4
Total	4	17	0	21	2.9

Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Animal on Roadway	14	3	0	17	2.4
Road Surface or Condition	6	2	0	8	1.1
Obstruction/Debris on Road	0	1	0	1	0.1
View Obstructed, Glare, Reflection	1	1	0	2	0.3
Weather or Other Acts of God	1	1	0	2	0.3
Other Environmental Factor	0	0	0	0	0.0
Total	22	8	0	30	4.2

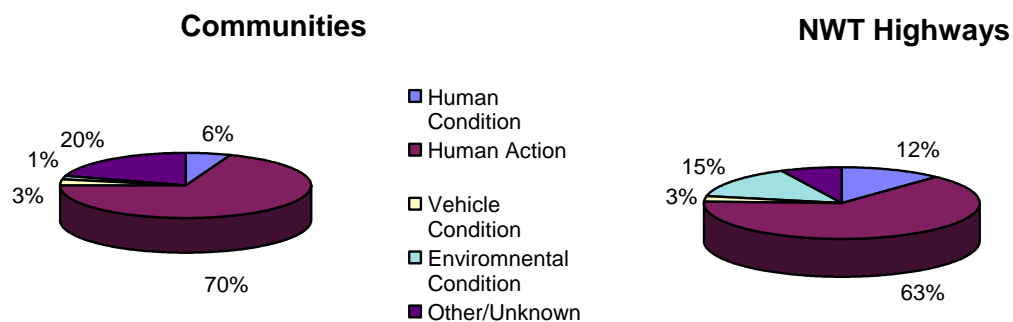
Collisions by Road System Where Major Contributing Factor Was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	Total	% of Total Factors
Unspecified	1	0	0	1	0.1
Unknown	10	113	1	124	17.3
Total	11	113	1	125	17.5
Total All Factors	151	554	11	716	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section of the report provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.5 show that most collisions occur under near ideal conditions, such as clear weather, daylight and on a road surface that is free of defects. Figure 4.9 shows that intersection related collisions are far more frequent in communities than in rural areas or on the NWT Highway system.

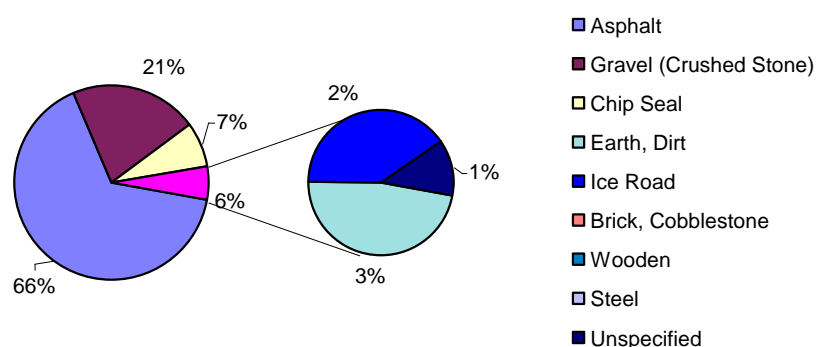
Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations.

Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

Collisions by Road Surface Type and Severity

Figure 4.1

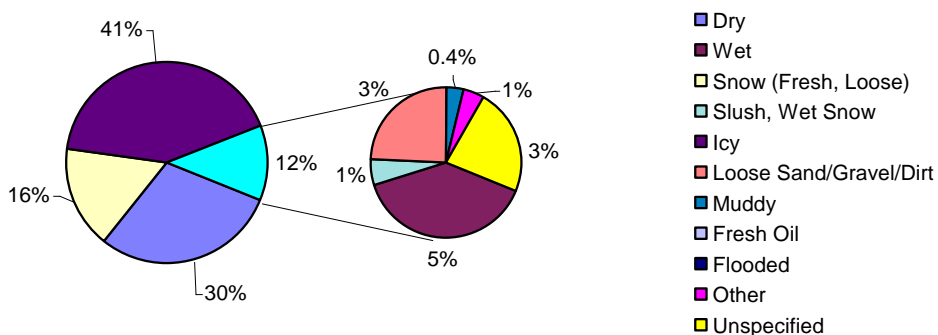
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	390	77	1	468	65.4
Concrete	5	1	0	6	0.8
Gravel (Crushed Stone)	107	42	0	149	20.8
Earth, Dirt	17	2	0	19	2.7
Chip Seal	36	17	0	53	7.4
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	12	3	1	16	2.2
Unspecified	5	0	0	5	0.7
Total	572	142	2	716	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

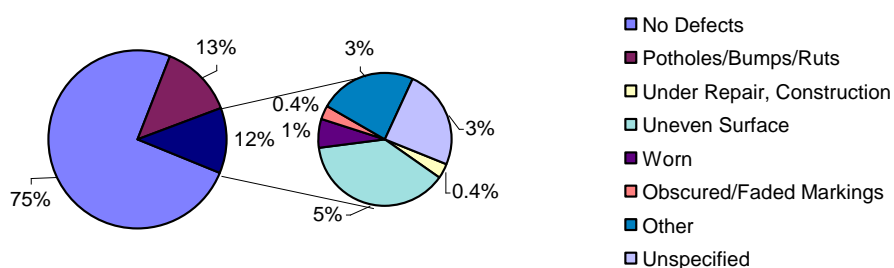
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	170	43	0	213	29.7
Wet	24	10	0	34	4.7
Snow (Fresh, Loose)	97	19	1	117	16.3
Slush, Wet Snow	2	3	0	5	0.7
Icy	241	57	1	299	41.8
Loose Sand/Gravel/Dirt	12	9	0	21	2.9
Muddy	2	1	0	3	0.4
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	4	0	0	4	0.6
Unspecified	20	0	0	20	2.8
Total	572	142	2	716	100



Collisions by Road Defect and Severity

Figure 4.3

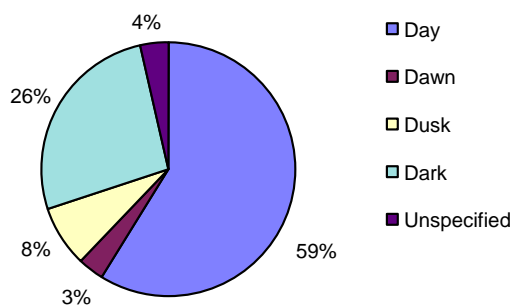
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	434	101	1	536	74.9
Potholes/Bumps/Ruts	70	24	0	94	13.1
Under Repair, Construction	2	1	0	3	0.4
Uneven Pavement Surface	27	6	0	33	4.6
Worn	3	3	0	6	0.8
Obscured or Faded Markings	2	1	0	3	0.4
Other	15	4	1	20	2.8
Unspecified	19	2	0	21	2.9
Total	572	142	2	716	100.0



Collisions by Light Condition and Severity

Figure 4.4

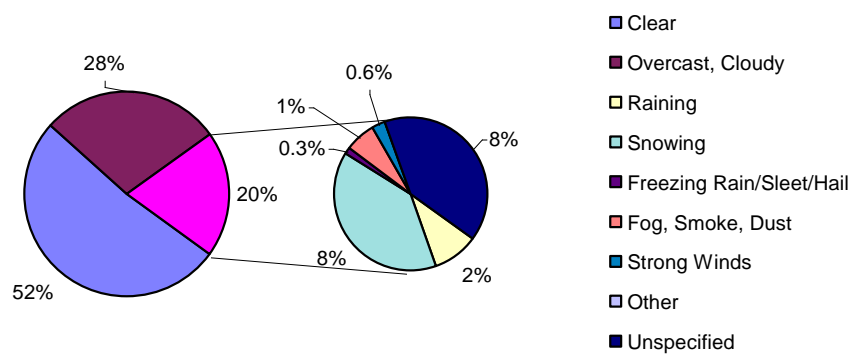
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	331	89	1	421	58.8
Dawn	20	4	0	24	3.4
Dusk	37	19	0	56	7.8
Dark	159	29	1	189	26.4
Unspecified	25	1	0	26	3.6
Total	572	142	2	716	100.0



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	290	78	2	370	51.7
Overcast, Cloudy (No Precipitation)	162	41	0	203	28.4
Raining	9	5	0	14	2.0
Snowing	48	8	0	56	7.8
Freezing Rain/Sleet/Hail	1	1	0	2	0.3
Visibility Limitations (fog, dust, etc.)	6	3	0	9	1.3
Strong Winds	2	2	0	4	0.6
Other	0	0	0	0	0.0
Unspecified	54	4	0	58	8.1
Total	572	142	2	716	100.0

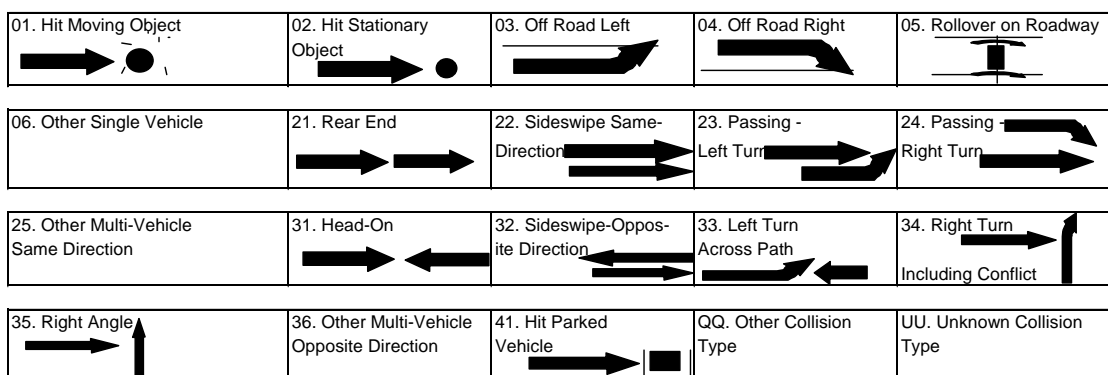


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	12	3	0	15	2.1
b) With Pedestrian	0	10	0	10	1.4
c) Other	1	1	0	2	0.3
02. Hit Stationary Object	37	2	0	39	5.4
03. Off Road Left					
a) With Rollover	14	18	0	32	4.5
b) No Rollover	17	3	0	20	2.8
04. Off Road Right					
a) With Rollover	16	18	0	34	4.7
b) No Rollover	30	4	0	34	4.7
05. Rollover on Roadway	2	2	0	4	0.6
06. Other Single Vehicle	2	0	0	2	0.3
21. Rear End	70	30	0	100	14.0
22. Sideswipe - Same Direction	9	1	0	10	1.4
23. Passing - Left Turn	8	2	0	10	1.4
24. Passing - Right Turn	5	0	0	5	0.7
25. Other Multi-Vehicle Same Direction	3	1	0	4	0.6
31. Head-On	8	2	0	10	1.4
32. Sideswipe - Opposite Direction	14	5	0	19	2.7
33. Left Turn Across Path	15	7	0	22	3.1
34. Right Turn Including Conflict	10	3	0	13	1.8
35. Right Angle	59	22	1	82	11.5
36. Other Multi-Vehicle Opposite Direction	22	1	0	23	3.2
41. Hit Parked Vehicle	218	7	1	226	31.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	572	142	2	716	100.0

*Collision Configurations

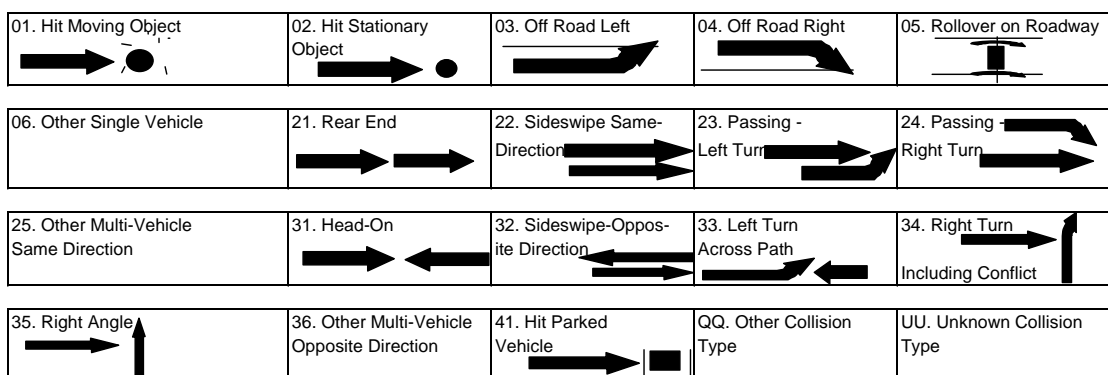


Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Animal	13	2	0	15	2.1
b) With Pedestrian	1	9	0	10	1.4
c) Other	1	1	0	2	0.3
02. Hit Stationary Object	5	33	1	39	5.4
03. Off Road Left					
a) With Rollover	29	3	0	32	4.5
b) No Rollover	13	5	2	20	2.8
04. Off Road Right					
a) With Rollover	31	3	0	34	4.7
b) No Rollover	22	12	0	34	4.7
05. Rollover on Roadway	2	2	0	4	0.6
06. Other Single Vehicle	1	1	0	2	0.3
21. Rear End	6	93	1	100	14.0
22. Sideswipe - Same Direction	0	10	0	10	1.4
23. Passing - Left Turn	3	6	1	10	1.4
24. Passing - Right Turn	0	5	0	5	0.7
25. Other Multi-Vehicle Same Direction	0	4	0	4	0.6
31. Head-On	2	7	1	10	1.4
32. Sideswipe - Opposite Direction	7	10	2	19	2.7
33. Left Turn Across Path	0	22	0	22	3.1
34. Right Turn Including Conflict	1	12	0	13	1.8
35. Right Angle	6	76	0	82	11.5
36. Other Multi-Vehicle Opposite Direction	2	21	0	23	3.2
41. Hit Parked Vehicle	6	217	3	226	31.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	151	554	11	716	100.0

***Collision Configurations**



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	226	69	1	296	41.3
Intersection - Two Public Roadways	110	41	1	152	21.2
Intersection - Parking Lot, Driveway	116	26	0	142	19.8
Railroad Level Crossing	0	1	0	1	0.1
Bridge, Overpass, Viaduct	3	1	0	4	0.6
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	111	4	0	115	16.1
Unknown	6	0	0	6	0.8
Total	572	142	2	716	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	129	160	7	296	41.3
Intersection - Two Public Roadways	12	140	0	152	21.2
Intersection - Parking Lot, Driveway	6	134	2	142	19.8
Railroad Level Crossing	1	0	0	1	0.1
Bridge, Overpass, Viaduct	2	2	0	4	0.6
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	1	112	2	115	16.1
Unknown	0	6	0	6	0.8
Total	151	554	11	716	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	416	88	2	506	70.7
Straight with Grade	50	18	0	68	9.5
Curved and Level	56	20	0	76	10.6
Curve with Grade	22	8	0	30	4.2
Top of Hill or Grade	6	3	0	9	1.3
Bottom of Hill or Grade	9	1	0	10	1.4
Other	3	0	0	3	0.4
Unknown	10	4	0	14	2.0
Total	572	142	2	716	100.0

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	9	2	0	11	1.5
One-Way, Multi Lane	1	0	0	1	0.1
Undivided, Two-Way, Two Lane	326	99	2	427	59.6
Undivided, Two-Way, Multi Lane	42	17	0	59	8.2
Divided, Barrier Median	1	0	0	1	0.1
Divided with Median, No Barrier	25	16	0	41	5.7
Divided, Divider Unspecified	0	0	0	0	0.0
Other	162	8	0	170	23.7
Unknown	6	0	0	6	0.8
Total	572	142	2	716	100.0

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	3	0	0	3	0.4
Hit Building	2	0	0	2	0.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.1
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	3	0	0	3	0.4
Hit Curb	0	0	0	0	0.0
Hit Post	1	1	0	2	0.3
Hit Traffic Barrier	1	0	0	1	0.1
Hit Fixed Object Part of Road Structure	1	0	0	1	0.1
Hit Fixed Object NOT Part of Road Structure	4	0	0	4	0.6
Hit Other Type Fixed Object	3	0	0	3	0.4
Sub Total Fixed Objects	18	2	0	20	2.8
Moveable Objects					
Another Road Vehicle	441	81	2	524	73.2
Animal	12	3	0	15	2.1
Pedestrian	0	10	0	10	1.4
Other Moveable Object	1	1	0	2	0.3
Sub Total Moveable Objects	454	95	2	551	77.0
Non-Collision Events					
Ran Off Road	47	7	0	54	7.5
Rollover	32	38	0	70	9.8
Jack Knife or Trailer Swing	1	0	0	1	0.1
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	80	45	0	125	17.5
Other/Unknown Event	20	0	0	20	2.8
Grand Total	572	142	2	716	100.0

Collision Sequence of Events by Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	3	0	3	0.4
Hit Building	0	2	0	2	0.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.1
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	3	0	3	0.4
Hit Curb	0	0	0	0	0.0
Hit Post	0	2	0	2	0.3
Hit Traffic Barrier	0	1	0	1	0.1
Hit Fixed Object Part of Road Structure	0	1	0	1	0.1
Hit Fixed Object NOT Part of Road Structure	0	4	0	4	0.6
Hit Other Type Fixed Object	1	2	0	3	0.4
Sub Total Fixed Objects	1	19	0	20	2.8
Moveable Objects					
Another Road Vehicle	33	483	8	524	73.2
Animal	13	2	0	15	2.1
Pedestrian	1	9	0	10	1.4
Other Moveable Object	1	1	0	2	0.3
Sub Total Moveable Objects	48	495	8	551	77.0
Non-Collision Events					
Ran Off Road	35	17	2	54	7.5
Rollover	62	8	0	70	9.8
Jack Knife or Trailer Swing	0	1	0	1	0.1
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	97	26	2	125	17.5
Unknown Event	5	14	1	20	2.8
Grand Total	151	554	11	716	100.0

Driver Factors

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Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2001, 1,042 drivers were involved in 716 collisions. This is an average of 1.46 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

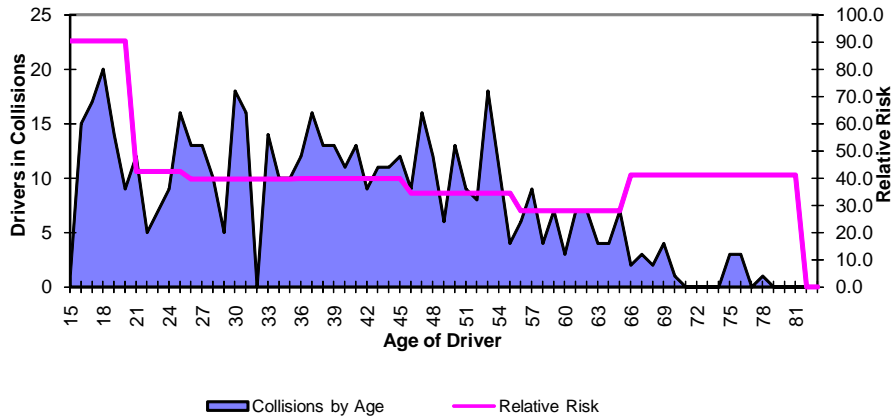
Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 1.9 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers is useful for developing graduated licensing programs.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	90	1,137	2,192	5,743	6,487	4,697	1,860	632	0	22,838
Drivers in Collisions	18	93	93	228	259	162	52	26	111	1,042

Drivers in Collisions and Relative Risk by Driver Age



Collision Rates (Collisions Per 1,000 Licensed Drivers) by Severity and Driver Age

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	61.1	30.6	30.3	29.9	28.3	23.7	34.8	35.7
Personal Injury & Fatal	29.3	11.9	9.4	10.0	6.2	4.3	6.3	9.9
Total	90.5	42.4	39.7	39.9	34.5	28.0	41.1	45.6
Relative Risk*	2.0	0.9	0.9	0.9	0.8	0.6	0.9	1.0

* Relative Risk = (% of drivers in collisions in age group)/(% of total licence holders in age group)

The age of drivers involved in traffic collisions can form the basis of various analysis and countermeasure programs. The reason for this interest is the over-involvement of young drivers in collisions and the disproportionately large number of charges laid as a result of collisions.

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 2 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 19 year olds were involved in collisions, compared to 4% of 35 to 44 year olds.

Other factors such as exposure, risk, experience, alcohol, and vehicle type must be known to fully understand the relationship of driver age and collision involvement. Studies indicate that the risk of having a collision is a factor of driving experience, not just driver age.

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Req'd. Licence	Not Stated	Total
Under 16	0	0	0	0	0	0	2	12	4	18
16	0	0	0	0	16	0	2	2	0	22
17	0	0	0	0	21	0	0	2	1	24
18	0	0	0	0	18	0	3	1	1	23
19	0	0	1	0	17	0	2	1	3	24
20	0	0	0	0	16	0	0	0	1	18
21-24	1	0	3	1	58	0	3	3	6	75
25-34	14	5	5	21	164	0	6	3	6	228
35-44	35	5	15	16	172	0	4	2	5	259
45-54	25	3	7	15	109	0	0	1	0	162
55-64	9	3	2	5	30	0	0	0	0	52
65 and over	1	0	2	0	23	0	0	0	0	26
Not Stated	0	0	0	0	0	0	0	3	0	111
Drivers in Collisions	85	16	35	58	644	0	22	30	29	1,042
Total Licensed Drivers	1,280	205	682	1,045	18,339	4	1,283	N/A	N/A	22,838
Relative Risk*	1.46	1.71	1.12	1.22	0.77	0.00	0.38	N/A	N/A	1.00

*Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	6	11	14	14	8	12	53	167	204	132	45	21	1	688	66.0
Fatigued, Fell Asleep	0	0	0	1	1	0	0	0	0	1	0	1	0	4	0.4
Inexperience	8	7	6	1	2	0	4	12	4	2	2	0	0	48	4.6
Under Influence - Alcohol	1	1	1	1	3	2	5	17	13	2	0	0	2	48	4.6
Under Influence - Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Other Condition	0	0	0	1	1	1	2	3	5	3	2	2	0	20	1.9
Unknown	3	3	3	5	9	3	11	28	33	22	3	2	108	233	22.4
Total	18	22	24	23	24	18	75	228	259	162	52	26	111	1,042	
%	1.7	2.1	2.3	2.2	2.3	1.7	7.2	21.9	24.9	15.5	5.0	2.5	10.7	100.0	

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.1

Driver Action	Not													Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Stated		
Driving Properly	2	4	5	5	4	6	18	73	92	72	19	7	2	309	29.7
Following Too Closely	1	2	1	0	0	1	2	5	8	4	2	1	0	27	2.6
Distracted, Inattentive	0	4	2	3	3	2	4	16	16	8	2	2	1	63	6.0
Driving Too Fast	2	4	5	4	5	2	11	39	29	18	6	2	2	129	12.4
Improper Turning or Passing	2	0	0	0	1	0	4	11	7	7	2	0	0	34	3.3
Failing to Yield Right of Way	3	1	1	2	0	0	5	13	17	13	8	5	1	69	6.6
Disobeying Traffic Control/Officer	2	0	0	0	0	1	2	2	1	1	0	0	0	9	0.9
Driving on Wrong Side of Road	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0.3
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	3	3	5	5	3	6	20	32	21	5	6	3	112	10.7
Lost Control	4	4	4	3	3	2	12	33	34	12	3	1	2	117	11.2
Other Driver Action	0	0	1	1	0	0	4	1	8	2	2	0	0	19	1.8
Unknown	1	0	2	0	3	1	7	14	15	4	3	1	100	151	14.5
Total	18	22	24	23	24	18	75	228	259	162	52	26	111	1,042	
%	1.7	2.1	2.3	2.2	2.3	1.7	7.2	21.9	24.9	15.5	5.0	2.5	10.7	100.0	

Vehicle Factors

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Vehicle Factors

There were a total of 1,260 vehicles involved in 716 collisions in 2001. This is an average of 1.76 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

While TCIS gives a fairly accurate account of the different types of vehicles involved in collisions, it is difficult to compare the relative involvement rate. For example, a highway transport truck, on average, travels 10 times more distance in a year than a passenger car. It is, therefore, necessary to determine the exposure of different types of vehicles. Obtaining accurate and useful information about the travel patterns and distances of different vehicles is a major challenge.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	273	60	0	333	26.4
Passenger Van	104	18	0	122	9.7
Light Utility Vehicle	115	30	0	145	11.5
Pickup Truck	338	72	2	412	32.7
Panel/Cargo Van	29	6	0	35	2.8
Other Truck/Van <= 4536 kg	10	3	0	13	1.0
Unit Truck > 4536 kg	22	2	1	25	2.0
Road Tractor	26	6	2	34	2.7
School Bus	4	0	0	4	0.3
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	1	1	0	2	0.2
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	3	0	3	0.2
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	5	0	5	0.4
Bicycle	3	7	0	10	0.8
Motor Home	2	0	0	2	0.2
Farm Equipment	0	0	0	0	0.0
Construction Equipment	4	1	0	5	0.4
Fire Engine	0	0	0	0	0.0
Snowmobile	8	14	0	22	1.7
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	88	0	0	88	7.0
Total	1,027	228	5	1,260	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	829	185	2	1,016	80.6
Defective Brakes	3	1	0	4	0.3
Defective Steering	0	0	0	0	0.0
Defective Lighting	2	0	0	2	0.2
Tire Blown Out	2	1	0	3	0.2
Unsecured Load, Spilled Load	3	0	0	3	0.2
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	4	3	0	7	0.6
Other Defective Vehicular Parts	11	2	0	13	1.0
Other Vehicular Factor	1	1	0	2	0.2
Unknown	171	35	3	209	16.6
Total	1,027	228	5	1,260	100.0

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	278	115	4	397	31.5
Turning Left	48	26	0	74	5.9
Turning Right	51	4	0	55	4.4
Making U-Turn	10	0	0	10	0.8
Changing Lanes	5	0	0	5	0.4
Merging	3	0	0	3	0.2
Reversing	122	8	0	130	10.3
Overtaking	4	0	0	4	0.3
Negotiating Curve	43	23	0	66	5.2
Slowing or Stopped in Traffic	115	39	0	154	12.2
Starting in Traffic	2	1	0	3	0.2
Leaving Roadside	2	0	0	2	0.2
Stopped/Parked Legally	219	10	1	230	18.3
Stopped/Parked Illegally	8	0	0	8	0.6
Swerving to Avoid Collision	11	1	0	12	1.0
Run-away or Roll-away Vehicle	8	0	0	8	0.6
Unspecified Manoeuvre	3	0	0	3	0.2
Other	0	0	0	0	0.0
Unknown	95	1	0	96	7.6
Total	1,027	228	5	1,260	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2002	7	1	0	8	0.6
2001	90	23	2	115	9.1
2000	124	16	0	140	11.1
1999	95	26	0	121	9.6
1998	68	22	0	90	7.1
1997	70	19	0	89	7.1
1996	57	9	0	66	5.2
1995	56	15	1	72	5.7
1994	53	14	0	67	5.3
1993	28	9	0	37	2.9
1992	37	10	0	47	3.7
1991	36	11	0	47	3.7
1990 & Older	206	39	2	247	19.6
Unspecified	100	14	0	114	9.0
Total	1,027	228	5	1,260	100.0

Victims and Occupant Restraints

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Victims and Occupant Restraints

The Traffic Collision Information System (TCIS) attempts to capture information on all road users involved in collisions, whether they are injured or not. This data can be used to calculate exposure rates for road users by injury severity, age, road user class, gender and many other variables.

Figures 7.6, 7.7 and 7.8 show the relationships between the severity of injury to motor vehicle occupants and seat belt use. The number of persons injured while using seat belts is much higher than those not using them. This is because more than 85% of all motor vehicle occupants are belted in during a crash. The severity of injury is also lower for victims using seat belts. In the Northwest Territories, 90% of victims wearing seat belts were not injured. On the other hand, nearly 25% of the victims who were not wearing seat belts were injured or killed.

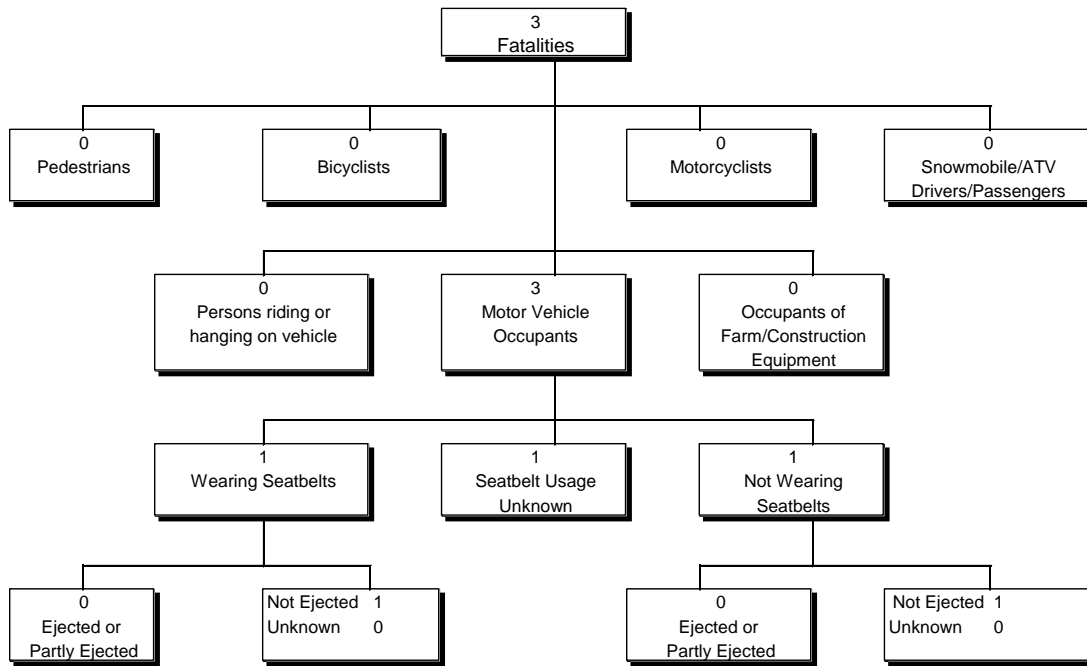
The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. In the Northwest Territories, less than 35% of children are restrained at all. It is estimated that only half of these are in a correctly installed device and in a device that is appropriate for the size and age of the child.

To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant restraint checkstops.

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Road Licensing and Safety Division at (867) 873-7406.

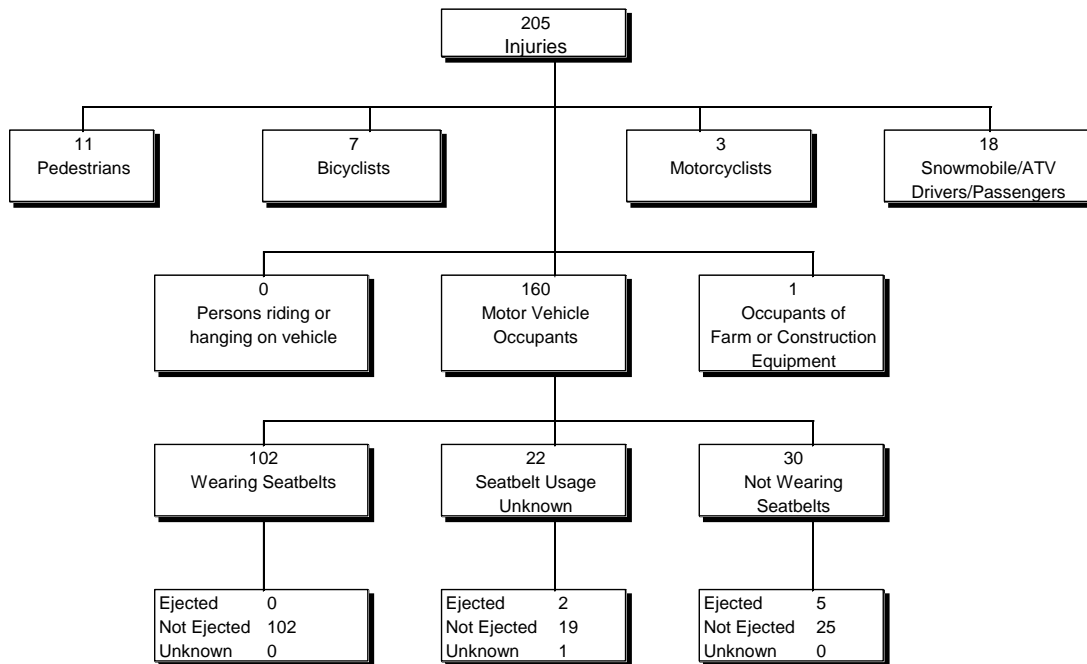
Fatalities Classification
(January 1 to December 31, 2001)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2001)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	11	14	28	22	13	1	2	0	91	44.4
Motor Vehicle Passenger	4	10	8	7	15	9	4	6	0	6	69	33.7
Pedestrian	0	2	1	1	0	3	1	1	1	1	11	5.4
Bicyclist	0	4	0	1	0	1	1	0	0	0	7	3.4
Motorcyclist (includes passengers)	0	0	0	0	0	1	0	2	0	0	3	1.5
ATV Operators & Passengers	0	0	2	1	1	1	0	0	0	0	5	2.4
Snowmobile Operators & Passengers	0	7	6	2	3	0	0	0	0	0	18	8.8
Farm/Construction Equipment	0	0	0	0	0	1	0	0	0	0	1	0.5
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	4	23	28	26	47	38	19	10	3	7	205	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	1	0	1	0	0	0	2	66.7
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	1	1	33.3
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	1	0	1	0	0	1	3	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	50	41	0	91	2	0	0	2
Motor Vehicle Passenger	32	37	0	69	1	0	0	1
Pedestrian	5	6	0	11	0	0	0	0
Bicyclist	6	1	0	7	0	0	0	0
Motorcyclist (includes passengers)	3	0	0	3	0	0	0	0
ATV Operators & Passengers	4	1	0	5	0	0	0	0
Snowmobile Operators & Passengers	7	11	0	18	0	0	0	0
Farm/Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	108	97	0	205	3	0	0	3

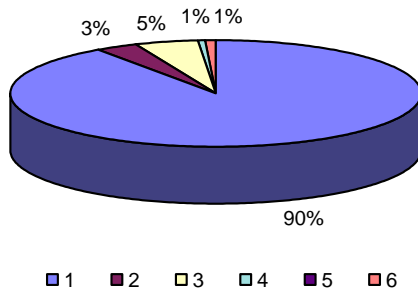
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	120	49	895	26	298	1388	89.5
Minimal Injuries	13	2	32	1	7	55	3.5
Minor Injuries	12	2	50	1	6	71	4.6
Major (Hospital Admission)	7	0	6	0	2	15	1.0
Fatal	1	0	1	0	1	3	0.2
Injured - Extent Unknown	4	0	8	0	7	19	1.2
Total	157	53	992	28	321	1551	100.0

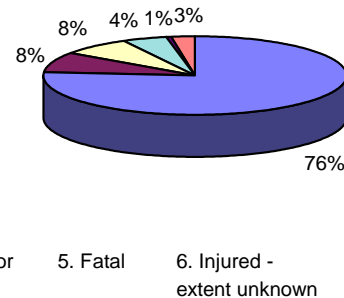
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Restraints Used



Restraints Not Used

Figure 7.7



Note: The totals used to calculate the percentages in Figures 7.2 and 7.3 do not include occupants where seat belt use was coded as "unknown".

Injury Classification

- 1 Not Injured - no visible signs or any complaint of injury
- 2 Minor - minor complaint of injury by victim, but no medical treatment required
- 3 Moderate - an injury requiring medical attention but not serious enough to require hospital admission
- 4 Major - an injury serious enough to require hospital admission
- 5 Fatal - death within 30 days as a result of injuries incurred in the traffic collision
- 6 Injured- Extent Unknown - victim sustained injuries, precise extent unknown

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	37	66	109	84	187	206	137	44	25	75	970
Minimal Injuries	1	1	4	5	7	9	5	1	0	2	35
Minor Injuries	1	6	5	6	15	10	6	1	2	1	53
Major (Hospital Admission)	0	0	1	1	2	1	1	0	0	0	6
Fatal	0	0	0	0	1	0	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	3	2	1	1	0	1	8
Total	39	73	119	96	215	228	150	47	27	79	1,073

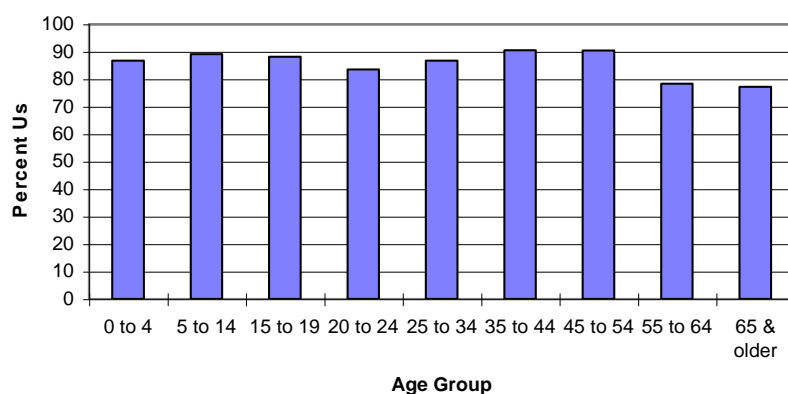
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	4	6	8	14	22	21	13	11	8	13	120
Minimal Injuries	2	0	3	3	3	1	1	0	0	0	13
Minor Injuries	0	0	4	2	5	1	0	0	0	0	12
Major (Hospital Admission)	0	0	1	0	2	1	1	2	0	0	7
Fatal	0	0	0	0	0	0	1	0	0	0	1
Injured - Extent Unknown	0	3	0	0	1	0	0	0	0	0	4
Total	6	9	16	19	33	24	16	13	8	13	157

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians

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Pedestrians

2001 Quick Facts on Pedestrian Collisions

- 11 injured
- none killed
- 18% of the pedestrians injured were under the age of 15
- All of the pedestrians were injured within a community
- None of the pedestrians had been drinking or were impaired by alcohol

Figure 8.1
Pedestrians Injured or Killed by Age Group

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	2	1	1	0	3	1	1	1	1	11	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	2	1	1	0	3	1	1	1	1	11	
%	0.0	18.2	9.1	9.1	0.0	27.3	9.1	9.1	9.1	9.1	100.0	

Figure 8.2

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	0	0	0	0	0	1	0	0	1	9.1
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	1	0	0	0	1	9.1
Crossing Roadway Not at Intersection	0	0	0	1	0	0	0	0	0	0	1	9.1
Walking Along Roadway Against Traffic	0	0	1	0	0	1	0	0	0	0	2	18.2
Walking Along Roadway With Traffic	0	0	0	0	0	1	0	0	0	0	1	9.1
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	1	1	2	18.2
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	2	0	0	0	0	0	0	0	0	2	18.2
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	1	0	0	0	0	1	9.1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	2	1	1	0	3	1	1	1	1	11	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	11	11	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	11	11	100.0

Pedestrians Injured or Killed by Accident Site

Figure 8.4

Accident Site	Killed	Injured	Total	%
Non-Intersection	0	4	4	36.4
At Intersection of At Least Two Roadways	0	3	3	27.3
Intersection With Parking Lot/Driveway/Alley	0	2	2	18.2
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	2	2	18.2
Unspecified	0	0	0	0.0
Total	0	11	11	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	7	7	63.6
Had Been Drinking	0	0	0	0.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	4	4	36.4
Total	0	11	11	100.0

Alcohol

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Alcohol

In 2001, there were 48 collisions involving alcohol in the Northwest Territories, resulting in 36 injuries. From the Figures, the following facts can be noted:

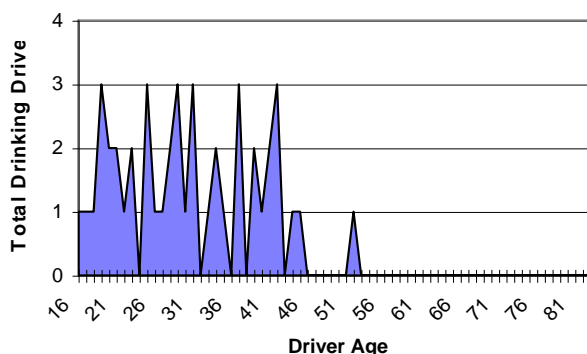
- Alcohol was a factor in 7% of all collisions;
- 5% of drivers involved in collisions had been drinking or were impaired by alcohol;
- 63% of drinking drivers were between the ages of 25 and 44;
- Alcohol-related crashes are more frequent during late evening or early morning, on weekends and are more likely to take place during the summer months;
- Alcohol was a factor in 17% of all traffic casualties.

Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

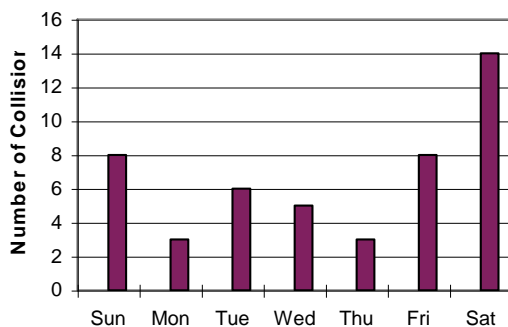
Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	1	0	0	1
16	0	1	0	1
17	0	1	0	1
18	1	0	0	1
19	2	1	0	3
20	2	0	0	2
21 to 24	3	2	0	5
25 to 34	15	2	0	17
35 to 44	12	1	0	13
45 to 54	2	0	0	2
55 to 64	0	0	0	0
65 & Older	0	0	0	0
Not Stated	1	0	1	2
Total	39	8	1	48

Drinking Drivers by Driver Age



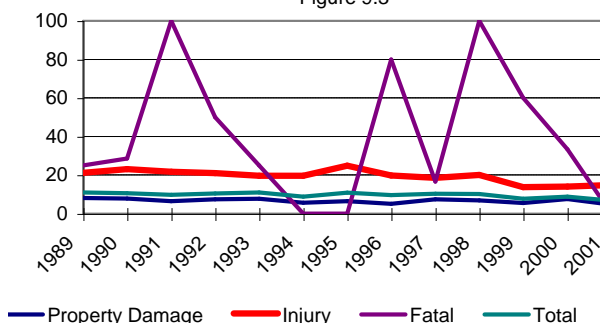
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



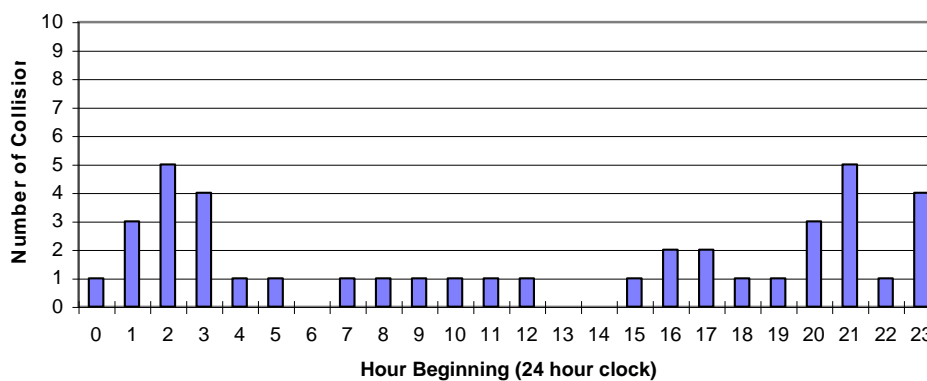
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Number of Collisions						Number of Victims			
Year	Property Damage	Personal Injury	Fatal	Total	% of Total Collisions	Injured	Killed	Total	% of Total Victims
1991	46	37	3	86	9.7	75	3	78	31.3
1992	50	38	3	91	10.5	59	3	62	23.3
1993	38	35	1	74	10.9	67	1	68	23.7
1994	32	34	0	66	8.9	51	0	51	20.9
1995	33	41	0	74	10.9	62	0	62	27.2
1996	25	28	8	61	9.6	50	8	58	26.7
1997	33	28	1	62	10.3	43	1	44	19.2
1998	31	27	2	60	10.2	45	2	47	23.7
1999	29	21	3	53	7.7	54	5	59	20.8
2000	41	18	1	60	8.8	30	3	33	17.6
2001	27	21	0	48	6.7	36	0	36	17.3
Average	35	30	2	67	9.5	52	2	54	22.9

Number of Alcohol Related Collisions by Time of Day

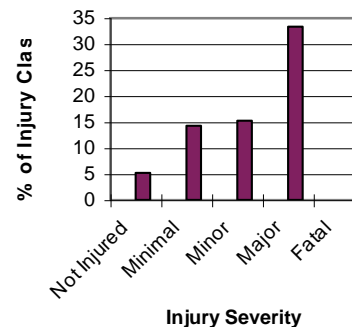
Figure 9.5



Injury Severity by Alcohol Involvement

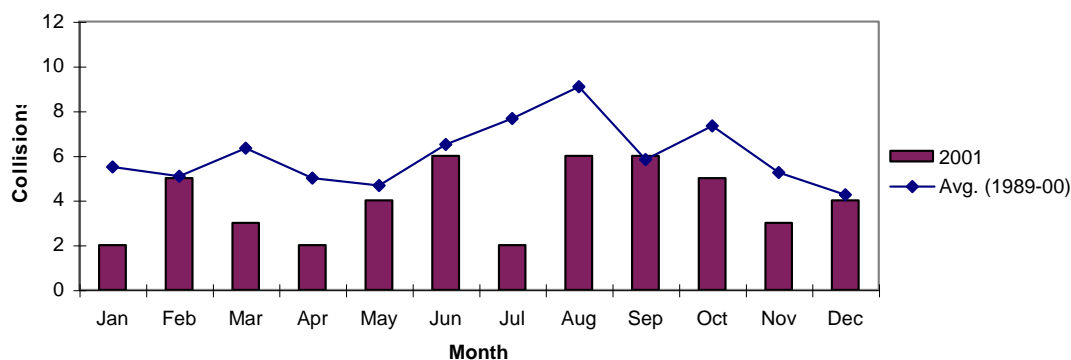
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	73	1,333	1406	5.2
Minimal Injuries	9	54	63	14.3
Minor	14	78	92	15.2
Major	8	16	24	33.3
Fatal	0	3	3	0.0
Injured - Extent Unknown	5	21	26	19.2
Total	109	1,505	1,614	6.8



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles

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Off-Road Vehicles

Off-road vehicles, including snowmobiles and ATVs (All-Terrain Vehicles) are a common form of transportation throughout the Northwest Territories. The NWT is unique in that these types of vehicles are permitted to operate on roadways in communities. Despite their widespread use, relatively little is known about collisions involving snowmobiles and ATVs. Part of the problem lies with under-reporting to the police. Only those collisions that occur on or adjacent to a roadway are captured by TCIS. This section attempts to describe the details of collisions with off-road vehicles.

From the Figures, the following facts can be noted:

- 70% of off-road vehicle collisions result in injuries or death
- 60% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 8% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 15% of off-road vehicle drivers or passengers in collisions were wearing helmets

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

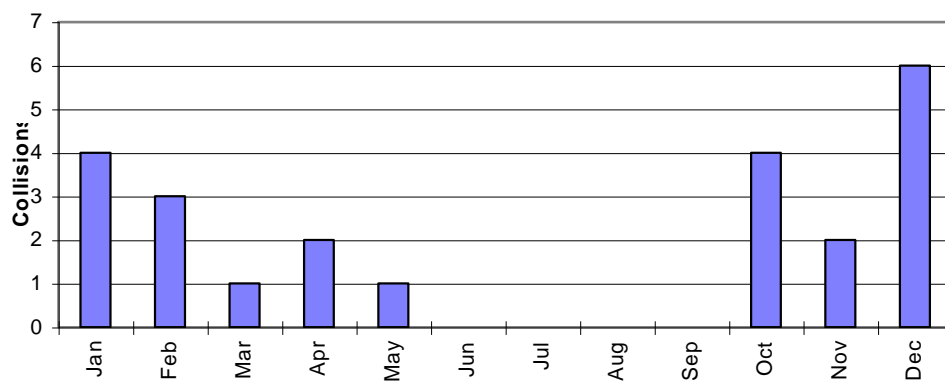
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	3	0	4	4	0
February	1	2	0	3	3	0
March	1	0	0	1	0	0
April	1	1	0	2	1	0
May	0	1	0	1	2	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	0	4	0	4	5	0
November	1	1	0	2	1	0
December	2	4	0	6	7	0
Total	7	16	0	23	23	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	18	5	23
Killed	0	0	0
Injured	18	5	23
Total Vehicles			
Involved	22	5	27
Fatal	0	0	0
Injury	14	5	19
Property Damage	8	0	8

Off-Road Vehicle Collisions by Month



Off-Road Vehicle Drivers in Collisions by Driver Age and Gender

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	4	1	0	0	0	0	5	20.0
15 to 19	2	4	0	1	0	0	7	28.0
20 to 24	1	1	0	1	0	0	3	12.0
25 to 34	3	0	0	1	1	0	5	20.0
35 to 44	1	0	0	1	0	0	2	8.0
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	1	0	2	0	0	0	3	12.0
Total	12	6	2	4	1	0	25	100.0

Off-Road Vehicle Drivers in Collisions by Driver Condition and Severity

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	
				Total	%
Apparently Normal	1	3	0	4	16.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	2	3	0	5	20.0
Under Influence - Alcohol	0	2	0	2	8.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	3	11	0	14	56.0
Total	6	19	0	25	100.0

Off-Road Vehicle Drivers in Collisions by Driver Action and Severity

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	1	3	0	4	16.0
Following Too Closely	0	1	0	1	4.0
Distracted, Inattentive	1	4	0	5	20.0
Driving Too Fast for Conditions	1	1	0	2	8.0
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	1	3	0	4	16.0
Disobeyed Traffic Control or Officer	1	1	0	2	8.0
Driving on Wrong Side of Road	0	1	0	1	4.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	0	2	0	2	8.0
Other	0	1	0	1	4.0
Unknown	1	2	0	3	12.0
Total	6	19	0	25	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	2	9	3	14	37.8
Minimal Injuries	0	3	0	3	8.1
Minor Injuries	2	9	0	11	29.7
Major (Hospital Admission)	1	5	0	6	16.2
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	2	1	3	8.1
Total	5	28	4	37	100.0

Geographic Distribution

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Geographic Distribution

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. Sixty-three percent of the collisions took place in the North Slave Region. The North Slave Region also accounted for 49% of persons injured. Two-thirds of the fatalities took place in the Inuvik Region. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 35% of the collisions occurring on the numbered highway system.

Figure 11.4 is a map showing the number of collisions on various segments of the NWT Highway system, including Access and Winter roads. Figure 11.5 is a map showing the corresponding collision rates expressed in the number of collisions per million vehicle-kilometres of travel.

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	6	4	0	10	10	0
Deline	0	2	0	2	3	0
Fort Good Hope	1	0	0	1	0	0
Fort McPherson	15	7	0	22	13	0
Holman	0	0	0	0	0	0
Inuvik	61	12	0	73	22	0
Norman Wells	4	1	0	5	1	0
Sachs Harbour	1	0	0	1	0	0
Tuktoyaktuk	4	3	1	8	5	2
Tulita	5	0	0	5	0	0
Sub Total						
Inuvik Region	97	29	1	127	54	2

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	5	1	0	6	1	0
Fort Simpson	13	3	0	16	6	0
Sub Total						
Fort Simpson Region	18	4	0	22	7	0

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	60	14	1	75	20	1
Fort Providence	12	9	0	21	11	0
Fort Resolution	2	0	0	2	0	0
Fort Smith	11	7	0	18	12	0
Lutsel K'e	0	0	0	0	0	0
Sub Total						
South Slave Region	85	30	1	116	43	1

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	27	14	0	41	16	0
Yellowknife	345	65	0	410	85	0
Sub Total						
North Slave Region	372	79	0	451	101	0

Total - All Regions	572	142	2	716	205	3
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Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	10	153	85	697	6.54	11.76	1.43
Deline	2	153	65	591	1.31	3.08	0.34
Fort Good Hope	1	174	100	718	0.57	1.00	0.14
Fort McPherson	22	255	225	1,054	8.63	9.78	2.09
Uluksaktok	0	68	114	439	0.00	0.00	0.00
Inuvik	73	1,762	1,844	3,191	4.14	3.96	2.29
Norman Wells	5	538	709	734	0.93	0.71	0.68
Sachs Harbour	1	35	35	126	2.86	2.86	0.79
Tuktoyaktuk	8	366	342	1,341	2.19	2.34	0.60
Tulita	5	134	78	522	3.73	6.41	0.96
Sub Total							
Inuvik Region	127	3,638	3,597	9,413	3.49	3.53	1.35

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	6	219	276	584	2.74	2.17	1.03
Fort Simpson	16	803	938	1,715	1.99	1.71	0.93
Sub Total							
Fort Simpson Region	22	1,022	1,214	2,299	2.15	1.81	0.96

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	75	2,719	3,775	4,279	2.76	1.99	1.75
Fort Providence	21	253	316	830	8.30	6.65	2.53
Fort Resolution	2	218	221	579	0.92	0.90	0.35
Fort Smith	18	1,468	2,248	2,426	1.23	0.80	0.74
Lutsel K'e	0	82	43	273	0.00	0.00	0.00
Sub Total							
South Slave Region	116	4,740	6,603	8,387	2.45	1.76	1.38

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Behchoko/Whati	41	783	748	2,658	5.24	5.48	1.54
Yellowknife	410	12,655	13,774	18,442	3.24	2.98	2.22
Sub Total							
North Slave Region	451	13,438	14,522	21,100	3.36	3.11	2.14

Total - All Regions	716	22,838	25,936	41,200	3.14	2.76	1.74
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2001.

[2] 2001 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2002.

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	15.8	9 Jan 2001	Fatal	Collision with Parked Vehicle	1	1
	16.0	8 Jan 2001	Property Damage	Ran Off Road - Right	0	0
	60.0	4 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	73.0	31 Jul 2001	Injury	Sideswipe - Opposite Direction	2	0
	80.0	3 Mar 2001	Property Damage	Other Multi-Vehicle Different Direction	0	0
	167.5	27 Oct 2001	Property Damage	Sideswipe - Opposite Direction	0	0
	232.5	15 Aug 2001	Injury	Single Vehicle Rollover	2	0
	250.0	16 Feb 2001	Property Damage	Ran Off Road - Right	0	0
	280.5	23 Aug 2001	Injury	Ran Off Road - Left	1	0
	322.0	12 Aug 2001	Injury	Single Vehicle Rollover	2	0
	411.8	10 Mar 2001	Property Damage	Ran Off Road - Left	0	0
	444.0	30 Mar 2001	Injury	Single Vehicle Rollover	2	0
	465.0	20 Oct 2001	Property Damage	Ran Off Road - Right	0	0
	469.3	8 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	477.3	6 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	539.0	11 Aug 2001	Injury	Single Vehicle Rollover	2	0
	550.5	18 Oct 2001	Property Damage	Collision with Parked Vehicle	0	0
	625.0	5 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	685.0	18 Feb 2001	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	12	6	1	19	12	1

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.0	29 Aug 2001	Injury	Ran Off Road - Right	1	0
	14.0	29 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	15.0	28 Apr 2001	Property Damage	Ran Off Road - Right	0	0
	15.0	17 Dec 2001	Property Damage	Sideswipe - Opposite Direction	0	0
	22.1	13 Jul 2001	Injury	Single Vehicle Rollover	1	0
	34.0	6 Jun 2001	Property Damage	Ran Off Road - Right	0	0
	35.7	12 Jan 2001	Property Damage	Animal Strike	0	0
	36.1	10 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	36.2	9 Dec 2001	Property Damage	Ran Off Road - Right	0	0
	37.2	11 Aug 2001	Injury	Collision with Pedestrian	1	0
	37.7	23 Feb 2001	Property Damage	Collision with Fixed Object	0	0
	38.3	15 Sep 2001	Injury	Right Angle	1	0
	38.8	7 Jul 2001	Property Damage	Right Angle	0	0
	39.7	19 Oct 2001	Property Damage	Collision with Fixed Object	0	0
	41.5	9 Jun 2001	Injury	Single Vehicle Rollover	1	0
	42.2	3 Feb 2001	Property Damage	Ran Off Road - Left	0	0
	43.6	9 Oct 2001	Injury	Collision with Moving Object	1	0
	43.8	9 Jun 2001	Property Damage	Collision with Fixed Object	0	0
	45.4	12 Nov 2001	Property Damage	Ran Off Road - Left	0	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	6	0	19	6	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	4.0	16 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	17.2	11 Jan 2001	Property Damage	Collision with Parked Vehicle	0	0
	26.4	28 Jan 2001	Injury	Single Vehicle Rollover	1	0
	27.0	2 Dec 2001	Property Damage	Single Vehicle Rollover	0	0
	61.0	17 Dec 2001	Property Damage	Animal Strike	0	0
	70.0	11 Nov 2001	Property Damage	Animal Strike	0	0
	83.4	21 Aug 2001	Injury	Animal Strike	2	0
	92.0	11 Jan 2001	Injury	Single Vehicle Rollover	1	0
	100.0	6 Feb 2001	Injury	Single Vehicle Rollover	1	0
	110.0	9 Jan 2001	Property Damage	Animal Strike	0	0
	130.0	15 Sep 2001	Property Damage	Animal Strike	0	0
	138.8	25 Oct 2001	Property Damage	Animal Strike	0	0
	178.0	29 Mar 2001	Injury	Single Vehicle Rollover	2	0
	178.0	30 Sep 2001	Injury	Animal Strike	1	0
	178.8	31 Oct 2001	Property Damage	Animal Strike	0	0
	195.0	18 Dec 2001	Property Damage	Rear End	0	0
	217.0	28 Mar 2001	Property Damage	Rear End	0	0
	225.0	26 Dec 2001	Property Damage	Animal Strike	0	0
	230.0	7 Aug 2001	Property Damage	Animal Strike	0	0
	234.0	16 May 2001	Property Damage	Ran Off Road - Right	0	0
	238.0	27 Aug 2001	Injury	Single Vehicle Rollover	1	0
	239.0	27 Mar 2001	Injury	Single Vehicle Rollover	1	0
	240.7	15 Sep 2001	Injury	Single Vehicle Rollover	1	0
	241.9	30 Aug 2001	Property Damage	Passing - Left Turn	0	0
	246.0	18 Aug 2001	Property Damage	Ran Off Road - Right	0	0
	252.0	27 Nov 2001	Property Damage	Rear End	0	0
	257.2	1 Jun 2001	Injury	Single Vehicle Rollover	1	0
	265.0	3 Jun 2001	Property Damage	Ran Off Road - Left	0	0
	265.2	9 Mar 2001	Property Damage	Sideswipe - Opposite Direction	0	0
	273.0	23 Jun 2001	Injury	Single Vehicle Rollover	1	0
	273.0	18 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	278.2	16 Aug 2001	Injury	Single Vehicle Rollover	2	0
	280.0	20 Oct 2001	Property Damage	Ran Off Road - Right	0	0
	283.0	18 Aug 2001	Injury	Sideswipe - Opposite Direction	1	0
	289.0	28 Dec 2001	Property Damage	Ran Off Road - Right	0	0
	297.0	18 Oct 2001	Injury	Single Vehicle Rollover	1	0
	305.0	27 Oct 2001	Property Damage	Ran Off Road - Left	0	0
	308.0	22 Jun 2001	Injury	Collision with Parked Vehicle	1	0
	329.0	22 Oct 2001	Injury	Single Vehicle Rollover	1	0
	333.0	24 Aug 2001	Injury	Rear End	1	0
	334.5	4 Aug 2001	Injury	Single Vehicle Rollover	1	0
	338.3	17 Oct 2001	Injury	Head-on	3	0
	338.3	17 Nov 2001	Property Damage	Ran Off Road - Left	0	0
	338.8	28 Feb 2001	Property Damage	Right Turn - Perpendicular Road	0	0
	338.8	13 Sep 2001	Property Damage	Single Vehicle Rollover	0	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	26	19	0	45	24	0

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	3 Dec 2001	Property Damage	Collision with Fixed Object	0	0
	1.2	1 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	2.0	15 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	7.0	17 Feb 2001	Property Damage	Other Single Vehicle Collision	0	0
	8.0	12 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	8.7	22 Jan 2001	Injury	Single Vehicle Rollover	5	0
	16.8	18 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	18.2	29 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	19.0	6 Jul 2001	Property Damage	Single Vehicle Rollover	0	0
	40.0	5 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	50.0	30 Jun 2001	Property Damage	Single Vehicle Rollover	0	0
	60.5	24 Feb 2001	Property Damage	Collision with Parked Vehicle	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	1	0	12	5	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	3.0	12 Jul 2001	Injury	Ran Off Road - Right	1	0
	23.0	2 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	85.0	5 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	100.0	26 Nov 2001	Property Damage	Ran Off Road - Left	0	0
	152.2	2 Dec 2001	Property Damage	Ran Off Road - Right	0	0
	166.0	12 May 2001	Injury	Single Vehicle Rollover	1	0
	166.0	1 Oct 2001	Property Damage	Animal Strike	0	0
	166.0	27 Dec 2001	Property Damage	Animal Strike	0	0
	181.0	19 Oct 2001	Injury	Single Vehicle Rollover	4	0
	186.0	24 Feb 2001	Property Damage	Ran Off Road - Left	0	0
	241.0	7 Oct 2001	Injury	Single Vehicle Rollover	1	0
	246.0	5 Oct 2001	Injury	Single Vehicle Rollover	2	0
	254.0	8 Dec 2001	Property Damage	Ran Off Road - Right	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	5	0	13	7	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	21.0	10 Aug 2001	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	0	0	1	0	0

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	31.5	6 Jul 2001	Property Damage	Single Vehicle Rollover	0	0
	99.0	14 Sep 2001	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	0	0	2	0	0

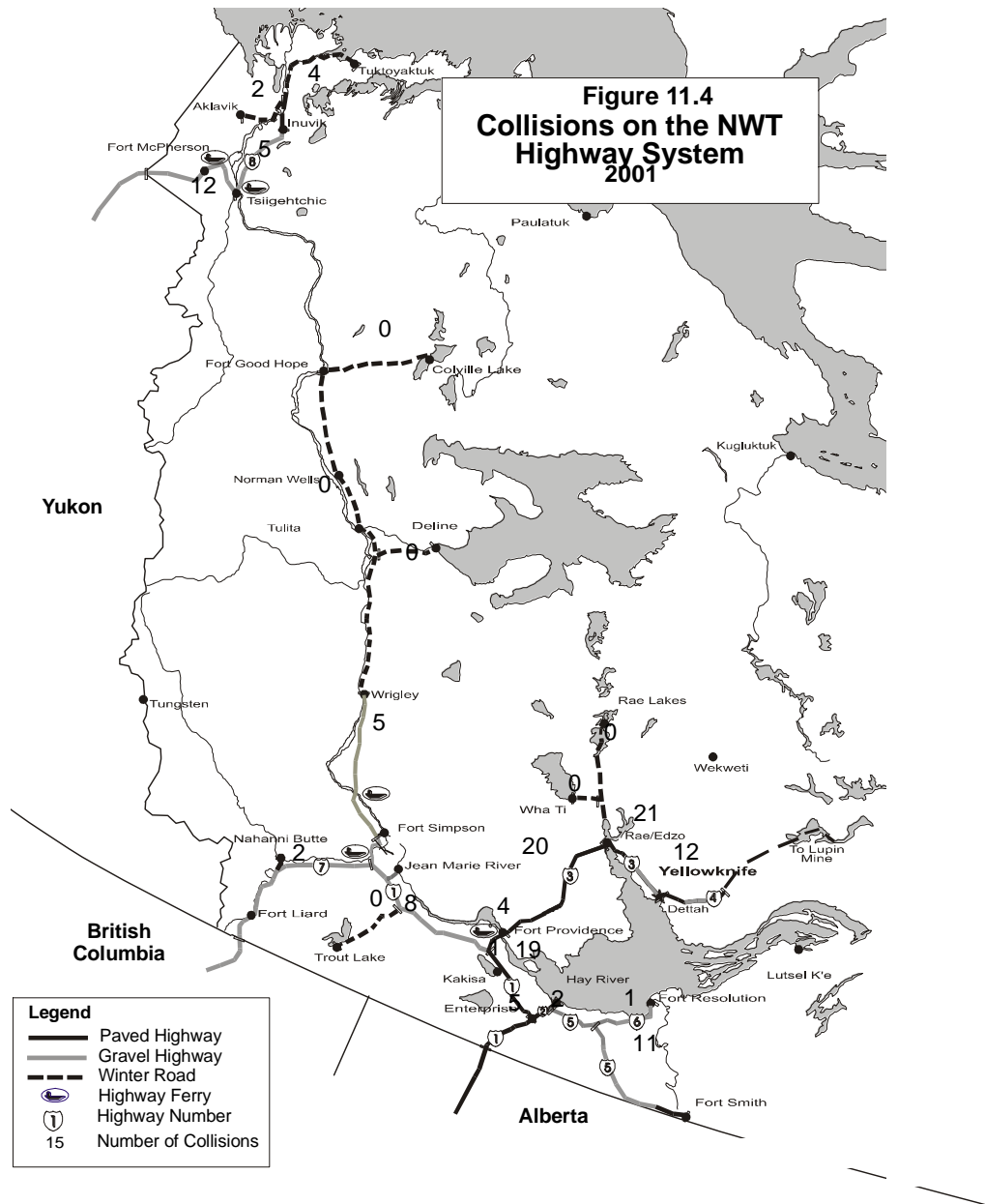
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	1 Apr 2001	Injury	Single Vehicle Rollover	2	0
	1.0	8 Oct 2001	Injury	Single Vehicle Rollover	1	0
	26.0	19 Apr 2001	Injury	Sideswipe - Opposite Direction	4	0
	35.4	7 Feb 2001	Injury	Single Vehicle Rollover	1	0
	41.0	28 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	50.0	1 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	74.4	4 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	75.9	29 May 2001	Property Damage	Passing - Left Turn	0	0
	100.0	1 Dec 2001	Property Damage	Single Vehicle Rollover	0	0
	105.0	18 Jan 2001	Injury	Ran Off Road - Right	2	0
	121.9	8 Sep 2001	Injury	Single Vehicle Rollover	1	0
	142.4	12 Jun 2001	Property Damage	Collision with Parked Vehicle	0	0
	155.1	18 Oct 2001	Property Damage	Ran Off Road - Right	0	0
	160.0	15 Aug 2001	Property Damage	Ran Off Road - Right	0	0
	186.0	7 Oct 2001	Property Damage	Single Vehicle Rollover	0	0
	256.3	23 Nov 2001	Property Damage	Ran Off Road - Left	0	0
	257.3	29 Jun 2001	Injury	Single Vehicle Rollover	4	0

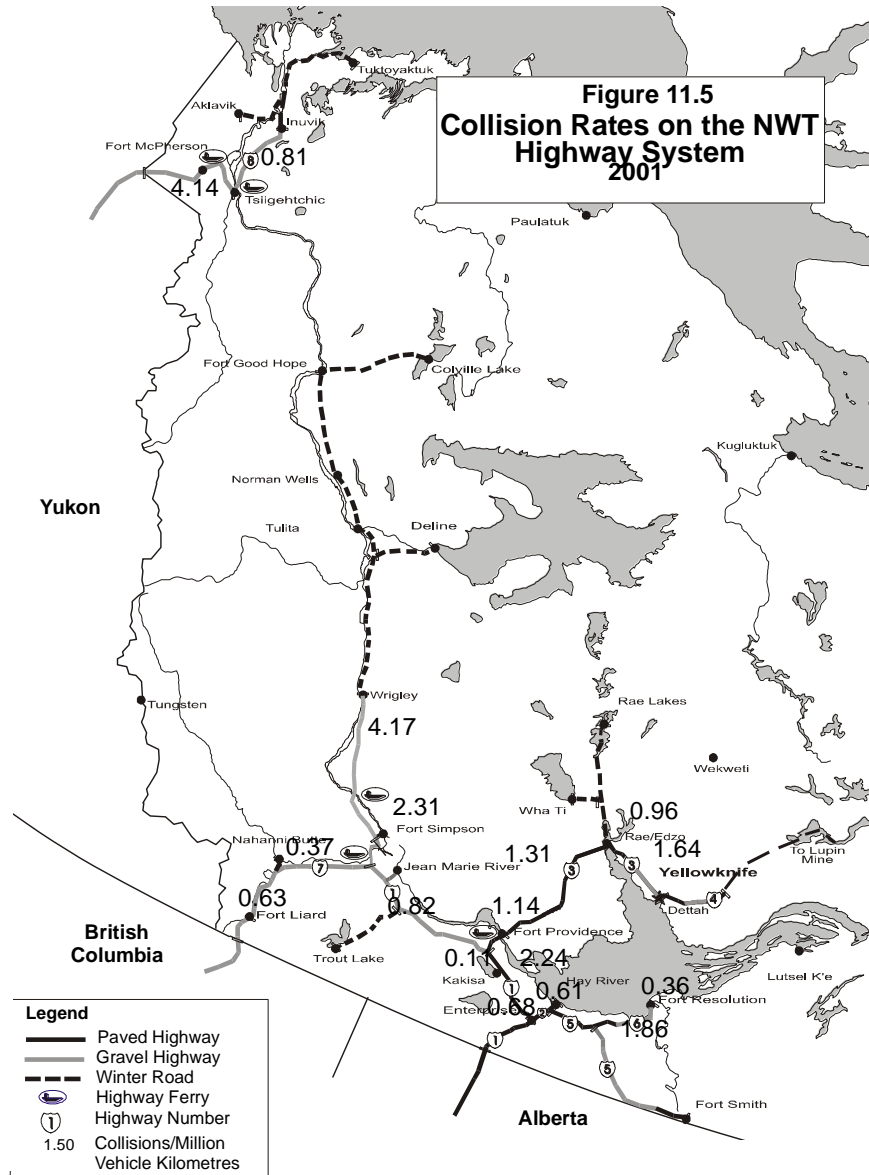
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	10	7	0	17	11	0

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	4 Jun 2001	Injury	Single Vehicle Rollover	1	0
Fort McPherson Access Road	7 Feb 2001	Injury	Right Angle	2	0
Fort McPherson Access Road	20 Mar 2001	Property Damage	Collision with Fixed Object	0	0
Fort Providence Access Road	17 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
Hay River Reserve Access Road	3 Jul 2001	Injury	Right Angle	1	0
Hay River Reserve Access Road	13 Sep 2001	Injury	Single Vehicle Rollover	3	0
Hay River Reserve Access Road	7 Dec 2001	Property Damage	Other Multi-Vehicle Different Direction	0	0
Hay River Reserve Access Road	9 Sep 2001	Injury	Single Vehicle Rollover	3	0
Kakisa Lake Access Road	9 Feb 2001	Property Damage	Ran Off Road - Left	0	0
Rae Access Road	22 Nov 2001	Injury	Single Vehicle Rollover	1	0
Vee Lake Access Road	16 Mar 2001	Property Damage	Head-on	0	0
Yellowknife Access Road	16 Feb 2001	Property Damage	Ran Off Road - Left	0	0
Yellowknife Access Road	4 Apr 2001	Injury	Rear End	1	0
Yellowknife Access Road	2 Dec 2001	Injury	Right Angle	1	0
Aklavik Winter Access Road	11 Apr 2001	Property Damage	Single Vehicle Rollover	0	0
Aklavik Winter Access Road	5 May 2001	Injury	Ran Off Road - Left	1	0
Dettah Winter Access Road	28 Dec 2001	Property Damage	Ran Off Road - Right	0	0
Inuvik-Tuktoyaktuk Winter Road	23 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	3 Mar 2001	Property Damage	Passing - Left Turn	0	0
Inuvik-Tuktoyaktuk Winter Road	7 Mar 2001	Property Damage	Rear End	0	0
Inuvik-Tuktoyaktuk Winter Road	22 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	13 Apr 2001	Fatal	Right Angle	2	2
Mackenzie Highway Winter Road	31 Jan 2001	Property Damage	Sideswipe - Opposite Direction	0	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	9	1	23	16	2

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	96	53	2	151	87	3





Appendix

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	A3 Brief Description of Fatal Collisions	74

Appendix A1 – MVA Report Form Side I

Northwest Territories ACCIDENT REPORT				02. POLICE DETACHMENT				03. CASE NUMBER				PAGE OF			
1. In Community of (Give Park, Special Area Etc.) 2. Near Or Highway Number Or Street/Road/Avenue At Intersection With Of Highway Number Or Street/Road/Avenue If Not At Intersection metres of Street, Highway, Town, Etc. Special Reference If Location Can Be Described More Precisely, Enter Here				31. DIRECTION OF TRAVEL 1. 8 2. 7 3. 6 4. 5 5. 4 6. 3 7. 2 8. 1 9. Parked 10. Other 11. Unknown				REPORT TYPE 1. Original 2. Amendment 3. Continuation 4. Correction 5. Scene Attended 1. Yes 2. No 10. COLLISION SEVERITY 1. Fatal 2. Property Damage 3. Injury 4. Unknown 15. HIT AND RUN 1. Yes 2. No				09. HOUR 00-23 UU. Unknown 13. NO. VEHICLES 11. NO. KILLED 12. NO. INJURED			
14. TYPE 01. H&M Moving Object 02. H&M Stationary Object 03. Off Road Left 04. Off Road Right 05. Rollover on Roadway 06. Other Single Vehicle 21. Rear End 22. Sideswipe Same Direction 23. Passing - Left Turn 24. Passing - Right Turn 25. Other Multi-Vehicle Same Direction 31. Head-On				29. VEH. SEQUENCE # 99. Ped. UU. Unknown 30. TOTAL OCCUPANTS LAST NAME FIRST NAME(S) ADDRESS DATE OF BIRTH SEX HOME PHONE WORK PHONE DRIVER'S LICENCE # 59. PROV. STATE 67. Years Licensed 58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired 6. Other N. Not Applicable U. Unknown 34. YEAR MAKE/MODEL LICENCE PLATE # EXP 32. PROV. VIN U. Unknown				29. VEH. SEQUENCE # 99. Ped. UU. Unknown 30. TOTAL OCCUPANTS LAST NAME FIRST NAME(S) ADDRESS DATE OF BIRTH SEX HOME PHONE WORK PHONE DRIVER'S LICENCE # 59. PROV. STATE 67. Years Licensed 58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired 6. Other N. Not Applicable U. Unknown 34. YEAR MAKE/MODEL LICENCE PLATE # EXP 32. PROV. VIN U. Unknown				43. FIRST IMPACT LOCATION 11 12 13 1 2 3 4 5 6 15. Right Rear Two-Thirds 16. Entire Right Side 17. Right Side Unspecified 18. Undercarriage 19. Interior 20. Attachment 29. No Apparent Damage QQ. Other UU. Unknown 42. DAMAGE SEVERITY 1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished Q. Other U. Unknown			
51. POSITION 11 12 13 21 22 23 31 32 33				62. EJECTION 1. Not Ejected 2. Partially Ejected 3. Fully Ejected N. N/A Vehicle Type Q. Other U. Unknown 64. MEDICAL TREATMENT REQUIRED 1. Not Injured/Unknown if Injured 2. Minimal 5. Fatal 3. Minor 6. Death - Natural Causes 7. Injured - Extent Unknown				65. SAFETY EQUIPMENT 01. No Safety Device Used 02. Lap Belt Only Used 03. Shoulder Belt Only Used 04. Lap/Shoulder Belt Used 05. Front-Facing Child Restraint in Use 06. Rear-Facing Child Restraint in Use 07. Booster Seat 08. Child Restraint in Use - Unspecified 09. Helmet Worn 10. Reflective Clothing Worn 11. Helmet & Reflective Clothing Worn 12. Other Device Used 13. No Safety Device Fitted UU. Unknown							
20. Veh. Seq. # 54. Person Seq. # 55. Sex F. Female M. Male U. Unknown 56. Age 00 < 1 Yr. UU. Unknown 61. Position 62. Ejection Location 63. Ejection Location 64. Medical Treatment Required 65. Safety Equipment 66. Proper Use 67. Air Bag Deployed (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)				NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)				66. PROPER USE 1. Used Correctly 2. Used Incorrectly 3. No Safety Device Fitted N. No Safety Device Used Q. Other UU. Unknown 67. AIR BAG DEPLOYED 1. No Air Bag Fitted 2. Air Bag Fitted, No Deployment 3. Air Bag Fitted, Deployed 4. Air Bag Fitted, Deployment Unknown N. Not Applicable Vehicle Type Q. Other U. Unknown							
Officer's Signature Name Rank Date Reviewed				Reviewed By:											

Appendix A2 – MVA Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection 2. Intersection 2 Roads 3. Intersection With Parking Lot/Driveway/Alley 4. Railroad Level Crossing 5. Bridge, Overpass, Viaduct 6. Tunnel Or Underpass 7. Other 8. Unknown	24. ROAD SURFACE 1. Dry, Normal 2. Wet 3. Snow (Fresh/Loose) 4. Slush, Wet Snow 5. Ice 6. Sandy/Gravel/Dirt 7. Muddy 8. Oil 9. Flooded 10. Other 11. Unknown	32. VEHICLE TYPE 1. Passenger Car 2. Passenger Van 3. Light Utility Vehicle 4. Pickup Truck, To 4500 kg 5. Panel Cargo Van, To 4500 kg 6. Other Truck, Van, To 4500 kg 7. Unit Truck, > 4500 kg 8. Road Tractor 9. School Bus	40. VEHICLE SPEED 0000. Stopped in Traffic NN. Parked NN. Unknown	44. VEHICLE MANOEUVRE 01. Going Straight 02. Turning Left 03. Turning Right 04. Making U-Turn 05. Changing Lanes 06. Merging 07. Reversing 08. Overtaking 09. Negotiating Curve 10. Slowing, Stopping 11. Starting In Traffic 12. Leaving Roadside 13. Stopped/Parked Legally 14. Stopped/Parked Illegally 15. Swerving To Avoid Collision 16. Run-Away Or Roll Away Vehicle 21. Unspecified Manoeuvre QQ. Other UU. Unknown	48. DRIVER ACTION 21. Following Too Closely 22. Distracted, Inattentive 23. Driving Too Fast For Conditions 24. Improper Turning Or Passing 25. Fail To Yield Right-Of-Way 26. Disobeyed Traffic Control Device/ Police Officer 27. Driving On Wrong Side Of Road 29. Backing Unsafely 30. Lost Control NN. Driving Properly QQ. Other UU. Unknown	68. PEDESTRIAN ACTION 01. Crossing Intersection With ROW 02. Crossing Intersection Without ROW 04. In Crosswalk 05. Crossing Roadway At Midblock 06. Walking On Roadway Against Traffic 07. Walking On Roadway With Traffic 08. On Sidewalk, Median, Safety Zone 11. Coming From Behind Parked Vehicle/Object 12. Coming From Behind Moving Vehicle 13. Running Into Roadway 14. Getting On/Off School Bus 15. Getting On/Off Vehicle 16. Pushing Vehicle 17. Working On Vehicle 18. Playing On Road 19. Working On Road 20. Lying On Road NN. Not a Pedestrian QQ. Other UU. Unknown	INDEPENDENT WITNESSES Last Name First Name Address Home Phone Work Phone Last Name First Name Address Home Phone Work Phone
17. WEATHER CONDITION 1. Clear and/or Sunny 2. Overcast, Cloudy - No Precipitation 3. Raining 4. Snowing, Not Including Drifting Snow 5. Freeze, Rain, Sleet, Hail 6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) 7. Strong Wind 8. Other 9. Unknown	25. ROAD CONDITION 1. Good 2. Potholes, Bumps, Ruts 3. Under Construction, Repair 4. Uneven 5. Worn 6. Obscured/Faded Markings 7. Other 8. Unknown	36. VEHICLE USE 01. Taxi 02. School Bus 03. Other Bus 04. Military 05. Police Cruiser 06. Other Police 07. Ambulance 08. Hearse 09. Tow Truck 10. Delivery Vehicle 11. Road Maintenance 12. Utilities Maintenance 13. Fire Response 99. No Special Use QQ. Other UU. Unknown	44 - 46. VEHICLE EVENTS NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway 02. Ran Off Road 03. Overtaken, Rollover 04. Jackknife Or Trailer Swing 05. Fire Or Explosion 06. Load Spill 07. Load Shift 08. Submersion 09. Other Non-Collision Event HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle 12. Hit Pedestrian 13. Hit Bicyclist 14. Hit Animal 15. Hit Train 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Non-Fixed Object 23. Hit Building 24. Hit Ditch 25. Hit Embankment, Dirt Pile, Rock 26. Hit Culvert, Drainage Structure 27. Hit Tree/Bush/Hedge 28. Hit Light/Utility Pole 29. Hit Curb 30. Hit Post 31. Hit Traffic Barrier 32. Hit Other Fixed Object, Part Of Road Structure 33. Hit Other Fixed Object NOT Part Of Road Structure 39. Hit Other Type Fixed Object NN. No 2nd or 3rd Event QQ. Other UU. Unknown	49. VEHICLE FACTORS 41. Defective Brakes 42. Defective Steering 43. Defective Lights 44. Tire Blown Out 45. Unsecured Or Spilled Load 46. Oversized Load, Overload 47. Visibility Obstructed 48. Other Defective Parts NN. No Defects QQ. Other UU. Unknown	50. ENVIRONMENTAL FACTORS 51. Animal On Roadway 52. Road Surface Or Other Condition 53. Obstruction On Road 54. View Obstructed, Glare, Reflection 55. Weather Or Acts Of God NN. No Environmental Factors QQ. Other UU. Unknown	52. DANGEROUS GOODS CLASS 1. Explosives 2. Gases 3. Flammable Liquids 4. Flammable Solids, Spontaneous Combustibles 5. Oxidizers & Organic Peroxides 6. Poisonous & Infectious Substances 7. Radioactives 8. Corrosives 9. Misc. Dangerous Goods N. Not a Commercial Vehicle Q. Other UU. Unknown	ADDITIONAL WITNESSES ON FILE? Yes No DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.
18. LIGHT CONDITION 1. Daylight 2. Dawn 3. Dusk 4. Darkness 5. Other 6. Unknown	26. ROAD ALIGNMENT 1. Straight And Level 2. Straight With Grade 3. Under Construction, Repair 4. Uneven 5. Worn 6. Obscured/Faded Markings 7. Other 8. Unknown	37. EMERGENCY USE 1. Yes 2. No N. Not an Emergency Vehicle UU. Unknown	38. TRAILER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailer 5. Two Semi-Trailers, A-Train 6. Two Semi-Trailers, B-Train 7. Two Semi-Trailers, C-Train 8. Two Semi-Trailers, Connector Unknown 9. Three Semi-Trailers N. No Trailers Q. Other UU. Unknown	53. LOAD STATUS COMMERCIAL VEHICLES 1. Fully/Partially Loaded 2. Not Loaded N. Not a Commercial Vehicle Q. Other UU. Unknown	60. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) of Driver /Pedestrian 000. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected 010. Not Tested Due To Injury, Alcohol Use Suspected 020. Not Tested - Other Reasons, Alcohol Use Suspected 998. No Alcohol Suspected NNN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown	DIAGRAM Use Solid Direction Lines, Before Impact and Broken Lines After North 	54. ROAD CLASSIFICATION I 1. Urban 2. Rural 3. Collector 4. Local 5. Other (Parking Lot) 6. Unknown
19. ARTIFICIAL LIGHT CONDITION 1. No Artificial Light 2. Artificial Light - On 3. Artificial Light - Off 4. Unknown	27. TRAFFIC CONTROL 01. Traffic Signals - Oper. 02. Traffic Signals - Flashing 03. Stop Sign 04. Yield Sign 05. Warning Sign 06. Pedestrian Crosswalk 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates 16. Rail X-ing, Signs Only 17. Unspec. Control Device 18. No Control Present QQ. Other UU. Unknown	39. USE OF HEADLIGHTS 1. No Headlights On/Not Equipped 2. Daytime Running Lights On 3. Headlights On 4. Parking Lights Only On 5. Fog Or Auxiliary Lights On Q. Other UU. Unknown	47. DRIVER/PEDESTRIAN CONDITION 01. Fatigued/Fell Asleep 02. Inexperience 03. Under Influence - Alcohol 04. Under Influence - Drugs 05. Sudden Illness, Lost Consciousness NN. Apparently Normal QQ. Other UU. Unknown	55. ROAD CLASSIFICATION II 1. Arterial 2. Collector 3. Local 4. Other (Parking Lot) 5. Unknown	56. ROAD CLASSIFICATION III 1. One-Way, 2-Lane 2. One-Way, Multi-Lane 3. Undivided, 2-Way, 2-Lane 4. Undivided, 2-Way, Multi-Lane 5. Divided, With Barrier 6. Divided, With Median 7. Divided, Type Unspecified 8. Other (Parking Lot) 9. Unknown	57. ROAD MATERIAL 1. Asphalt 2. Concrete 3. Gravel 4. Earth, Dirt 5. Chip-Seal 6. Brick/Cobblestone 7. Wood 8. Steel Deck 9. Ice Road Q. Other UU. Unknown	58. ROAD MATERIAL 1. Asphalt 2. Concrete 3. Gravel 4. Earth, Dirt 5. Chip-Seal 6. Brick/Cobblestone 7. Wood 8. Steel Deck 9. Ice Road Q. Other UU. Unknown
20. ROAD CLASSIFICATION I 1. Urban 2. Rural 3. Collector 4. Local 5. Other (Parking Lot) 6. Unknown	28. POSTED SPEED LIMIT 0000. Stopped in Traffic NN. Parked NN. Unknown	40. VEHICLE SPEED 0000. Stopped in Traffic NN. Parked NN. Unknown	47. DRIVER/PEDESTRIAN CONDITION 01. Fatigued/Fell Asleep 02. Inexperience 03. Under Influence - Alcohol 04. Under Influence - Drugs 05. Sudden Illness, Lost Consciousness NN. Apparently Normal QQ. Other UU. Unknown	59. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) of Driver /Pedestrian 000. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected 010. Not Tested Due To Injury, Alcohol Use Suspected 020. Not Tested - Other Reasons, Alcohol Use Suspected 998. No Alcohol Suspected NNN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown	60. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) of Driver /Pedestrian 000. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected 010. Not Tested Due To Injury, Alcohol Use Suspected 020. Not Tested - Other Reasons, Alcohol Use Suspected 998. No Alcohol Suspected NNN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown	61. POLICE COMMENTS 000. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected 010. Not Tested Due To Injury, Alcohol Use Suspected 020. Not Tested - Other Reasons, Alcohol Use Suspected 998. No Alcohol Suspected NNN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown NN. Passenger UU. Unknown	62. PROPOSED ACTION Dri 1 Dri 2 Ped 1 Ped 2 Ped 3 Ped 4

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the two fatal traffic collisions that took place in the Northwest Territories in 2001, resulting in three fatalities.

RCMP Detachment	Date	Description
Hay River	09-Jan	Pickup truck collided with parked tractor-trailer unit near Km 16 on Highway #1. The unrestrained driver sustained fatal injuries while the restrained passenger suffered minor injuries. Speeding was a factor. Alcohol not involved.
Tuktoyaktuk	13-Apr	Pickup truck collided with tractor trailer unit at the intersection of the Inuvik-Tuktoyaktuk Winter Road and a privately maintained road. After initial impact, the tractor-trailer unit collided with another tractor-trailer unit. The driver and passenger of the pickup truck were fatally injured. The driver of the pickup was restrained while restraint use amongst the other occupants was unknown. Alcohol was not involved.