



Government of Gouvernement des  
Northwest Territories Territoires du Nord-Ouest

## NWT Traffic Collision Facts

### Collisions de la route aux TNO



Le présent document contient la traduction française de l'introduction.

2024

# Table of Contents

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<b>Section Summaries</b>	<b>7</b>
<b>Definitions</b>	<b>11</b>
<b>Section 1</b>	
<b>Historical Trends</b>	<b>12</b>
Figure 1.1 Trends in Licensed Drivers, Registered Vehicles and Collisions.....	12
1.2 Trends in Collision Rates by Vehicles, Drivers and Population.....	12
1.3 Trends in Injuries and Fatalities.....	13
1.4 Trends in Property Damage Collisions .....	13
1.5 Trends in Personal Injury Collisions .....	14
1.6 Trends in Fatal Collisions.....	14
1.7 Trends in All Reported Collisions .....	15
1.8 Property Damage Collisions by Month and Year .....	15
1.9 Personal Injury Collisions by Month and Year.....	16
1.10 Fatal Collisions by Month and Year .....	16
1.11 Total Collisions by Month and Year .....	16
<b>Section 2</b>	
<b>Time of Occurrence</b> .....	<b>17</b>
Figure 2.1 Personal Injury Collisions by Month of Occurrence .....	17
2.2 Fatal Collisions by Month of Occurrence .....	17
2.3 Collisions by Month of Occurrence .....	17
2.4 Collisions and Victims by Month of Occurrence .....	17
2.5 Total Collisions by Time of Day .....	17
2.6 Total Collisions by Day of Week .....	17
2.7 Collisions by Time of Day and Day of Week.....	18
<b>Section 3</b>	
<b>Major Contributing Factors</b> .....	<b>19</b>
Figure 3.1 Collision by Severity Where Human Condition was a Major Contributing Factor .....	19
3.2 Collisions by Severity Where Human Action was a Major Contributing Factor .....	19
3.3 Collisions by Severity Where Vehicle Condition was a Major Contributing Factor .....	19
3.4 Collisions by Severity Where Environmental Condition was a Major Contributing Factor .....	20
3.5 Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown .....	20
3.6 Major Contributing Factors by Collision Severity.....	20
3.7 Collisions by Road System Where Human Condition was a Major Contributing Factor .....	21
3.8 Collisions by Road System Where Human Action was a Major Contributing Factor .....	21
3.9 Collisions by Road System Where Vehicle Condition was a Major Contributing Factor .....	21

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3.10	Collisions by Road System Where Environmental Condition was a Major Contributing Factor .....	22
3.11	Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown.....	22
3.12	Major Contributing Factors in Collisions - Communities and NWT Highways .....	22
<b>Section 4</b>	<b>Environmental Factors.....</b>	<b>23</b>
Figure 4.1	Collisions by Road Surface Type and Severity .....	23
4.2	Collisions by Road Surface Environmental Condition and Severity.....	23
4.3	Collisions by Road Defect and Severity .....	24
4.4	Collisions by Light Condition and Severity.....	24
4.5	Collisions by Weather Condition and Severity.....	25
4.6	Collisions by Configuration and Severity .....	26
4.7	Collisions by Configuration and Road System.....	27
4.8	Collisions by Collision Site and Severity.....	28
4.9	Collisions by Collision Site and Road System.....	28
4.10	Collisions by Roadway Alignment and Severity .....	28
4.11	Collisions by Roadway Type and Severity.....	29
4.12	Collisions by Sequence of Events and Severity.....	29
4.13	Collisions by Sequence of Events and Road System.....	30
<b>Section 5</b>	<b>Driver Factors.....</b>	<b>31</b>
Figure 5.1	Drivers in Collisions and Relative Risk by Driver Age .....	31
5.2	Collision Rates by Severity and Driver Age.....	31
5.3	Number of Drivers in Collisions by License Class and Age .....	32
5.4	Number of Drivers in Collisions by Driver Condition and Age .....	32
5.5	Number of Drivers in Collisions by Driver Action and Age.....	33
<b>Section 6</b>	<b>Vehicle Factors .....</b>	<b>34</b>
Figure 6.1	Number of Vehicles in Collisions by Vehicle Type and Severity .....	34
6.2	Number of Vehicles in Collisions by Vehicle Condition and Severity .....	34
6.3	Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity .....	35
6.4	Number of Vehicles in Collisions by Vehicle Year and Severity.....	35
<b>Section 7</b>	<b>Victims and Occupant Restraints .....</b>	<b>36</b>
Figure 7.1	Fatalities Classification.....	36
7.2	Injuries Classification.....	36
7.3	Persons Injured by Road User Class and Age Group.....	37
7.4	Persons Killed by Road User Class and Age Group.....	37
7.5	Persons Injured or Killed by Road User Class and Gender .....	37
7.6	Motor Vehicle Occupants by Injury Severity and Restraint Use .....	38
7.7	Restraints Used/Not Used .....	38
7.8	Motor Vehicle Occupants by Injury Severity and Age Group .....	39
7.9	Victim Restraint Use Rate by Victim Age .....	39

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<b>Section 8</b>	<b>Pedestrians .....</b>	<b>40</b>
Figure 8.1	Pedestrians Injured or Killed by Age Group .....	40
8.2	Pedestrians Injured or Killed by Pedestrian Action and Age Group .....	40
8.3	Pedestrians Injured or Killed by Place of Occurrence and Injury Severity .....	41
8.4	Pedestrians Injured or Killed by Collision Site.....	41
8.5	Pedestrians Injured or Killed by Pedestrian Condition .....	41
<b>Section 9</b>	<b>Alcohol.....</b>	<b>42</b>
Figure 9.1	Drinking Drivers in Collisions by Driver Age and Gender .....	42
9.2	Collisions Involving Alcohol by Day of Week.....	42
9.3	Percentage of Collisions Involving Alcohol by Year and Severity.....	42
9.4	Number of Collisions and Victims Involving Alcohol .....	42
9.5	Number of Alcohol Related Collisions by Time of Day.....	43
9.6	Injury Severity by Alcohol Involvement.....	43
9.7	Alcohol-Involved Collisions by Month.....	43
<b>Section 10</b>	<b>Off-Road Vehicles.....</b>	<b>44</b>
Figure 10.1	Off-Road Vehicle Collisions by Month and Severity.....	44
10.2	Off-Road Vehicle Collisions by Vehicle Type .....	44
10.3	Off-Road Vehicle Drivers in Collisions by Driver Age and Gender.....	44
10.4	Off-Road Vehicle Collisions by Severity and Driver Condition .....	45
10.5	Off-Road Vehicle Collisions by Severity and Driver Action .....	45
10.6	Off-Road Vehicle Occupants by Injury Severity and Helmet Use .....	45
<b>Section 11</b>	<b>Geographic Distribution.....</b>	<b>46</b>
Figure 11.1	Collisions by Region, RCMP Detachment and Severity .....	46
11.2	Collision Rates by Region and RCMP Detachment .....	47
11.3	Collisions on the NWT Highway System .....	48
11.4	Collisions on the NWT Highway System - Map.....	53
11.5	Collision Rates on the NWT Highway System - Map .....	54
<b>Section 12</b>	<b>National Comparison.....</b>	<b>55</b>
Figure 12.1	Casualty Rates by Canadian Jurisdiction.....	55
<b>Appendix .....</b>	<b>56</b>	
Section A1	Northwest Territories Collision Report Form Side I .....	56
A2	Northwest Territories Collision Report Form Side II .....	57

# Introduction

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The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories (NWT).

Information in this publication is derived from the Motor Vehicle Collision Report forms that are completed by Royal Canadian Mounted Police (RCMP) detachments in accordance with Section 262 of the *Motor Vehicles Act*. The collection of this valuable data is made possible by the efforts and dedication of the many RCMP officers across the NWT who complete the forms from their collision investigations.

This publication contains useful information on issues such as drinking and driving, unsafe speed, young and old drivers, and use of occupant restraints that affect crashes and their severities. This report is organized into 12 sections. The contents of each section are described below.

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## Introduction (français)

Le Système d'information sur les collisions de la route (SICR) est un système informatisé qui permet de compiler des données sur les collisions routières qui se produisent aux Territoires du Nord-Ouest (TNO).

Les renseignements contenus dans la présente publication proviennent des formulaires de rapport de collision de véhicules automobiles remplis par les détachements de la Gendarmerie royale du Canada (GRC) conformément à l'article 262 de la *Loi sur les véhicules automobiles*. La collecte de ces données utiles est rendue possible grâce aux efforts et au dévouement des nombreux agents de la GRC de l'ensemble des TNO qui remplissent les formulaires à la suite de leurs enquêtes sur les collisions.

La présente publication contient des renseignements utiles sur des sujets comme la conduite en état d'ébriété, les excès de vitesse, les jeunes conducteurs et les conducteurs âgés et l'utilisation de dispositifs de retenue des occupants, qui ont une incidence sur les collisions et leur gravité. Ce rapport est divisé en 12 sections. Le contenu de chaque section est décrit ci-dessous.

# Quick Facts

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## 2024 QUICK FACTS REPORT

### 2024 Compared to 2023

	<u>2023</u>	<u>2024</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	353	467	32.3
PERSONAL INJURY COLLISIONS	57	63	10.5
FATAL COLLISIONS	4	2	-50.0
TOTAL REPORTED COLLISIONS	414	532	28.5
NUMBER OF PERSONS KILLED	4	2	-50.0
NUMBER OF PERSONS INJURED	85	84	-1.2
NWT HIGHWAY SYSTEM COLLISIONS	71	87	22.5
RURAL COLLISIONS	3	7	133.3
COLLISIONS IN COMMUNITIES	340	438	28.8
REGISTERED VEHICLES	42,410	43,164	1.8
LICENSED DRIVERS	26,823	27,442	2.3
NWT POPULATION [1]	44,972	44,731	-0.5
COLLISIONS PER 100 LICENSED DRIVERS	1.54	1.94	25.6
COLLISIONS PER 100 REGISTERED VEHICLES	0.98	1.23	26.3
COLLISIONS PER 100 POPULATION	0.92	1.19	29.2
COLLISIONS INVOLVING ALCOHOL	21	26	23.8

[1] 2023 and 2024 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2025.

# Section Summaries

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## Section 1 - Historical Trends

This section illustrates the 36-year history of collisions, victims and licensed drivers and vehicles. There was a total of 532 collisions reported in 2024. This is a marked increase from 2023 but significantly lower than the historic average. Reporting definitions remained the same from 1989 to 2011.

Starting in 2012, the monetary threshold for reporting property-damage-only collisions increased from \$1,000 to \$2,000. Trends in injuries, property-damage collisions and total collisions declined steadily between 1989 and 1998. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property-damage-only collisions increased between 1998 and 2008. Since 2008, the total number of collisions has been declining along with the number of persons sustaining injuries.

Because of the small number of fatal collisions in the NWT, trends are difficult to identify and are subject to year-to-year fluctuations. There were two traffic fatalities reported in 2024, which is near the 36-year average, while the 84 persons injured in 2024 is considerably less than the historic average.

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## Section 2 - Time of Occurrence

Section 2 shows the distribution of collisions by time of day, week and month. The highest number of collisions occurred during the winter months, November to March. Conversely, injury-producing collisions are more likely to occur 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 Sundays and weekdays.

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## Section 3 - 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 are selected from four categories: driver condition, driver action, vehicle condition and driving environment.

Driver condition is three times as prevalent in injury and fatal collisions (16%) than in all collisions (5%). Driver error accounts for 71% of all factors in collisions, as compared to vehicle condition (less than 1%) and environmental condition (4%).

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## Section 4 - 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 these factors to properly design effective countermeasures for reducing collisions. Section 4 provides a breakdown of collisions for each of the different driving environments by severity and road system.

Most collisions occur under favorable conditions, such as clear weather, daylight and on a road surface that is free of defects. Intersection-related collisions are far more frequent in communities than in rural areas or on the NWT highway system.

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## Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2024, 761 drivers were involved in 532

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collisions. This is an average of 1.43 drivers per collision. Details on driver age, gender, condition, action and class of license is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 19 years are 33% more likely to be involved in a collision than drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 license:

#### **STAGE 1 – LEARNER CLASS 7**

- Must be 15 years of age.
- Must pass a written examination.
- The Learner's Stage lasts for a minimum of 12 months, providing the driver remains suspension-free.

##### **Conditions**

- A Learner must drive with a fully licensed driver who has a minimum of 24 months experience with a full Class 5 license.
- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.
- A Learner must have a 0 blood alcohol content (BAC).
- A Learner is subject to a lower demerit point threshold.

#### **STAGE 2 – PROBATIONARY CLASS 5P**

- Must be 16 years of age.
- Must have completed the 12-month Learner Stage.
- Must pass a practical road examination.
- The Probationary Stage lasts for a minimum of 12 months, providing the driver remains suspension-free.

##### **Conditions**

- No supervisor required.
- The number of passengers for a probationary driver can be equal to the number of seat belts available in the vehicle.
- Only one passenger is permitted in the front seat.
- A Probationary Driver must have a 0 BAC.
- A Probationary Driver is subject to a lower demerit point threshold.

#### **STAGE 3 – FULL CLASS 5**

- Must be 17 years of age.
- Must have completed the Probationary Stage.

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### **Section 6 - Vehicle Factors**

There was a total of 936 vehicles involved in 532 collisions in 2024. This is an average of 1.76 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

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### **Section 7 - Victims and Occupant Restraints**

The 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.

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. Unrestrained occupants are more than three times as likely to suffer injuries compared to restrained occupants. The severity of injury is lower for victims using seat belts.

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. Based on a survey conducted on behalf of Transport Canada in 2010, approximately 98% of children were restrained in the NWT. The survey further estimated that only 56% of these children were in a correctly installed device or one that is appropriate for the size and age of the child.

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## Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2024:

- 9 pedestrians were injured;
- one pedestrian was killed;
- 4 of the 10 pedestrians injured or killed were over the age of 55;
- 9 of the 10 pedestrians injured or killed were within a community;
- 4 of the pedestrians were under the influence of alcohol.

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## Section 9 - Alcohol

On December 1, 2004, new measures were introduced to reduce impaired driving in the NWT:

- Drivers caught with .05 to .08 BAC automatically have their driver's license suspended for 24 hours for a first offence, or 30 days for further offences within a two-year period.
- Novice drivers with any BAC automatically have their driver's license suspended for 30 days.
- Drivers caught with over .08 BAC or who refuse to provide a breathalyzer sample automatically have their driver's license suspended for 24 hours, are given a seven-day temporary driver's permit and then further suspended for 90 days, in addition to *Criminal Code* charges for impaired driving.
- Drivers convicted of impaired driving under the *Criminal Code* are automatically prohibited from driving for:
  - 1 year for a first conviction;
  - 3 years for a second conviction;
  - 5 years for a third conviction;
  - 5 or more years for additional convictions or if the offence caused a death.
- Drivers wishing to have their driving privileges reinstated after an administrative license suspension are required to pay reinstatement fees and may be required to satisfy conditions including:
  - An alcohol dependency assessment;
  - A driver assessment;
  - Participation in a driver improvement program;
  - Participation in an alcohol dependency awareness program;
  - Participation in an alcohol treatment program;

- Participation in an alcohol ignition interlock program, or
- Any other condition the Registrar considers appropriate.
- Police have the authority to impound a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.

In 2024, there were 26 collisions involving alcohol, resulting in 14 persons being injured. There was one alcohol-related fatality in 2024. Alcohol-related injuries are significantly below the 36-year average.

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## Section 10 - Off-Road Vehicles

Off-road vehicles, including snowmobiles and all-terrain vehicles (ATVs) are a common form of transportation in isolated communities in the NWT. From the figures presented in this section, the facts below should be noted:

- 38% of off-road vehicle collisions resulted in injuries;
- None of the collisions resulted in a fatality;
- 13% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 70% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 88% of the off-road vehicles involved in collisions were ATVs.

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## Section 11 - Geographic Distribution

This section presents a detailed summary of collisions by region, RCMP detachment and severity. 70% of collisions took place in the North Slave region. The North Slave region also accounted for 58% of persons injured. Two fatalities took place in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 53. Highway 3 (Yellowknife Highway) accounted for 32% of collisions occurring on the 10 numbered highways.

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## Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2023 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the NWT are less than the Canada average for three of the six indicators.

# Definitions

**REPORTABLE MOTOR VEHICLE COLLISION** - An incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$2,000 in property damage. The TCIS only records reportable motor vehicle collisions that 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 that 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: an aircraft or a marine vehicle, a device that runs or is designed to run exclusively on rails, 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, skateboards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

**ALCOHOL IMPAIRED** - driver was tested for alcohol and had a blood alcohol concentration at or above the legal limit of 80 mg%.

**ALCOHOL INVOLVED** - driver was not tested but alcohol was determined by the investigating officer to be a contributing factor. This also includes drivers

tested for alcohol and had a blood alcohol concentration greater than zero but less than the legal limit.

**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 ten numbered highways or on an access or winter road maintained by the GNWT.

**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 (\$2,000) with no personal injuries or deaths.

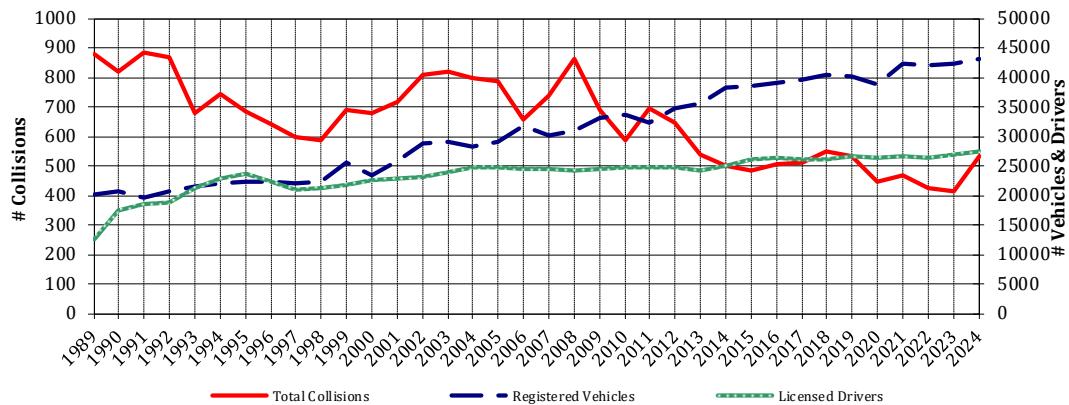
**INJURY COLLISION (Personal Injury)** - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

**FATAL 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.

# Historical Trends – Section 1

## Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

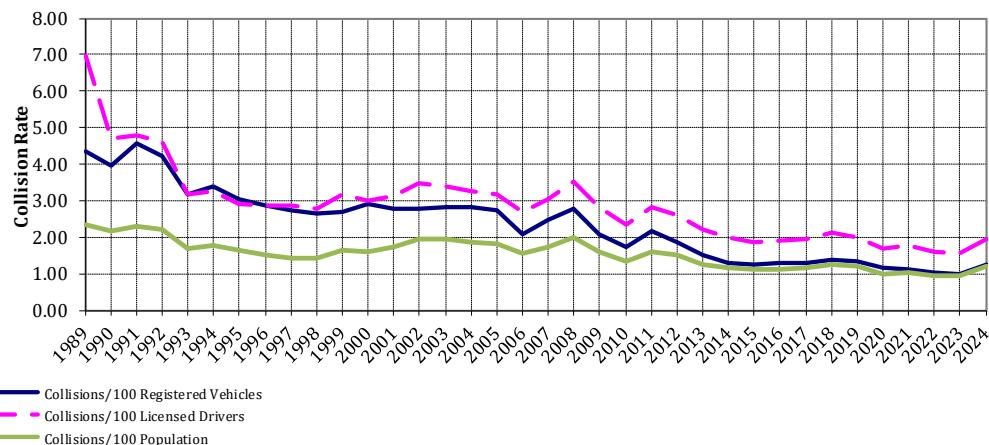


### 3 Year Summary

	2022	2023	2024	% Change
Registered Vehicles	41,930	42,410	43,164	1.8
Licensed Drivers	26,471	26,823	27,442	2.3
Total Collisions	427	414	532	28.5

## Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



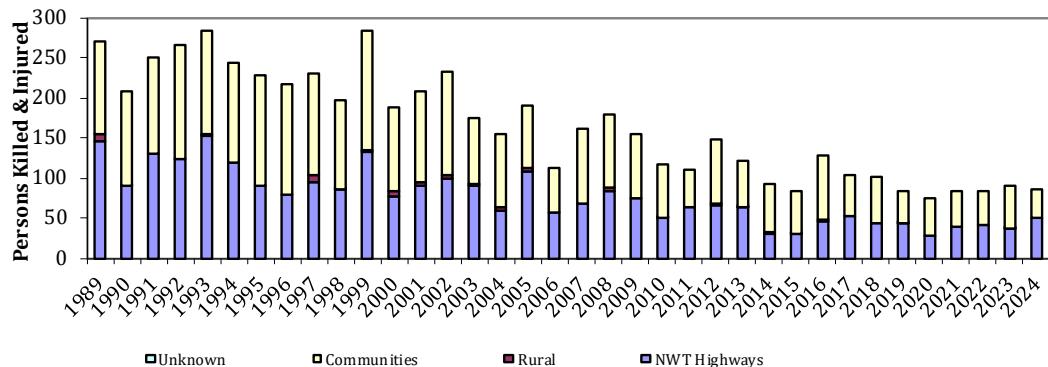
### 3 Year Summary

	2022	2023	2024	% Change
Collisions/100 Registered Vehicles	1.02	0.98	1.23	26.3
Collisions/100 Licensed Drivers	1.61	1.54	1.94	25.6
Collisions/100 Population	0.94	0.92	1.19	29.2

# Historical Trends – Section 1

## Trends in Injuries & Fatalities

Figure 1.3

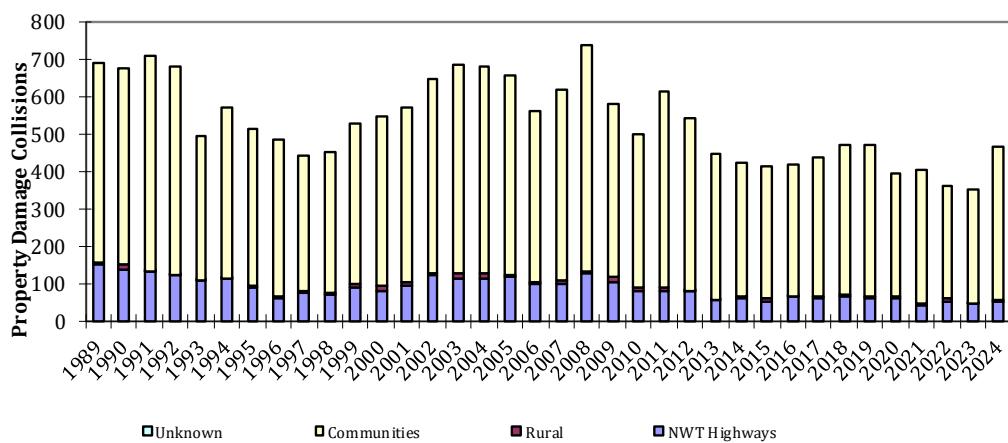


### 3 Year Summary

	Persons Injured				Persons Killed			
	2022	2023	2024	Average	2022	2023	2024	Average
NWT Highways	40	33	50	41	1	3	1	2
Rural	0	1	0	0	0	0	0	0
Communities	43	51	34	43	0	1	1	1
<b>Total</b>	<b>83</b>	<b>85</b>	<b>84</b>	<b>84</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>

## Trends in Property Damage Collisions

Figure 1.4



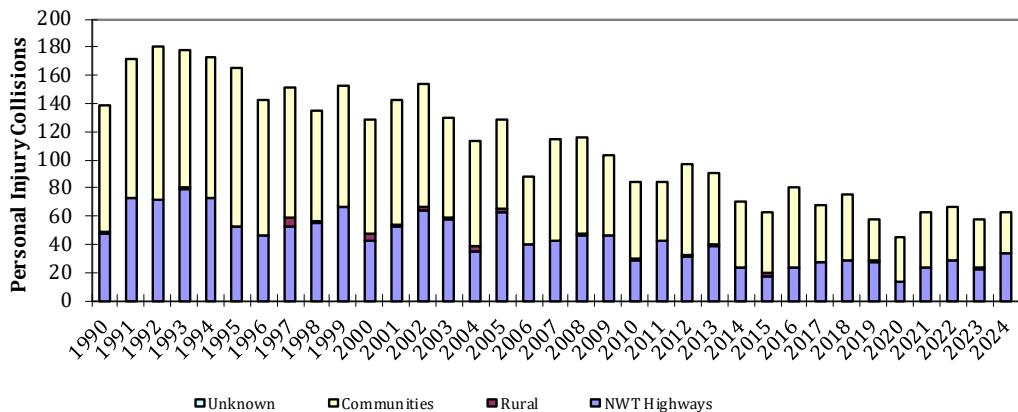
### 3 Year Summary

	Property Damage Collisions			
	2022	2023	2024	Average
NWT Highways	54	46	52	51
Rural	6	2	7	5
Communities	300	305	408	338
<b>Total</b>	<b>360</b>	<b>353</b>	<b>467</b>	<b>393</b>

# Historical Trends – Section 1

## Trends in Personal Injury Collisions

Figure 1.5



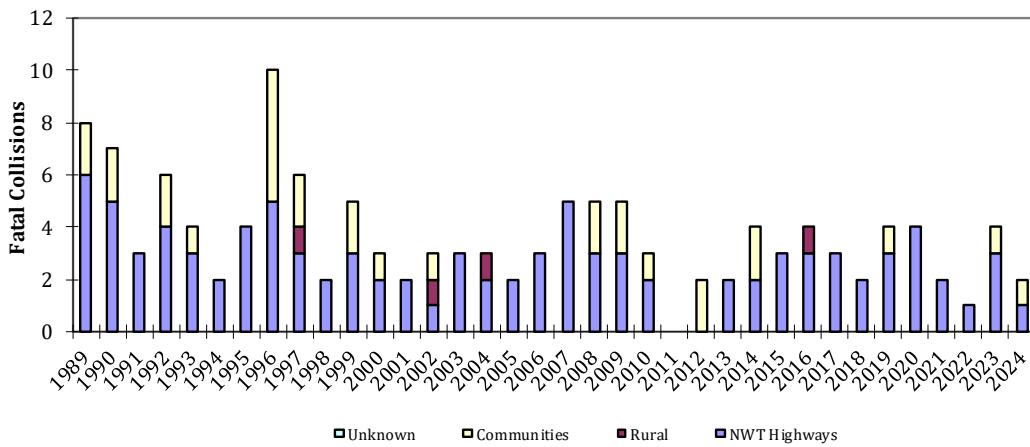
## 3 Year Summary

### Personal Injury Collisions

	2022	2023	2024	Average
NWT Highways	28	22	34	28
Rural	0	1	0	0
Communities	38	34	29	34
<b>Total</b>	<b>66</b>	<b>57</b>	<b>63</b>	<b>62</b>

## Trends in Fatal Collisions

Figure 1.6



## 3 Year Summary

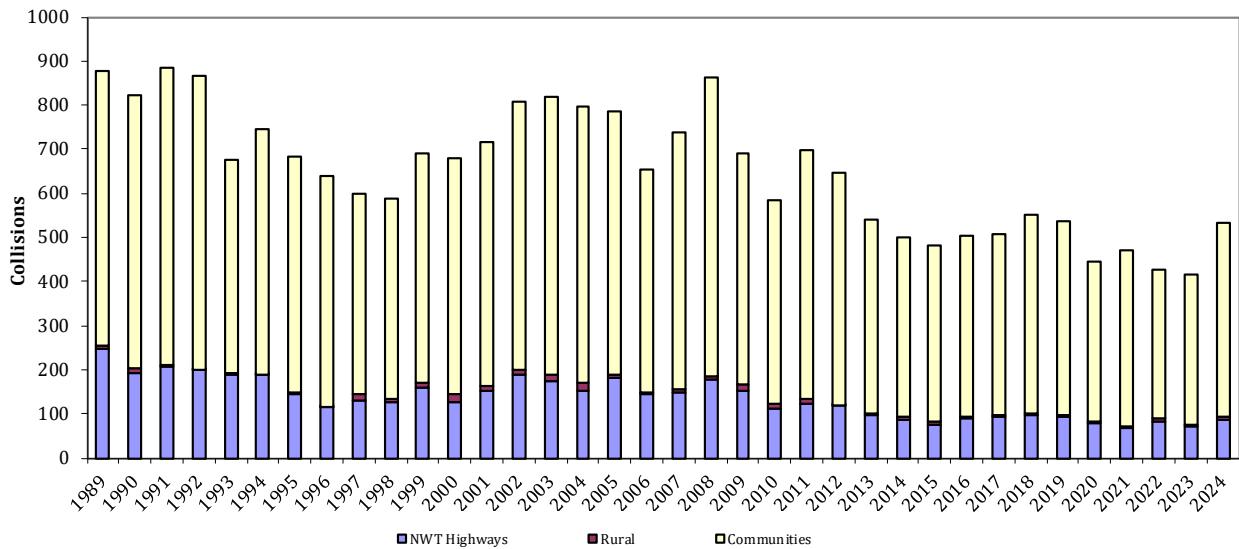
### Fatal Collisions

	2022	2023	2024	Average
NWT Highways	1	3	1	2
Rural	0	0	0	0
Communities	0	1	1	1
<b>Total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>

# Historical Trends – Section 1

**Trends in All Reported Collisions**

Figure 1.7



## 3 Year Summary

	2022	2023	2024	Average
NWT Highways	83	71	87	80
Rural	6	3	7	5
Communities	338	340	438	372
<b>Total</b>	<b>427</b>	<b>414</b>	<b>532</b>	<b>458</b>

## Property Damage Collisions by Month and Year

Figure 1.8

Avg. 14  
to 23

2024

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	56	37	46	44	54	50	53	43	38	38	46	49
February	57	44	46	42	62	52	55	42	36	41	48	69
March	35	34	40	51	47	50	36	45	31	39	41	43
April	28	26	44	25	29	23	24	28	25	24	28	32
May	32	27	32	19	18	30	19	28	27	26	26	20
June	25	34	22	34	36	23	15	31	28	15	26	33
July	17	29	25	22	31	36	19	23	27	18	25	28
August	28	30	26	32	35	36	23	25	29	22	29	31
September	22	22	26	32	34	41	27	25	19	20	27	34
October	26	34	31	38	40	26	37	25	26	22	31	44
November	49	50	31	52	44	46	34	41	36	35	42	35
December	51	49	52	41	43	60	54	48	38	53	49	49
<b>Total</b>	<b>426</b>	<b>416</b>	<b>421</b>	<b>432</b>	<b>473</b>	<b>473</b>	<b>396</b>	<b>404</b>	<b>360</b>	<b>353</b>	<b>415</b>	<b>467</b>

# Historical Trends – Section 1

## Personal Injury Collisions by Month and Year

Figure 1.9

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	7	8	8	3	4	5	7	4	8	3	6	5
February	8	3	6	6	9	5	4	6	3	4	5	3
March	5	2	7	9	5	3	2	3	2	3	4	4
April	2	2	7	2	4	4	2	3	4	6	4	4
May	2	5	4	4	4	1	3	2	4	6	4	4
June	10	4	9	3	9	9	5	4	3	10	7	13
July	6	3	10	7	10	6	4	7	9	5	7	7
August	8	13	5	11	5	6	4	11	8	3	7	9
September	4	3	2	4	9	4	2	6	4	5	4	7
October	6	6	5	7	7	4	6	5	7	6	6	2
November	5	7	8	7	5	5	2	5	4	3	5	1
December	7	7	9	11	4	6	4	7	10	3	7	4
<b>Total</b>	<b>70</b>	<b>63</b>	<b>80</b>	<b>74</b>	<b>75</b>	<b>58</b>	<b>45</b>	<b>63</b>	<b>66</b>	<b>57</b>	<b>65</b>	<b>63</b>

## Fatal Collisions by Month and Year

Figure 1.10

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	0	0	0	0	0	1	1	0	0	0	0.2	0
March	0	0	2	0	1	0	0	0	0	0	0.3	0
April	0	0	0	0	0	0	1	0	0	0	0.1	0
May	1	1	0	2	1	0	1	0	0	2	0.8	0
June	0	0	1	0	0	0	0	1	0	1	0.3	0
July	1	0	0	0	0	1	0	0	0	0	0.2	0
August	0	0	1	0	0	1	0	1	0	1	0.4	1
September	0	1	0	0	0	0	0	0	0	0	0.1	1
October	2	1	0	1	0	1	0	0	1	0	0.6	0
November	0	0	0	0	0	0	0	0	0	0	0.0	0
December	0	0	0	0	0	0	1	0	0	0	0.1	0
<b>Total</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3.1</b>	<b>2</b>

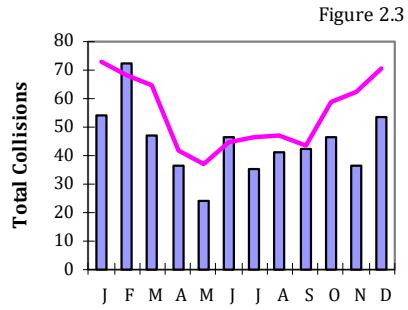
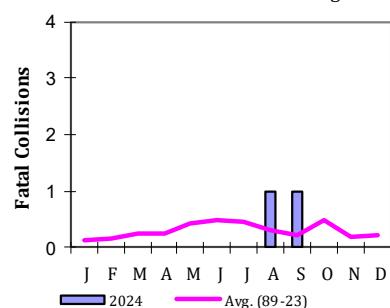
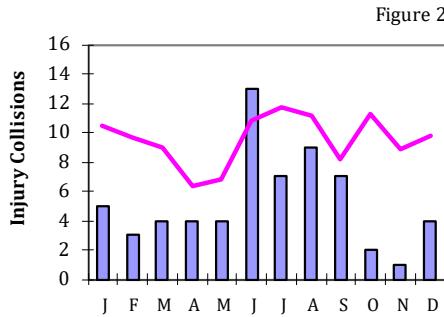
## Total Collisions by Month and Year

Figure 1.11

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	63	45	54	47	58	55	60	47	46	41	52	54
February	65	47	52	48	71	58	60	48	39	45	53	72
March	40	36	49	60	53	53	38	48	33	42	45	47
April	30	28	51	27	33	27	27	31	29	30	31	36
May	35	33	36	25	23	31	23	30	31	34	30	24
June	35	38	32	37	45	32	20	36	31	26	33	46
July	24	32	35	29	41	43	23	30	36	23	32	35
August	36	43	32	43	40	43	27	37	37	26	36	41
September	26	26	28	36	43	45	29	31	23	25	31	42
October	34	41	36	46	47	31	43	30	34	28	37	46
November	54	57	39	59	49	51	36	46	40	38	47	36
December	58	56	61	52	47	66	59	55	48	56	56	53
<b>Total</b>	<b>500</b>	<b>482</b>	<b>505</b>	<b>509</b>	<b>550</b>	<b>535</b>	<b>445</b>	<b>469</b>	<b>427</b>	<b>414</b>	<b>484</b>	<b>532</b>

# Time of Occurrence – Section 2

## Collisions by Month of Occurrence



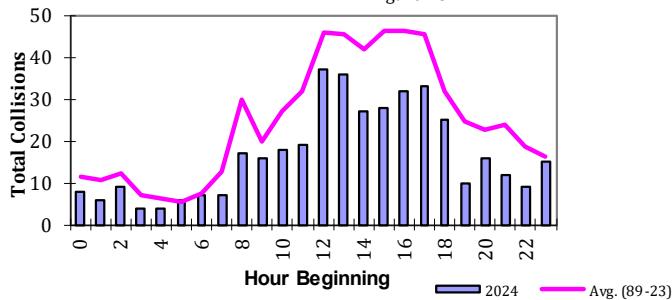
## Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal			Injured	Killed
		Injury	Fatal	Total		
January	49	5	0	54	11	0
February	69	3	0	72	6	0
March	43	4	0	47	5	0
April	32	4	0	36	7	0
May	20	4	0	24	4	0
June	33	13	0	46	16	0
July	28	7	0	35	7	0
August	31	9	1	41	9	1
September	34	7	1	42	11	1
October	44	2	0	46	2	0
November	35	1	0	36	1	0
December	49	4	0	53	5	0
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>84</b>	<b>2</b>

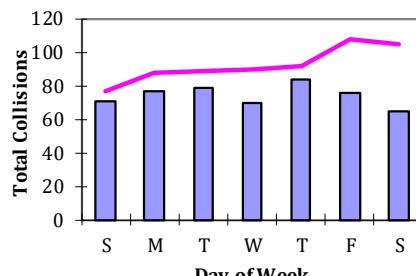
## Total Collisions by Time of Day

Figure 2.5



## Total Collisions by Day of Week

Figure 2.6



# Time of Occurrence – Section 2

## 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.	1	2	1	0	1	1	2	8	1.5
1 to 2 a.m.	1	1	1	0	0	1	2	6	1.1
2 to 3 a.m.	2	0	0	2	3	0	2	9	1.7
3 to 4 a.m.	1	0	1	0	1	0	1	4	0.8
4 to 5 a.m.	1	1	1	0	0	1	0	4	0.8
5 to 6 a.m.	2	0	1	1	1	1	0	6	1.1
6 to 7 a.m.	1	2	1	0	0	2	1	7	1.3
7 to 8 a.m.	0	1	2	1	0	2	1	7	1.3
8 to 9 a.m.	2	2	2	4	2	4	1	17	3.3
9 to 10 a.m.	4	1	4	4	0	1	2	16	3.1
10 to 11 a.m.	3	3	7	3	1	0	1	18	3.4
11 to 12 a.m.	2	4	3	3	4	2	1	19	3.6
12 to 1 p.m.	3	6	5	4	12	5	2	37	7.1
1 to 2 p.m.	8	6	2	6	5	5	4	36	6.9
2 to 3 p.m.	3	8	3	4	4	2	3	27	5.2
3 to 4 p.m.	3	3	2	2	9	5	4	28	5.4
4 to 5 p.m.	3	6	5	4	5	5	4	32	6.1
5 to 6 p.m.	5	2	6	7	6	6	1	33	6.3
6 to 7 p.m.	3	4	2	3	5	5	3	25	4.8
7 to 8 p.m.	0	0	2	1	4	2	1	10	1.9
8 to 9 p.m.	5	2	2	1	1	2	3	16	3.1
9 to 10 p.m.	1	1	5	1	1	2	1	12	2.3
10 to 11 p.m.	0	2	4	0	0	1	2	9	1.7
11 to 12 p.m.	1	2	1	4	1	5	1	15	2.9
Not Stated	16	18	16	15	18	16	22	121	23.2
<b>Total</b>	<b>71</b>	<b>77</b>	<b>79</b>	<b>70</b>	<b>84</b>	<b>76</b>	<b>65</b>	<b>522</b>	
<b>%</b>	<b>13.6</b>	<b>14.8</b>	<b>15.1</b>	<b>13.4</b>	<b>16.1</b>	<b>14.6</b>	<b>12.5</b>	<b>100.0</b>	

\* Excludes collisions in which Day of Week was unknown.

# Major Contributing Factors – Section 3

## Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property	Personal	Fatal	% of Total Factors	
	Damage	Injury		Total	
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	15	8	1	24	4.5
Under Influence - Drugs	1	0	0	1	0.2
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>26</b>	<b>4.9</b>

## Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property	Personal	Fatal	% of Total Factors	
	Damage	Injury		Total	
Following Too Closely	14	2	0	16	3.0
Distracted, Inattentive	23	5	0	28	5.3
Driving Too Fast for Conditions	52	4	0	56	10.5
Improper Turning or Passing	27	0	0	27	5.1
Failed to Yield Right-of-Way	27	10	0	37	7.0
Disobeyed Traffic Control/Officer	3	2	0	5	0.9
Driving on Wrong Side of Road	2	2	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	93	3	0	96	18.0
Lost Control	90	20	1	111	20.9
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>331</b>	<b>48</b>	<b>1</b>	<b>380</b>	<b>71.4</b>

## Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property	Personal	Fatal	% of Total Factors	
	Damage	Injury		Total	
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	2	0	0	2	0.4
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.4</b>

# Major Contributing Factors – Section 3

## Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total Factors	
				Total	
Animal on Roadway	12	1	0	13	2.4
Road Surface or Condition	6	1	0	7	1.3
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	1	0	0	1	0.2
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>3.9</b>

## Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

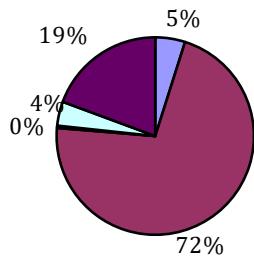
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total Factors	
				Total	
Unspecified	1	4	0	5	0.9
Unknown	98	0	0	98	18.4
<b>Total</b>	<b>99</b>	<b>4</b>	<b>0</b>	<b>103</b>	<b>19.4</b>
<b>Total All Factors</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>

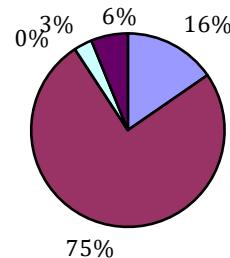
## Major Contributing Factors by Collision Severity

Figure 3.6

### All Collisions



### Injury & Fatal Collisions



TCIS 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.

# Major Contributing Factors – Section 3

## Collisions by Road System Where Human Condition was a Major Contributing Factor

Figure 3.7

Human Condition	NWT	In	Rural	% of Total Factors	
	Highways	Communities		Total	
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	9	15	0	24	4.5
Under Influence - Drugs	0	1	0	1	0.2
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>26</b>	<b>4.9</b>

## Collisions by Road System Where Human Action was a Major Contributing Factor

Figure 3.8

Human Action	NWT	In	Rural	% of Total Factors	
	Highways	Communities		Total	
Following Too Closely	2	14	0	16	3.0
Distracted, Inattentive	6	22	0	28	5.3
Driving Too Fast for Conditions	9	47	0	56	10.5
Improper Turning or Passing	2	25	0	27	5.1
Failed to Yield Right-of-Way	2	35	0	37	7.0
Disobeyed Traffic Control/Officer	0	5	0	5	0.9
Driving on Wrong Side of Road	1	3	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	2	93	1	96	18.0
Lost Control	38	70	3	111	20.9
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>62</b>	<b>314</b>	<b>4</b>	<b>380</b>	<b>71.4</b>

## Collisions by Road System Where Vehicle Condition was a Major Contributing Factor

Figure 3.9

Vehicle Condition	NWT	In	Rural	% of Total Factors	
	Highways	Communities		Total	
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	0	2	0	2	0.4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0.4</b>

# Major Contributing Factors – Section 3

## Collisions by Road System Where Environmental Condition was a Major Contributing Factor

Figure 3.10

Environmental Condition	NWT	In	Rural	% of Total	
	Highways	Communities		Total	Factors
Animal on Roadway	13	0	0	13	2.4
Road Surface or Condition	2	5	0	7	1.3
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	1	0	1	0.2
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>3.9</b>

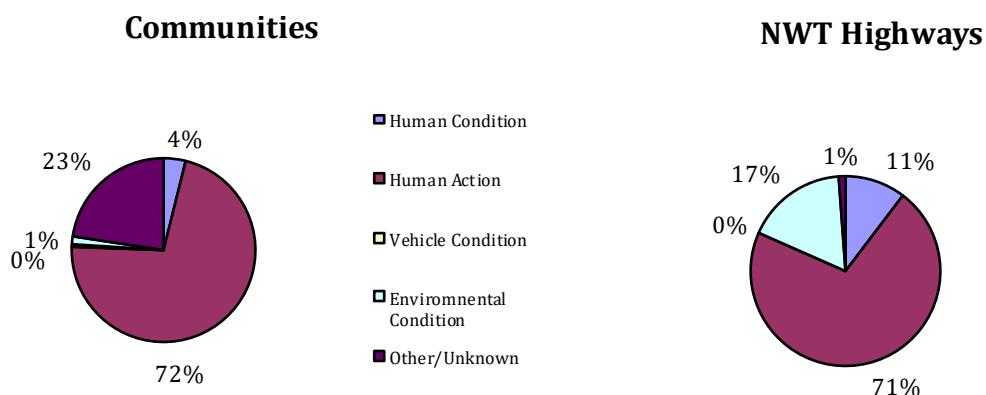
## Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT	In	Rural	% of Total	
	Highways	Communities		Total	Factors
Unspecified	1	4	0	5	0.9
Unknown	0	95	3	98	18.4
<b>Total</b>	<b>1</b>	<b>99</b>	<b>3</b>	<b>103</b>	<b>19.4</b>
<b>Total All Factors</b>	<b>87</b>	<b>438</b>	<b>7</b>	<b>532</b>	<b>100.0</b>

## Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

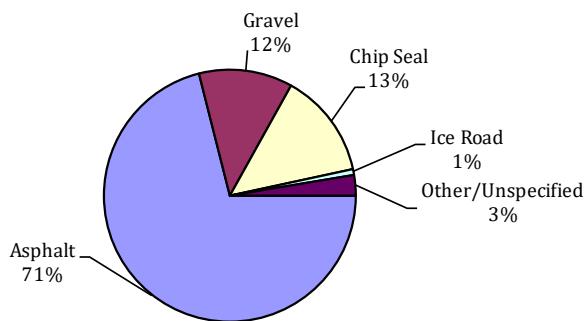


# Environmental Factors – Section 4

## Collisions by Road Surface Type and Severity

Figure 4.1

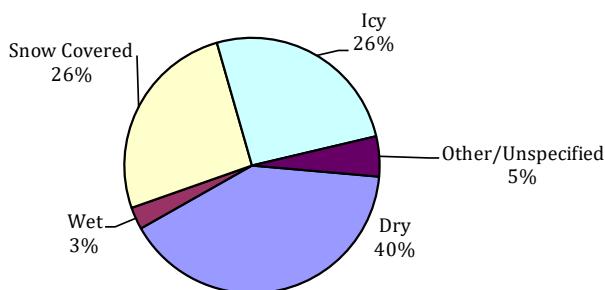
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	347	30	1	378	71.1
Concrete	3	0	0	3	0.6
Gravel (Crushed Stone)	56	8	0	64	12.0
Earth, Dirt	0	0	0	0	0.0
Chip Seal	46	25	1	72	13.5
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	4	0	0	4	0.8
Unspecified	11	0	0	11	2.1
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>



## Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	176	38	1	215	40.4
Wet	13	2	0	15	2.8
Snow (Fresh, Loose)	108	7	0	115	21.6
Slush, Wet Snow	23	0	0	23	4.3
Icy	126	11	0	137	25.8
Loose Sand/Gravel/Dirt	3	5	1	9	1.7
Muddy	2	0	0	2	0.4
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	16	0	0	16	3.0
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100</b>

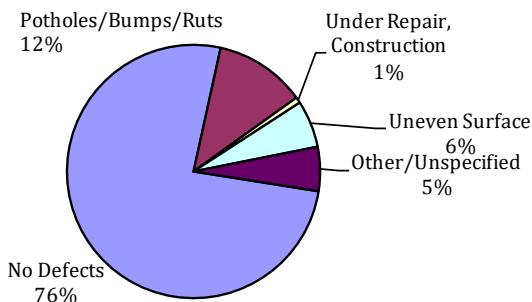


# Environmental Factors – Section 4

## Collisions by Road Defect and Severity

Figure 4.3

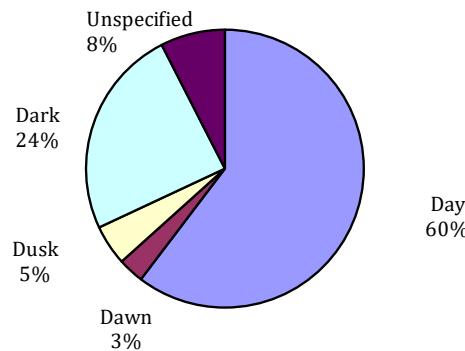
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	357	46	1	404	75.9
Potholes/Bumps/Ruts	53	9	0	62	11.7
Under Repair, Construction	0	3	1	4	0.8
Uneven Pavement Surface	27	5	0	32	6.0
Worn	9	0	0	9	1.7
Obscured or Faded Markings	5	0	0	5	0.9
Other	0	0	0	0	0.0
Unspecified	16	0	0	16	3.0
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>



## Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	278	41	2	321	60.3
Dawn	11	5	0	16	3.0
Dusk	23	2	0	25	4.7
Dark	115	15	0	130	24.4
Unspecified	40	0	0	40	7.5
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>

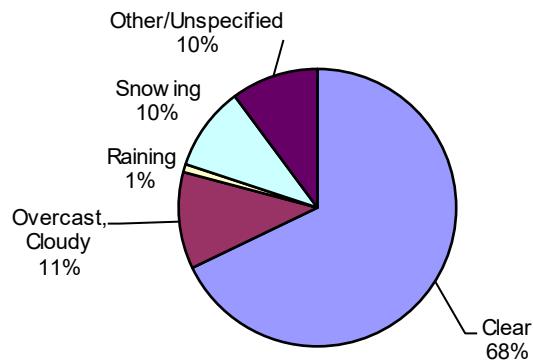


## Environmental Factors – Section 4

### Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	312	47	2	361	67.9
Overcast, Cloudy (No Precipitation)	55	5	0	60	11.3
Raining	5	0	0	5	0.9
Snowing	45	7	0	52	9.8
Freezing Rain/Sleet/Hail	3	1	0	4	0.8
Visibility Limitations (fog, dust, etc.)	8	0	0	8	1.5
Strong Winds	0	1	0	1	0.2
Other	0	0	0	0	0.0
Unspecified	39	2	0	41	7.7
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>



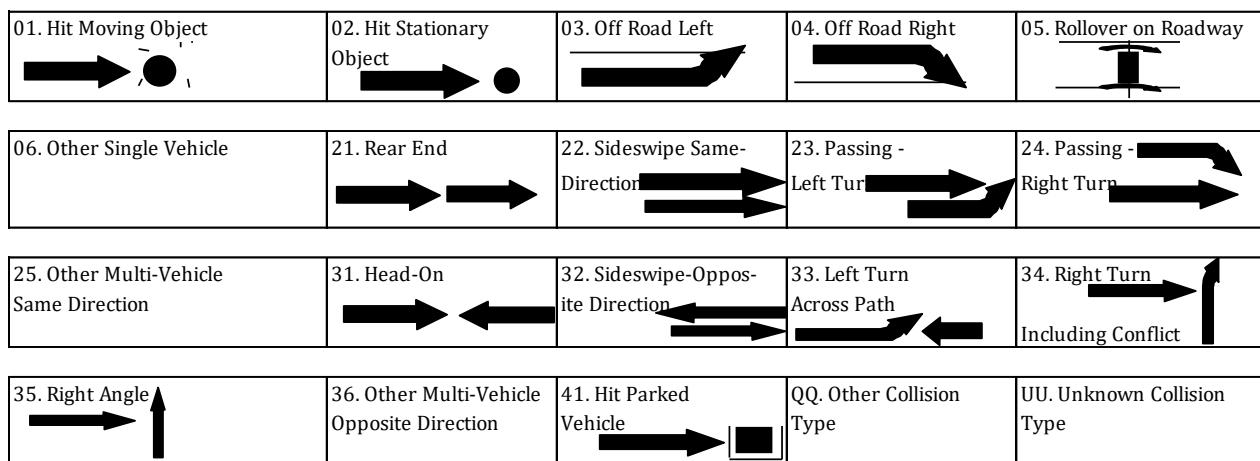
# Environmental Factors – Section 4

## Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	12	1	0	13	2.4
b) With Other Animal	3	0	0	3	0.6
c) With Pedestrian	1	9	1	11	2.1
d) Other	0	1	0	1	0.2
02. Hit Stationary Object	34	2	0	36	6.8
03. Off Road Left					
a) With Rollover	3	6	0	9	1.7
b) No Rollover	10	6	0	16	3.0
04. Off Road Right					
a) With Rollover	5	7	0	12	2.3
b) No Rollover	18	10	0	28	5.3
05. Rollover on Roadway	2	2	1	5	0.9
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	68	3	0	71	13.3
22. Sideswipe - Same Direction	27	0	0	27	5.1
23. Passing - Left Turn	4	0	0	4	0.8
24. Passing - Right Turn	3	0	0	3	0.6
25. Other Multi-Vehicle Same Direction	4	0	0	4	0.8
31. Head-On	1	1	0	2	0.4
32. Sideswipe - Opposite Direction	13	1	0	14	2.6
33. Left Turn Across Path	13	3	0	16	3.0
34. Right Turn Including Conflict	6	4	0	10	1.9
35. Right Angle	38	7	0	45	8.5
36. Other Multi-Vehicle Opposite Direction	7	0	0	7	1.3
41. Hit Parked Vehicle	195	0	0	195	36.7
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>

### \*Collision Configurations



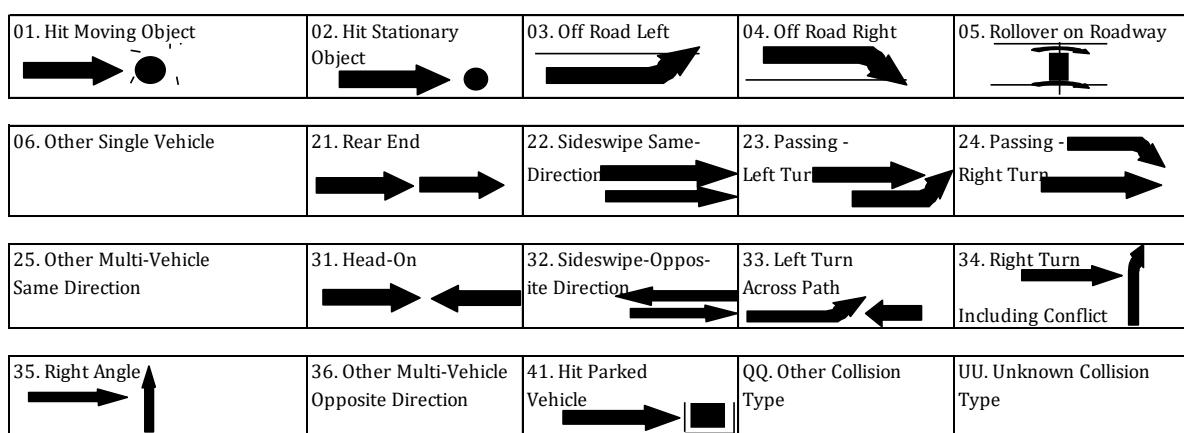
# Environmental Factors – Section 4

## Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Bison	13	0	0	13	2.4
b) With Other Animal	2	1	0	3	0.6
c) With Pedestrian	1	10	0	11	2.1
d) Other	0	1	0	1	0.2
02. Hit Stationary Object	0	35	1	36	6.8
03. Off Road Left					
a) With Rollover	8	1	0	9	1.7
b) No Rollover	12	4	0	16	3.0
04. Off Road Right					
a) With Rollover	12	0	0	12	2.3
b) No Rollover	16	11	1	28	5.3
05. Rollover on Roadway	5	0	0	5	0.9
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	6	65	0	71	13.3
22. Sideswipe - Same Direction	1	26	0	27	5.1
23. Passing - Left Turn	1	3	0	4	0.8
24. Passing - Right Turn	0	3	0	3	0.6
25. Other Multi-Vehicle Same Direction	0	4	0	4	0.8
31. Head-On	1	1	0	2	0.4
32. Sideswipe - Opposite Direction	3	10	1	14	2.6
33. Left Turn Across Path	1	15	0	16	3.0
34. Right Turn Including Conflict	0	10	0	10	1.9
35. Right Angle	4	41	0	45	8.5
36. Other Multi-Vehicle Opposite Direction	0	7	0	7	1.3
41. Hit Parked Vehicle	1	190	4	195	36.7
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>87</b>	<b>438</b>	<b>7</b>	<b>532</b>	<b>100.0</b>

### \*Collision Configurations



# Environmental Factors – Section 4

## Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	207	38	1	246	46.2
Intersection - Two Public Roadways	108	19	1	128	24.1
Intersection - Parking Lot, Driveway	70	4	0	74	13.9
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
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	71	2	0	73	13.7
Unknown	10	0	0	10	1.9
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>

## Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	76	166	4	246	46.2
Intersection - Two Public Roadways	8	120	0	128	24.1
Intersection - Parking Lot, Driveway	2	71	1	74	13.9
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
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	0	71	2	73	13.7
Unknown	0	10	0	10	1.9
<b>Total</b>	<b>87</b>	<b>438</b>	<b>7</b>	<b>532</b>	<b>100.0</b>

## Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	392	46	1	439	82.5
Straight with Grade	24	4	0	28	5.3
Curved and Level	22	6	1	29	5.5
Curve with Grade	12	6	0	18	3.4
Top of Hill or Grade	4	0	0	4	0.8
Bottom of Hill or Grade	2	1	0	3	0.6
Other	0	0	0	0	0.0
Unknown	11	0	0	11	2.1
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>

# Environmental Factors – Section 4

**Collisions by Roadway Type and Severity**

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	3	0	0	3	0.6
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	259	50	2	311	58.5
Undivided, Two-Way, Multi Lane	31	9	0	40	7.5
Divided, Barrier Median	3	0	0	3	0.6
Divided with Median, No Barrier	29	2	0	31	5.8
Divided, Divider Unspecified	0	0	0	0	0.0
Other	132	2	0	134	25.2
Unknown	10	0	0	10	1.9
<b>Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>

**Collisions by Sequence of Events and 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	2	0	0	2	0.4
Hit Building	7	0	0	7	1.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
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	1	0	0	1	0.2
Hit Curb	1	0	0	1	0.2
Hit Post	5	0	0	5	0.9
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	1	0	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	3	1	0	4	0.8
Hit Other Type Fixed Object	1	0	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>4.1</b>
<b>Moveable Objects</b>					
Another Road Vehicle	379	19	0	398	74.8
Bison	12	1	0	13	2.4
Other Animal	3	0	0	3	0.6
Pedestrian	1	9	1	11	2.1
Other Moveable Object	0	1	0	1	0.2
<b>Sub Total Moveable Objects</b>	<b>395</b>	<b>30</b>	<b>1</b>	<b>426</b>	<b>80.1</b>
<b>Non-Collision Events</b>					
Ran Off Road	28	0	0	28	5.3
Rollover	10	15	1	26	4.9
Jack Knife or Trailer Swing	0	0	0	0	0.0
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
<b>Sub Total Non-Collision Events</b>	<b>38</b>	<b>15</b>	<b>1</b>	<b>54</b>	<b>10.2</b>
<b>Other/Unknown Event</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>30</b>	<b>5.6</b>
<b>Grand Total</b>	<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>100.0</b>

# Environmental Factors – Section 4

## Collisions by Sequence of Events and Road System

Figure 4.13

Non-Moving Objects	NWT			In	
	Highways	Communities	Rural	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	2	0	2	0.4
Hit Building	0	7	0	7	1.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
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	1	0	1	0.2
Hit Curb	0	1	0	1	0.2
Hit Post	0	5	0	5	0.9
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	1	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	0	4	0	4	0.8
Hit Other Type Fixed Object	0	1	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>4.1</b>
<b>Moveable Objects</b>					
Another Road Vehicle	18	375	5	398	74.8
Bison	13	0	0	13	2.4
Other Animal	2	1	0	3	0.6
Pedestrian	1	10	0	11	2.1
Other Moveable Object	0	1	0	1	0.2
<b>Sub Total Moveable Objects</b>	<b>34</b>	<b>387</b>	<b>5</b>	<b>426</b>	<b>80.1</b>
<b>Non-Collision Events</b>					
Ran Off Road	0	0	0	0	0.0
Rollover	25	1	0	26	4.9
Jack Knife or Trailer Swing	0	0	0	0	0.0
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
<b>Sub Total Non-Collision Events</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>4.9</b>
<b>Unknown Event</b>	<b>28</b>	<b>28</b>	<b>2</b>	<b>58</b>	<b>10.9</b>
<b>Grand Total</b>	<b>87</b>	<b>438</b>	<b>7</b>	<b>532</b>	<b>100.0</b>

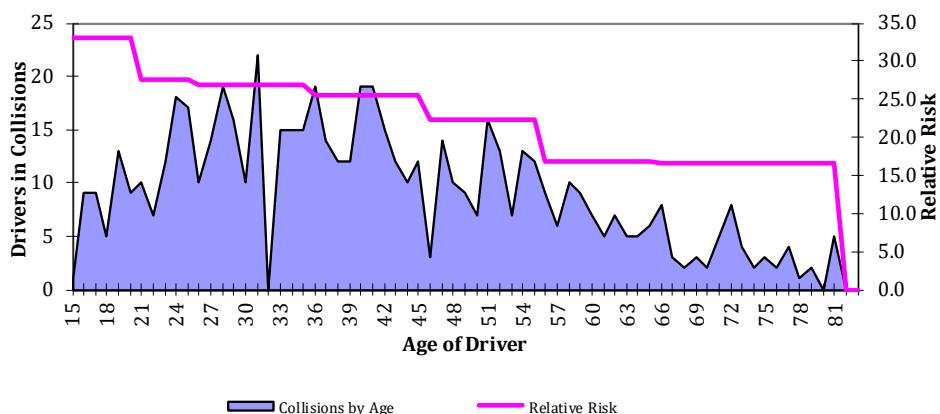
# Driver Factors – Section 5

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	117	1,183	2,037	5,673	5,755	4,641	4,430	3,606	0	27,442
Drivers in Collisions	7	36	56	153	147	104	74	60	124	761

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	25.4	24.1	23.1	23.1	19.4	14.4	15.0	24.7
Personal Injury & Fatal	7.7	3.4	3.9	2.4	3.0	2.3	1.7	3.1
<b>Total</b>	<b>33.1</b>	<b>27.5</b>	<b>27.0</b>	<b>25.5</b>	<b>22.4</b>	<b>16.7</b>	<b>16.6</b>	<b>27.7</b>
<b>Relative Risk*</b>	<b>1.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.9</b>	<b>0.8</b>	<b>0.6</b>	<b>0.6</b>	<b>1.0</b>

\* 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 1.2 times more likely to be involved in a collision than the average driving population. On average, 3% of 15 to 19 year olds were involved in collisions, compared to 3% 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.

## Driver Factors – Section 5

Figure 5.3

Age Group	Class	Class	Class	Class	Class	Not	Not		Total								
	1	16	2	26	3	36	4	46	5	56	5P	6	7	Req'd. Licence	No Stated		
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7
16	0	0	0	0	0	0	0	0	4	0	1	0	3	0	1	0	9
17	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	0	9
18	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	5
19	1	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	13
20	0	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	9
21-24	1	0	0	0	1	0	1	0	36	1	2	0	2	0	2	1	47
25-34	5	0	0	0	5	0	23	0	105	1	1	0	5	4	3	1	153
35-44	10	0	0	0	12	0	16	0	103	2	0	0	1	1	2	0	147
45-54	7	0	0	0	4	0	10	0	79	2	0	0	0	0	2	0	104
55-64	10	1	1	0	6	0	5	0	50	1	0	0	0	0	0	0	74
65 and over	6	0	0	0	1	0	4	0	49	0	0	0	0	0	0	0	60
Not Stated	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	122	124
Drivers in Collisions	40	1	1	0	29	0	60	0	456	7	4	0	16	9	14	124	761
Total Licensed Drivers	975	291	107	40	785	107	966	84	19,118	1373	1274	1	2,321	N/A	N/A	N/A	27442
Relative Risk*	1.48	0.12	0.34	0.00	1.33	0.00	2.24	0.00	0.86	0.18	0.11	0	0.25	N/A	N/A	N/A	1

\* 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	5	5	2	5	5	29	106	95	76	54	42	2	432	56.8	
Fatigued, Fell Asleep	0	0	1	0	1	1	0	1	1	2	0	0	0	7	0.9	
Inexperience	0	3	2	3	2	1	2	0	2	0	0	0	0	15	2.0	
Under Influence - Alcohol	0	0	0	0	1	0	4	9	7	3	3	0	0	27	3.5	
Under Influence - Drugs	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.1	
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	1	1	1	0	2	0	5	0.7	
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
Unknown	1	1	1	0	4	2	12	36	40	22	17	16	122	274	36.0	
Total	7	9	9	5	13	9	47	153	147	104	74	60	124	761		
%	0.9	1.2	1.2	0.7	1.7	1.2	6.2	20.1	19.3	13.7	9.7	7.9	16.3		100.0	

## Driver Factors – Section 5

**Number of Drivers Involved in Collisions by Driver Action and Age**

Figure 5.5

Driver Action	Not Stated												Total	%	
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+			
Driving Properly	1	0	0	0	2	2	14	50	48	43	31	20	1	212	27.9
Following Too Closely	0	1	0	0	1	0	1	6	2	3	2	2	0	18	2.4
<u>Distracted, Inattentive</u>	0	3	0	1	1	2	0	9	6	5	2	3	2	34	4.5
Driving Too Fast	0	0	4	0	1	0	7	19	19	8	4	1	2	65	8.5
Improper Turning or Passing	0	1	1	1	0	0	1	4	7	6	4	4	0	29	3.8
<u>Failing to Yield Right of Way</u>	1	2	0	0	1	0	3	10	11	4	4	5	2	43	5.7
Disobeying Traffic Control/Officer	1	1	0	0	0	0	0	2	2	0	1	0	0	7	0.9
Driving on Wrong Side of Road	1	0	0	0	0	0	0	1	2	0	0	0	1	5	0.7
<u>Driving in Wrong Direction</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	0	1	0	3	2	8	17	18	15	11	14	10	99	13.0
Lost Control	3	1	3	3	4	2	12	27	27	17	14	8	3	124	16.3
Other Driver Action	0	0	0	0	0	0	0	3	2	0	0	1	0	6	0.8
Unknown	0	0	0	0	0	1	1	5	3	3	1	2	103	119	15.6
Total	7	9	9	5	13	9	47	153	147	104	74	60	124	761	
%	0.9	1.2	1.2	0.7	1.7	1.2	6.2	20.1	19.3	13.7	9.7	7.9	16.3		<b>100.0</b>

# Vehicle Factors – Section 6

**Number of Vehicles in Collisions by Vehicle Type and Severity**

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	225	15	1	241	25.7
Passenger Van	19	1	0	20	2.1
Light Utility Vehicle	199	16	0	215	23.0
Pickup Truck	268	28	1	297	31.7
Panel/Cargo Van	13	1	0	14	1.5
Other Truck/Van <= 4536 kg	4	0	0	4	0.4
Unit Truck > 4536 kg	6	0	0	6	0.6
Road Tractor	7	5	0	12	1.3
School Bus	0	0	0	0	0.0
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	0	0	0	0.0
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	3	5	0	8	0.9
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	5	2	0	7	0.7
Bicycle	0	8	0	8	0.9
Motor Home	2	0	0	2	0.2
Farm Equipment	0	0	0	0	0.0
Construction Equipment	5	0	0	5	0.5
Fire Engine	1	0	0	1	0.1
Snowmobile	0	1	0	1	0.1
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	94	0	0	94	10.0
<b>Total</b>	<b>852</b>	<b>82</b>	<b>2</b>	<b>936</b>	<b>100.0</b>

**Number of Vehicles in Collisions by Vehicle Condition and Severity**

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	647	61	1	709	75.7
Defective Brakes	1	0	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lighting	1	0	0	1	0.1
Tire Blown Out	1	2	0	3	0.3
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	4	0	0	4	0.4
Other Defective Vehicular Parts	2	0	0	2	0.2
Other Vehicular Factor	0	0	0	0	0.0
Unknown	195	19	1	215	23.0
<b>Total</b>	<b>852</b>	<b>82</b>	<b>2</b>	<b>936</b>	<b>100.0</b>

# Vehicle Factors – Section 6

## Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	273	61	0	334	35.7
Turning Left	42	5	1	48	5.1
Turning Right	25	8	0	33	3.5
Making U-Turn	5	0	0	5	0.5
Changing Lanes	12	0	0	12	1.3
Merging	1	0	0	1	0.1
Reversing	107	3	0	110	11.8
Overtaking	3	0	0	3	0.3
Negotiating Curve	22	4	1	27	2.9
Slowing or Stopped in Traffic	59	1	0	60	6.4
Starting in Traffic	0	0	0	0	0.0
Leaving Roadside	3	0	0	3	0.3
Stopped/Parked Legally	195	0	0	195	20.8
Stopped/Parked Illegally	5	0	0	5	0.5
Swerving to Avoid Collision	6	0	0	6	0.6
Run-away or Roll-away Vehicle	2	0	0	2	0.2
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	92	0	0	92	9.8
Total	852	82	2	936	100.0

## Number of Vehicles in Collisions by Vehicle Year and Severity

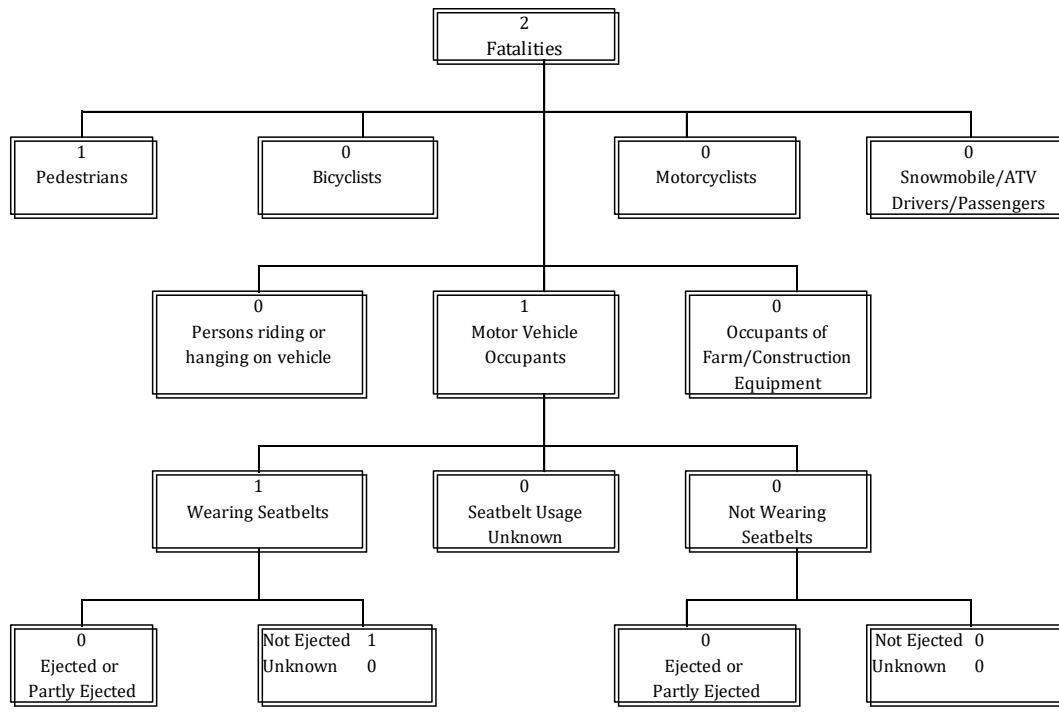
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2025	4	0	0	4	0.4
2024	40	2	0	42	4.5
2023	76	10	1	87	9.3
2022	62	4	0	66	7.1
2021	62	5	0	67	7.2
2020	53	5	0	58	6.2
2019	62	1	0	63	6.7
2018	48	5	0	53	5.7
2017	38	4	0	42	4.5
2016	30	2	0	32	3.4
2015	31	3	0	34	3.6
2014	23	1	0	24	2.6
2013 & Older	197	29	1	227	24.3
Unspecified	126	11	0	137	14.6
Total	852	82	2	936	100.0

# Victims and Occupant Restraints – Section 7

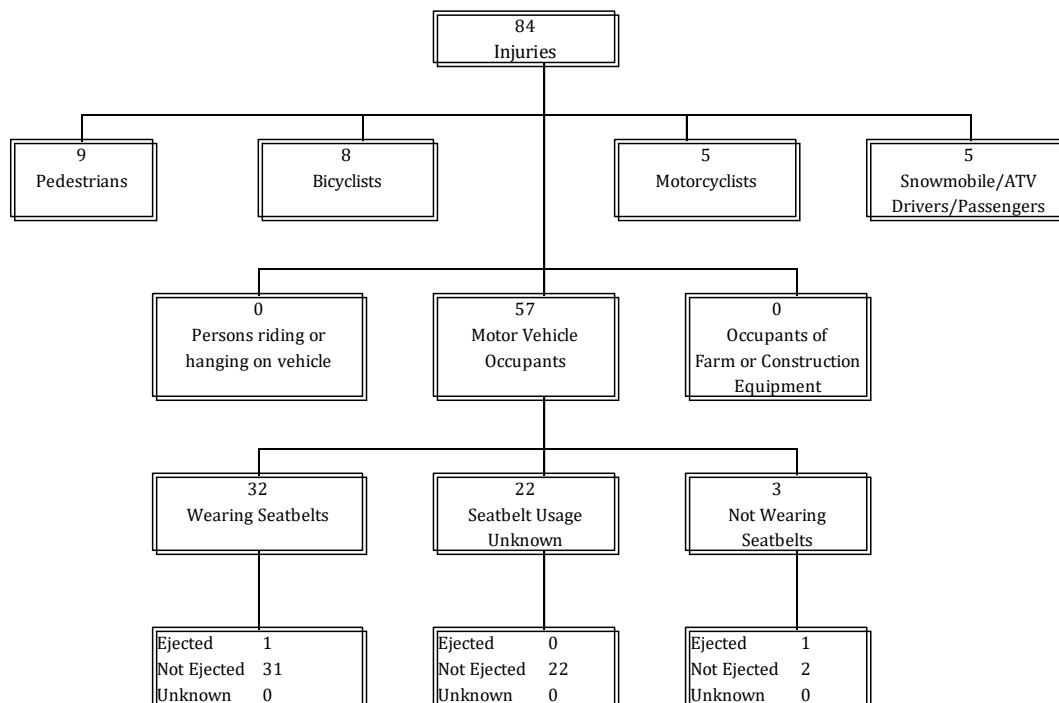
**Fatalities Classification**  
(January 1 to December 31, 2024)

Figure 7.1



**Injuries Classification**  
(January 1 to December 31, 2024)

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	5	15	20	25	35	45	55	65	Not Stated	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older			
Motor Vehicle Driver	0	0	3	2	9	5	8	6	5	0	38	45.2
Motor Vehicle Passenger	0	2	7	0	4	0	2	1	1	2	19	22.6
Pedestrian	1	2	0	0	1	1	0	3	0	1	9	10.7
Bicyclist	0	4	0	0	3	1	0	0	0	0	8	9.5
Motorcyclist (includes passengers)	0	2	0	0	1	0	1	1	0	0	5	6.0
ATV Operators & Passengers	0	1	2	0	0	0	0	0	0	0	3	3.6
Snowmobile Operators & Passengers	0	1	0	0	1	0	0	0	0	0	2	2.4
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
<b>Total</b>	<b>1</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>84</b>	<b>100.0</b>

## Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0	5	15	20	25	35	45	55	65	Not Stated	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older			
Motor Vehicle Driver	0	0	0	1	0	0	0	0	0	0	1	50.0
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Pedestrian	0	0	0	0	0	0	0	1	0	0	1	50.0
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100.0</b>

## 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
Motor Vehicle Driver	21	17	0	38	1	0
Motor Vehicle Passenger	7	12	0	19	0	0
Pedestrian	4	4	1	9	0	1
Bicyclist	5	3	0	8	0	0
Motorcyclist (includes passengers)	3	2	0	5	0	0
ATV Operators & Passengers	1	2	0	3	0	0
Snowmobile Operators & Passengers	2	0	0	2	0	0
Farm/Construction Equipment	0	0	0	0	0	0
Other	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0
<b>Total</b>	<b>43</b>	<b>40</b>	<b>1</b>	<b>84</b>	<b>1</b>	<b>1</b>
						<b>2</b>

# Victims and Occupant Restraints – Section 7

## Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

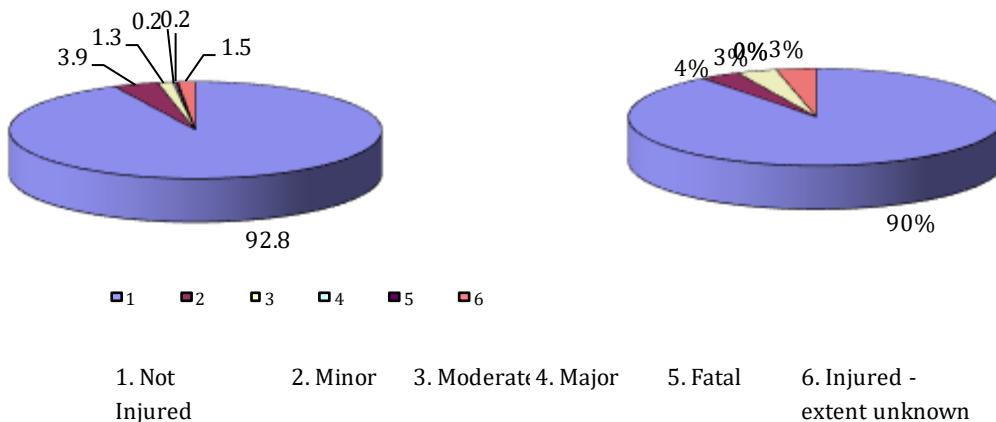
Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Unknown	Total	%
Not Injured	26	0	423	4	359	812	93.3
Minimal Injuries	1	0	18	0	8	27	3.1
Minor Injuries	1	0	6	0	12	19	2.2
Major (Hospital Admission)	0	0	1	0	1	2	0.2
Fatal	0	0	1	0	0	1	0.1
Injured - Extent Unknown	1	0	7	0	1	9	1.0
<b>Total</b>	<b>29</b>	<b>0</b>	<b>456</b>	<b>4</b>	<b>381</b>	<b>870</b>	<b>100.0</b>

\* 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

# Victims and Occupant Restraints – Section 7

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## Motor Vehicle\* Occupants by Injury Severity & Age Group

Figure 7.8

### Restraints Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not Stated	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64 ; & older			
Not Injured	5	9	22	30	99	97	66	44	39	16	427
Minimal Injuries	0	1	2	0	3	2	6	3	1	0	18
Minor Injuries	0	0	2	0	1	1	1	1	0	0	6
Major (Hospital Admission)	0	0	0	0	0	0	0	1	0	0	1
Fatal	0	0	0	1	0	0	0	0	0	0	1
Injured - Extent Unknown	0	0	3	1	1	0	0	1	1	0	7
<b>Total</b>	<b>5</b>	<b>10</b>	<b>29</b>	<b>32</b>	<b>104</b>	<b>100</b>	<b>73</b>	<b>50</b>	<b>41</b>	<b>16</b>	<b>460</b>

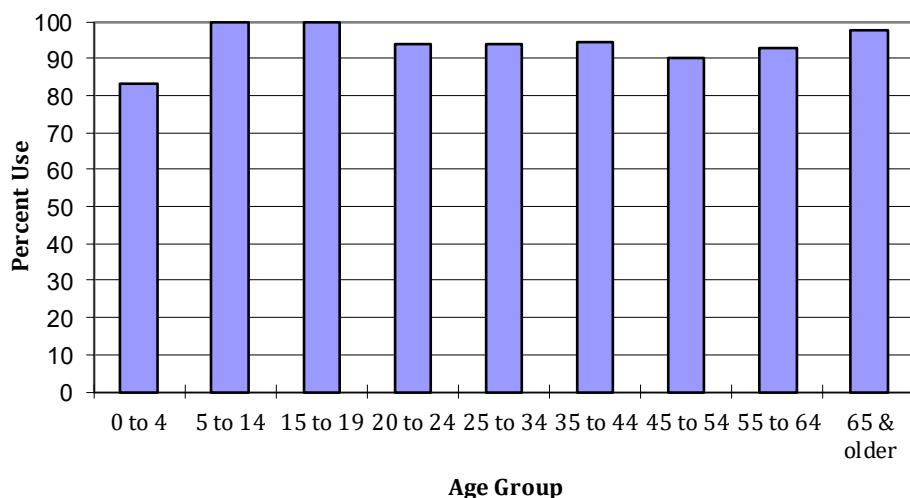
### Restraints Not Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not Stated	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older		
Not Injured	1	0	0	2	5	5	8	4	1	0	26
Minimal Injuries	0	0	0	0	1	0	0	0	0	0	1
Minor Injuries	0	0	0	0	0	1	0	0	0	0	1
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>29</b>

\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, farm/construction equipment, and motor vehicle occupants where restraint use is unknown.

## Victim Restraint Use Rate by Victim Age

Figure 7.9



## Pedestrians – Section 8

Pedestrians Injured or Killed by Age Group

Figure 8.1

	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	1	2	0	0	1	1	0	3	0	1	9	90.0
Killed	0	0	0	0	0	0	0	1	0	0	1	10.0
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>100.0</b>
%	10.0	20.0	0.0	0.0	10.0	10.0	0.0	40.0	0.0	10.0		

Pedestrians Injured or Killed by Pedestrian

Figure 8.2

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	1	0	0	0	0	0	2	0	0	3	30.0
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	1	0	0	0	0	0	0	0	0	1	10.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	1	1	10.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	1	0	0	1	10.0
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	1	0	0	0	0	0	0	0	0	0	1	10.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	0	0	1	0	0	1	0	0	2	20.0
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
Living on Road	0	0	0	0	0	1	0	0	0	0	1	10.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>100.0</b>

# Pedestrians – Section 8

## Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	1	8	<b>9</b>	90.0
Rural	0	1	<b>1</b>	10.0
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>1</b>	<b>9</b>	<b>10</b>	100.0

## Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	4	<b>4</b>	40.0
At Intersection of At Least Two Roadways	1	4	<b>5</b>	50.0
Intersection With Parking Lot/Driveway/Alley	0	0	<b>0</b>	0.0
Railroad Level Crossing	0	0	<b>0</b>	0.0
Bridge/Overpass/Viaduct	0	0	<b>0</b>	0.0
Tunnel or Underpass	0	0	<b>0</b>	0.0
Passing Lane/Climbing Lane	0	0	<b>0</b>	0.0
Other	0	1	<b>1</b>	10.0
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>1</b>	<b>9</b>	<b>10</b>	100.0

## Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	1	4	<b>5</b>	50.0
Had Been Drinking	0	4	<b>4</b>	40.0
Impaired by Alcohol	0	0	<b>0</b>	0.0
Unknown	0	1	<b>1</b>	10.0
<b>Total</b>	<b>1</b>	<b>9</b>	<b>10</b>	100.0

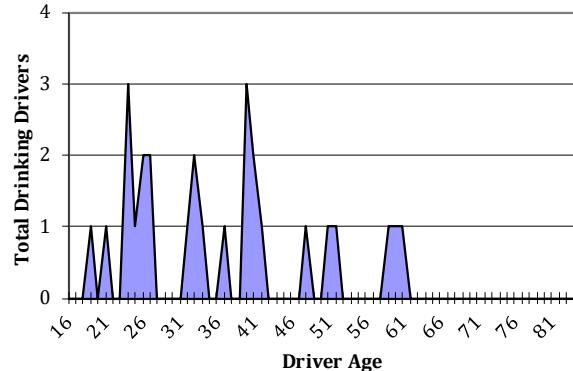
# Alcohol – Section 9

## Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

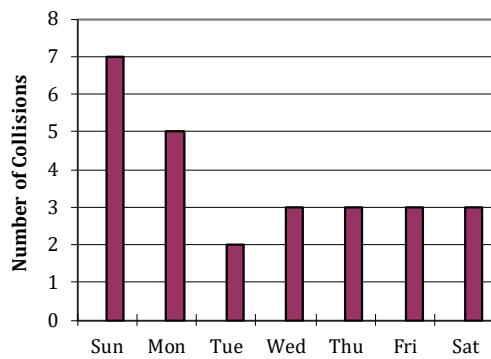
Driver Age	Total			
	Male	Female	Not Stated	Drinking Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	0	0	0	0
19	0	1	0	1
20	0	0	0	0
21 to 24	3	1	0	4
25 to 34	3	6	0	9
35 to 44	3	4	0	7
45 to 54	3	0	0	3
55 to 64	2	1	0	3
65 & Older	0	0	0	0
Not Stated	0	0	0	0
<b>Total</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>27</b>

## Drinking Drivers by Driver Age



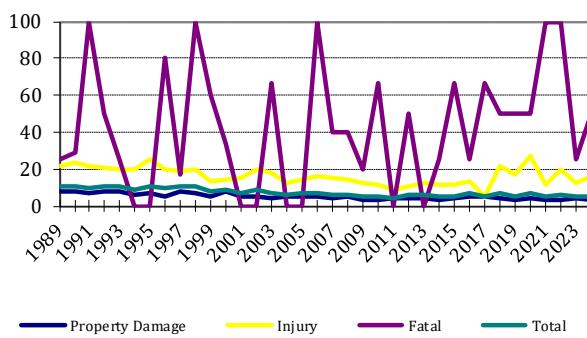
## Collisions Involving Alcohol by Day of Week

Figure 9.2



## Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



## Number of Collisions and Victims Involving Alcohol

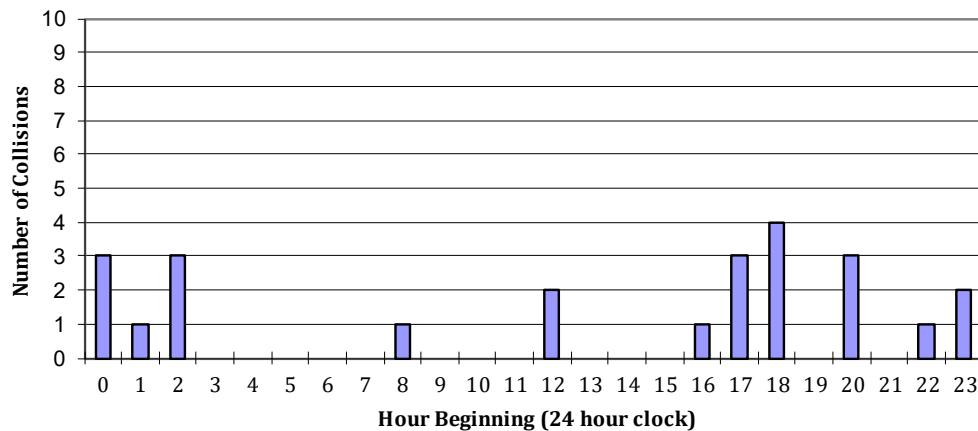
Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	% of Total Victims
2014	15	8	1	24	4.8	16	1	17	18.3
2015	16	7	2	25	5.2	12	2	14	16.7
2016	21	11	1	33	6.5	19	1	20	15.6
2017	20	4	2	26	5.3	8	2	10	9.0
2018	21	16	1	38	6.9	27	1	28	27.5
2019	16	10	2	28	5.2	15	3	18	21.7
2020	16	12	2	30	6.7	20	2	22	29.7
2021	13	7	2	22	4.7	12	2	14	16.3
2022	12	13	1	26	6.1	17	1	18	21.4
2023	13	7	1	21	5.1	10	1	11	12.4
2024	15	10	1	26	4.9	14	1	15	17.4
<b>Average</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>27</b>	<b>5.6</b>	<b>15</b>	<b>2</b>	<b>17</b>	<b>18.7</b>

# Alcohol – Section 9

## Number of Alcohol Related Collisions by Time of Day

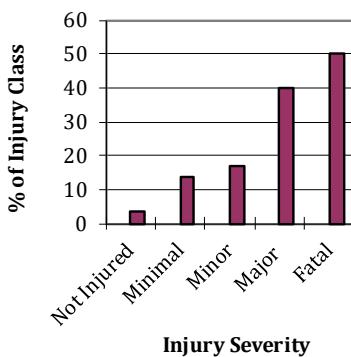
Figure 9.5



## Injury Severity by Alcohol Involvement

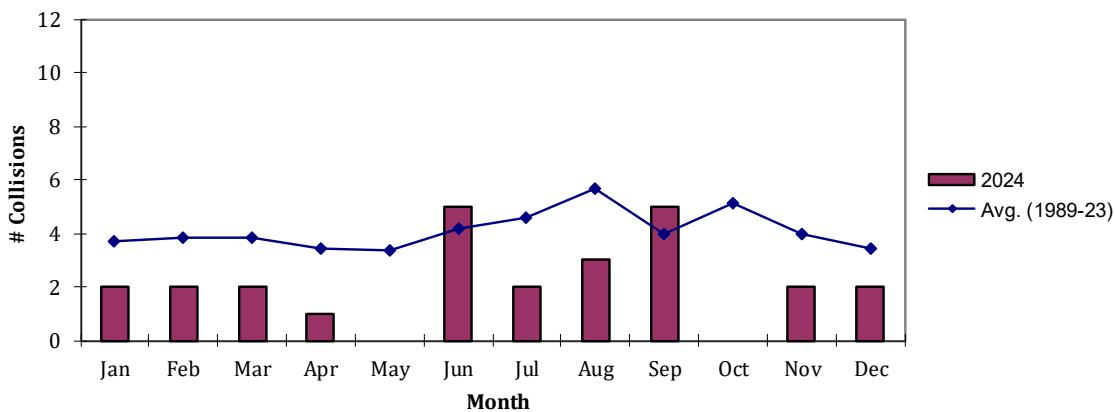
Figure 9.6

Injury Severity	Alcohol Involvement		% with Alcohol	
	Yes	No	Totals	% with Alcohol
Not Injured	31	798	829	3.7
Minimal Injuries	5	32	37	13.5
Minor	5	25	30	16.7
Major	2	3	5	40.0
Fatal	1	1	2	50.0
Injured - Extent Unknown	2	10	12	16.7
<b>Total</b>	<b>46</b>	<b>869</b>	<b>915</b>	<b>5.0</b>



## Alcohol-Involved Collisions by Month

Figure 9.7



# Off-Road Vehicles – Section 10

## Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

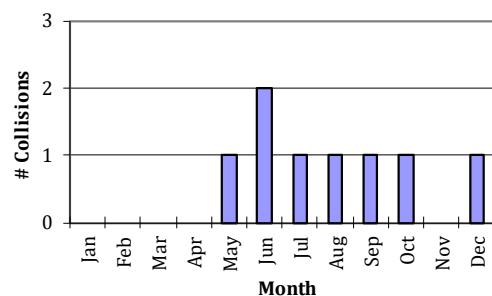
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	0	0	0	0	0
February	0	0	0	0	0	0
March	0	0	0	0	0	0
April	0	0	0	0	0	0
May	1	0	0	1	0	0
June	0	2	0	2	3	0
July	1	0	0	1	0	0
August	1	0	0	1	0	0
September	1	0	0	1	0	0
October	1	0	0	1	0	0
November	0	0	0	0	0	0
December	0	1	0	1	2	0
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>

## Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
<b>Total Victims</b>	<b>2</b>	<b>3</b>	<b>5</b>
Killed	0	0	0
Injured	2	3	5
<b>Total Vehicles</b>			
<b>Involved</b>	<b>1</b>	<b>7</b>	<b>8</b>
Fatal	0	0	0
Injury	1	2	3
Property Damage	0	5	5

## 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	0	0	0	1	0	0	1	12.5
15 to 19	0	0	0	1	1	0	2	25.0
20 to 24	0	0	0	0	0	0	0	0.0
25 to 34	1	0	0	2	1	0	4	50.0
35 to 44	0	0	0	0	0	0	0	0.0
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	0	0	0	0	0	1	1	12.5
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>100.0</b>

# Off-Road Vehicles – Section 10

## Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	1	2	0	3	37.5
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	1	0	1	12.5
Under Influence - Alcohol	1	0	0	1	12.5
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	0	0	3	37.5
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>100.0</b>

## Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	0	0	0	0.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	1	0	0	1	12.5
Improper Turning or Passing	1	0	0	1	12.5
Failed to Yield Right-of-Way	1	1	0	2	25.0
Disobeyed Traffic Control or Office	1	0	0	1	12.5
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	1	2	0	3	37.5
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>100.0</b>

## Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet			Total	%
	Worn	Not Worn	Unknown		
Not Injured	4	2	2	8	61.5
Minimal Injuries	2	0	0	2	15.4
Minor Injuries	1	0	1	2	15.4
Major (Hospital Admission)	0	1	0	1	7.7
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	0	0	0	0.0
<b>Total</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>100.0</b>

# Geographic Distribution – Section 11

## Collisions by Region, RCMP Detachment and Severity

Figure 11.1

### A - Beaufort Delta Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	1	0	0	1	0	0
Fort McPherson	2	0	0	2	0	0
Ulukhaktok	0	0	0	0	0	0
Inuvik	40	11	0	51	12	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	2	0	0	2	0	0
<b>Sub Total</b>						
<b>Beaufort Delta Region</b>	<b>45</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>0</b>

### B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Déljnë	0	0	0	0	0	0
Fort Good Hope	1	0	0	1	0	0
Norman Wells	6	1	0	7	2	0
Tulít'a	3	0	0	3	0	0
<b>Sub Total</b>						
<b>Sahtu Region</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>

### C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	2	1	0	3	1	0
Fort Simpson	7	1	0	8	1	0
<b>Sub Total</b>						
<b>Dehcho Region</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>

### D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	35	8	0	43	10	0
Fort Providence	10	6	0	16	6	0
Fort Resolution	4	1	0	5	1	0
Fort Smith	14	2	0	16	2	0
Łutselk'e	0	0	0	0	0	0
<b>Sub Total</b>						
<b>South Slave Region</b>	<b>63</b>	<b>17</b>	<b>0</b>	<b>80</b>	<b>19</b>	<b>0</b>

### E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Tłı̨chǫ	16	6	1	23	17	1
Yellowknife	324	26	1	351	32	1
<b>Sub Total</b>						
<b>North Slave Region</b>	<b>340</b>	<b>32</b>	<b>2</b>	<b>374</b>	<b>49</b>	<b>2</b>

**Total - All  
Regions**

<b>467</b>	<b>63</b>	<b>2</b>	<b>532</b>	<b>84</b>	<b>2</b>
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# Geographic Distribution – Section 11

## Collision Rates by Region and RCMP Detachment

Figure 11.2

### A - Beaufort Delta Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	1	207	197	644	0.48	0.51	0.16
Fort McPherson	2	373	396	924	0.54	0.51	0.22
Ulukhaktok	0	57	41	455	0.00	0.00	0.00
Inuvik	51	1,813	2,104	3,282	2.81	2.42	1.55
Sachs Harbour	0	40	44	111	0.00	0.00	0.00
Tuktoyaktuk	2	356	369	1,384	0.56	0.54	0.14
<b>Sub Total</b>							
<b>Beaufort Delta Region</b>	<b>56</b>	<b>2,846</b>	<b>3,151</b>	<b>6,800</b>	<b>1.97</b>	<b>1.78</b>	<b>0.82</b>

### B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Déjàne	0	202	155	640	0.00	0.00	0.00
Fort Good Hope	1	292	215	854	0.34	0.47	0.12
Norman Wells	7	439	827	698	1.59	0.85	1.00
Tulit'a	3	191	188	526	1.57	1.60	0.57
<b>Sub Total</b>							
<b>Sahtu Region</b>	<b>11</b>	<b>1,124</b>	<b>1,385</b>	<b>2,718</b>	<b>0.98</b>	<b>0.79</b>	<b>0.40</b>

### C - Deh Cho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	3	251	271	485	1.20	1.11	0.62
Fort Simpson	8	922	1,621	1,709	0.87	0.49	0.47
<b>Sub Total</b>							
<b>Dehcho Region</b>	<b>11</b>	<b>1,173</b>	<b>1,892</b>	<b>2,194</b>	<b>0.94</b>	<b>0.58</b>	<b>0.50</b>

### D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	43	2,656	8,519	3,704	1.62	0.50	1.16
Fort Providence	16	300	487	705	5.33	3.29	2.27
Fort Resolution	5	262	407	503	1.91	1.23	0.99
Fort Smith	16	1,639	2,509	2,459	0.98	0.64	0.65
Łutselk'e	0	103	73	328	0.00	0.00	0.00
<b>Sub Total</b>							
<b>South Slave Region</b>	<b>80</b>	<b>4,960</b>	<b>11,995</b>	<b>7,699</b>	<b>1.61</b>	<b>0.67</b>	<b>1.04</b>

### E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Tłı̨chǫ	23	1,365	1,372	3,025	1.68	1.68	0.76
Yellowknife	351	15,974	23,369	22,297	2.20	1.50	1.57
<b>Sub Total</b>							
<b>North Slave Region</b>	<b>374</b>	<b>17,339</b>	<b>24,741</b>	<b>25,322</b>	<b>2.16</b>	<b>1.51</b>	<b>1.48</b>

<b>Total - All Regions</b>	<b>532</b>	<b>27,442</b>	<b>43,164</b>	<b>44,731</b>	<b>1.94</b>	<b>1.23</b>	<b>1.19</b>
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# Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision		Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed	
		Date						
	1.0	4	Jan 2024	Injury	Rear End	1	0	
	1.0	5	Feb 2024	Property Damage	Ran Off Road - Right	0	0	
	6.0	30	Jul 2024	Property Damage	Ran Off Road - Right	0	0	
	18.0	17	Aug 2024	Injury	Ran Off Road - Right	1	0	
	24.0	4	Nov 2024	Injury	Single Vehicle Rollover	1	0	
	42.0	5	Sep 2024	Property Damage	Ran Off Road - Left	0	0	
	43.5	20	Nov 2024	Property Damage	Ran Off Road - Left	0	0	
	82.0	22	Dec 2024	Property Damage	Rear End	0	0	
	83.8	1	Sep 2024	Property Damage	Passing - Left Turn	0	0	
	120.0	14	Dec 2024	Property Damage	Ran Off Road - Right	0	0	
	139.0	21	Jun 2024	Injury	Single Vehicle Rollover	1	0	
	140.0	17	Nov 2024	Property Damage	Single Vehicle Rollover	0	0	
	164.0	25	Apr 2024	Property Damage	Single Vehicle Rollover	0	0	
	178.3	5	May 2024	Injury	Single Vehicle Rollover	1	0	
	190.0	27	Dec 2024	Injury	Ran Off Road - Right	1	0	
	244.0	27	May 2024	Injury	Single Vehicle Rollover	1	0	
	295.0	1	Aug 2024	Property Damage	Single Vehicle Rollover	0	0	
	340.0	18	Mar 2024	Injury	Sideswipe - Opposite Direction	1	0	
	488.0	25	Dec 2024	Property Damage	Sideswipe - Opposite Direction	0	0	
	689.0	20	May 2024	Property Damage	Collision with Other Animal	0	0	
<b>Summary</b>		<b>Property</b>	<b>Personal</b>					
<b>Highway #1</b>	<b>Damage</b>	<b>Injury</b>	<b>Fatal</b>					
	<b>Collisions</b>	<b>Collisions</b>	<b>Collisions</b>					
	12	8	0			20	8	
<b>Highway #2</b>		<b>On Km</b>	<b>Collision</b>		<b>Collision</b>	<b># Persons</b>		
<b>(Hay River)</b>		<b>Date</b>	<b>Severity</b>		<b>Configuration</b>	<b>Injured</b>		
		32.0	27 Jan 2024		Property Damage	Ran Off Road - Left	0	0
		38.0	10 Sep 2024		Property Damage	Rear End	0	0
		44.1	19 Oct 2024		Property Damage	Collision with Parked Vehicle	0	0
<b>Summary</b>		<b>Property</b>	<b>Personal</b>					
<b>Highway #2</b>	<b>Damage</b>	<b>Injury</b>	<b>Fatal</b>					
	<b>Collisions</b>	<b>Collisions</b>	<b>Collisions</b>					
	3	0	0			3	0	

# Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	3.0	7 Dec 2024	Property Damage	Sideswipe - Same Direction	0	0
	7.0	3 Mar 2024	Injury	Single Vehicle Rollover	1	0
	32.0	28 Aug 2024	Injury	Collision with Bison	1	0
	33.0	12 Dec 2024	Property Damage	Collision with Bison	0	0
	80.0	22 Dec 2024	Property Damage	Collision with Other Animal	0	0
	121.0	25 Jan 2024	Property Damage	Left Turn Across Path	0	0
	130.0	17 May 2024	Property Damage	Collision with Bison	0	0
	166.0	7 Jan 2024	Property Damage	Single Vehicle Rollover	0	0
	170.0	25 Jan 2024	Injury	Rear End	7	0
	176.0	5 Oct 2024	Property Damage	Collision with Bison	0	0
	188.0	20 Jun 2024	Injury	Ran Off Road - Left	2	0
	197.0	14 Jan 2024	Property Damage	Collision with Bison	0	0
	197.0	3 Aug 2024	Property Damage	Collision with Bison	0	0
	197.0	1 Sep 2024	Injury	Single Vehicle Rollover	2	0
	200.0	12 Oct 2024	Property Damage	Collision with Bison	0	0
	202.0	19 Feb 2024	Property Damage	Single Vehicle Rollover	0	0
	265.0	7 Sep 2024	Injury	Ran Off Road - Right	1	0
	270.0	9 Jun 2024	Injury	Single Vehicle Rollover	2	0
	280.0	15 Feb 2024	Injury	Single Vehicle Rollover	3	0
	286.0	8 Jul 2024	Property Damage	Ran Off Road - Right	0	0
	289.0	4 Jan 2024	Property Damage	Ran Off Road - Left	0	0
	290.0	2 Aug 2024	Fatal	Single Vehicle Rollover	0	1
	311.0	28 Jul 2024	Injury	Ran Off Road - Left	1	0
	315.0	15 Feb 2024	Property Damage	Single Vehicle Rollover	0	0
	336.0	6 Sep 2024	Injury	Head-on	3	0
	338.0	23 Oct 2024	Injury	Ran Off Road - Left	1	0
<b>Summary</b>						
<b>Highway #3</b>		<b>Property Damage Collisions</b>	<b>Personal Injury Collisions</b>	<b>Fatal Collisions</b>	<b>Total Collisions</b>	<b>Persons Injured</b>
		14	11	1	26	24
						1

# Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	11 Dec 2024	Property Damage	Ran Off Road - Right	0	0
	1.5	11 Aug 2024	Injury	Ran Off Road - Right	1	0
	4.0	15 Apr 2024	Injury	Single Vehicle Rollover	1	0
	4.0	2 Dec 2024	Property Damage	Ran Off Road - Right	0	0
	6.5	29 Sep 2024	Injury	Ran Off Road - Left	1	0
	13.0	23 Aug 2024	Injury	Single Vehicle Rollover	1	0
	15.0	30 Aug 2024	Property Damage	Ran Off Road - Right	0	0
	32.0	22 Nov 2024	Property Damage	Ran Off Road - Left	0	0
Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	4	0	8	4	0
Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.2	27 Oct 2024	Property Damage	Ran Off Road - Left	0	0
	2.5	8 Dec 2024	Property Damage	Sideswipe - Opposite Direction	0	0
	75.0	20 Dec 2024	Property Damage	Collision with Bison	0	0
	90.0	26 Oct 2024	Property Damage	Collision with Bison	0	0
	116.0	27 Jan 2024	Property Damage	Collision with Bison	0	0
	209.0	16 Sep 2024	Property Damage	Collision with Bison	0	0
	226.2	20 Jun 2024	Injury	Single Vehicle Rollover	1	0
	248.7	13 Nov 2024	Property Damage	Collision with Bison	0	0
	261.3	9 Jun 2024	Injury	Single Vehicle Rollover	1	0
	262.7	9 Mar 2024	Property Damage	Right Angle	0	0
	265.3	24 May 2024	Property Damage	Right Angle	0	0
Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	2	0	11	2	0
Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	7.0	4 Jun 2024	Property Damage	Single Vehicle Rollover	0	0
	48.0	2 Jul 2024	Injury	Single Vehicle Rollover	1	0
Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	1	0	2	1	0

# Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	30.0	9 Jun 2024	Injury	Ran Off Road - Left	1	0
Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	1	0	1	1	0
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	122.0	6 Aug 2024	Property Damage	Single Vehicle Rollover	0	0
	147.8	6 Dec 2024	Injury	Single Vehicle Rollover	1	0
	153.9	17 Aug 2024	Injury	Single Vehicle Rollover	1	0
	247.2	11 Jul 2024	Injury	Ran Off Road - Right	1	0
	251.3	22 Jul 2024	Injury	Rear End	1	0
	254.0	18 Jul 2024	Property Damage	Ran Off Road - Right	0	0
	271.3	7 Dec 2024	Property Damage	Right Angle	0	0
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	4	0	7	4	0
Highway #9 (Tłı̨chǫ Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Summary Highway #9	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	0	0	0	0	0
Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	30.0	2 Aug 2024	Injury	Collision with Pedestrian	1	0
	40.0	10 Oct 2024	Property Damage	Single Vehicle Rollover	0	0
	60.0	14 Mar 2024	Property Damage	Rear End	0	0
	100.0	11 Sep 2024	Property Damage	Ran Off Road - Right	0	0
Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	1	0	4	1	0

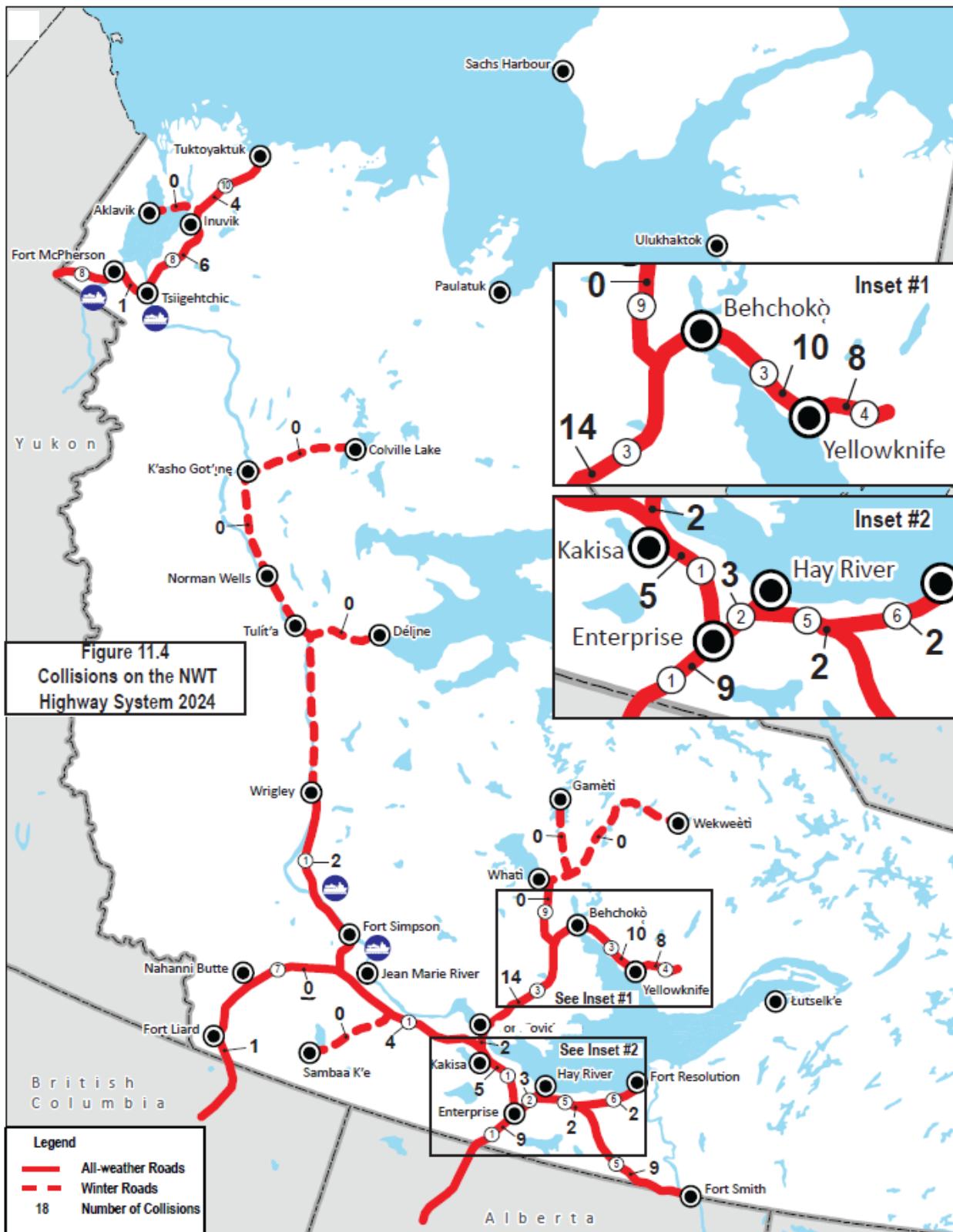
# Geographic Distribution – Section 11

Access and Winter Roads	Collision	Collision	Collision	# Persons	# Persons
	Date	Severity	Configuration	Injured	Killed
Dettah Access Road	18 Apr 2024	Injury	Ran Off Road - Right	4	0
Fort Providence Access Road	16 Aug 2024	Property Damage	Collision with Bison	0	0
Fort Providence Access Road	4 Dec 2024	Injury	Ran Off Road - Left	1	0
Prelude West Access Road	13 Mar 2024	Property Damage	Ran Off Road - Right	0	0
Yellowknife Access Road	2 Jun 2024	Property Damage	Right Angle	0	0

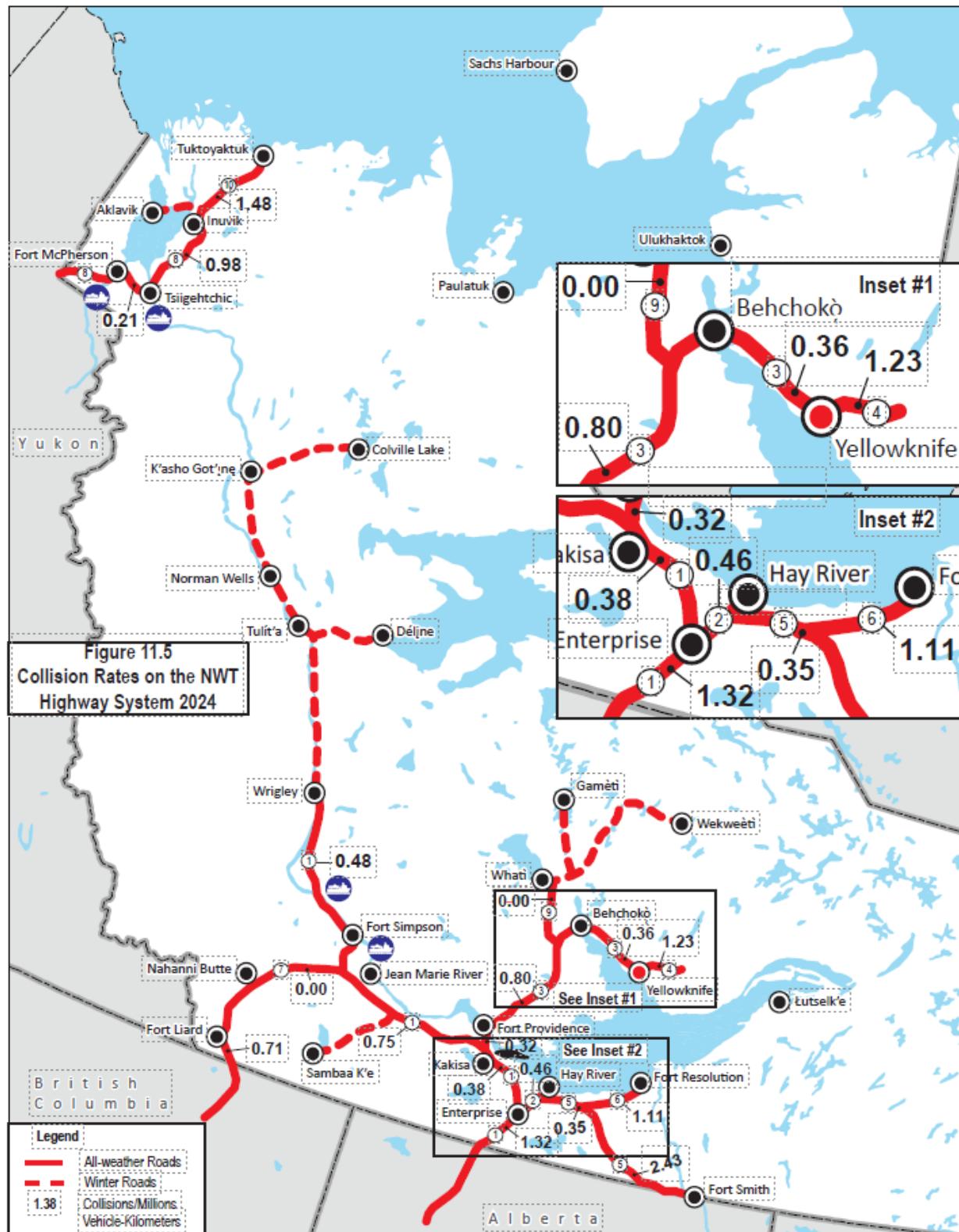
Summary Access and Winter Roads	Property	Personal	Total Collisions	Persons Injured	Persons Killed
	Damage Collisions	Injury Collisions			
	3	2	0	5	0

Summary All NWT Highways	Property	Personal	Total Collisions	Persons Injured	Persons Killed
	Damage Collisions	Injury Collisions			
	52	34	1	87	50

# Geographic Distribution – Section 11



# Geographic Distribution – Section 11



# National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2023 [1]

Figure 12.1

Province/ Territory	Casualty Rates					
	Per 100,000 Population		Per Billion Vehicle Kilometres [2]		Per 100,000 Licensed Drivers	
	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
Canada	4.9	296.5	4.5	273.9	6.9	415.8
Newfoundland & Labrador	7.8	408.2	8.3	437.4	10.6	556.8
Prince Edward Island	8.1	287.3	8.4	299.2	10.8	383.8
Nova Scotia	5.3	567.6	4.6	496.8	6.9	738.1
New Brunswick	8.5	257.5	8.1	245.7	12.8	386.7
Quebec	4.3	317.1	4.7	345.1	6.4	473.9
Ontario	3.9	231.0	3.4	198.7	5.3	312.5
Manitoba	5.4	517.7	4.7	458.1	8.1	786.4
Saskatchewan	7.6	445.9	5.9	345.5	11.0	644.9
Alberta	6.4	379.9	4.9	291.1	8.4	502.4
British Columbia	5.5	230.7	6.2	261.2	7.9	334.5
Yukon	19.8	589.5	11.0	328.0	27.0	804.5
<b>Northwest Territories</b>	<b>8.9</b>	<b>189.0</b>	<b>8.0</b>	<b>171.0</b>	<b>14.9</b>	<b>316.9</b>
Nunavut	2.5	39.3	20.8	333.4	9.2	146.7

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2023. Published by Transport Canada.

[2] Statistics Canada, Canadian Vehicle Survey. Catalogue No. 53-223-XIE.

# Appendix A1 – Collision Report Form Side I

Northwest Territories ACCIDENT REPORT		02 POLICE DETACHMENT		N   T   1   0   0	03. CASE NUMBER		04. REPORT TYPE		05. REPORT STATUS		06. HOUR		07. PAGE OF		
1. In Community of On Km Of Highway Number		Or Street/Road/Avenue		2. Continuation 2. Incomplete 3. Amendment 4. Correction 04. SCENE ATTENDED		1. Original 2. Continuation 3. Correction 4. Correction 04. SCENE ATTENDED		1. Complete 2. Incomplete 3. Amendment 4. Correction 04. SCENE ATTENDED		00-23 UU. Unk.		13. NO. VEHICLES			
At Intersection With Km Intersection Special Reference		metres metres If Location Can Be Described More Precisely, Enter Here		5. Rollover on R roadway		6. Other Single Vehicle		7. Rear End		8. Side-to-Side Opposite Direction		9. Hit & Run		10. KILLED	
14. 01. Hit/Moving Object 02. Hit/Stationary Object TYPE		03. Off road Left 04. Off road Right		05. Sideside Same-Direction		06. Other Single Vehicle		07. Right Turn		08. Left Turn		09. Hit Parked Vehicle		11. NO. INJURED	
20. VEH. SEQUENCE		21. Total Occupants		22. Sideside Same-Direction		23. Passing - Left Turn		24. Passing - Right Turn		25. Other Multi-Vehicle Same Direction		26. Other Multi-Vehicle Opposite Direction		QQ. Other Collision Type	
LAST NAME		FIRST NAME (S)		LAST NAME		FIRST NAME (S)		LAST NAME		FIRST NAME (S)		LAST NAME		UU. Unk.	
ADDRESS		ADDRESS		ADDRESS		ADDRESS		ADDRESS		ADDRESS		ADDRESS		UU. Unk.	
DATE OF BIRTH		SEX		HOME PHONE		WORK PHONE		59. PROV / STATE		60. POSITION		61. POSITION		62. EJECTION	
DRIVER'S LICENCE #		59. PROV / STATE		WORKER'S LICENCE #		DRIVER'S LICENCE #		CLASS / STATE		63. LOCATION		64. MEDICAL TREATMENT		65. SAFETY EQUIPMENT	
58. STATUS		57. Years		58. STATUS		59. PROV / STATE		57. Years		1. Note Ejected 2. Partially Ejected 3. Fully Ejected 4. Not Ejected/Unknown		1. Note Ejected 2. Partially Ejected 3. Fully Ejected 4. Not Ejected/Unknown		1. No Safety Device Used 2. Lap Belt Only Used 3. Shoulder Belt Only Used 4. Lap/Shoulder Belt Used 5. Injured - Event Unknown 6. Death - Natural Causes 7. Minor 8. Major	
34. YEAR		5. Expired Q. Other		34. YEAR		35. Expired Q. Other		36. MAKE/MODEL		31.12.13		31.12.23		32. PROV / STATE	
LICENCE PLATE #		32. PROV / STATE		33. VIN		34. VIN		35. MAKE/MODEL		33. VIN		34. VIN		35. MAKE/MODEL	
LAST NAME		FIRST NAME (S)		LAST NAME		FIRST NAME (S)		LAST NAME		FIRST NAME (S)		LAST NAME		FIRST NAME (S)	
ADDRESS		SAME AS ABOVE		ADDRESS		HOME PHONE		WORK PHONE		98. Outside Passenger Compartment		99. Pedestrian		100. Other	
HOME PHONE		WORK PHONE		INSURANCE COMPANY ADDRESS		ADDRESS		ADDRESS		7. Sun Roof		8. Opened Convertible		9. Pedestrian	
POLICY NUMBER		EXPIRY DATE		POLICY NUMBER		EXPIRY DATE		ADDRESS		8. Opened Convertible		9. Pedestrian		10. Retractable Clothing Worm	
29. Veh. Per-Sq. #		55. Sex F. Female M. Male		56. Age 0-1 Yr. U. Unk.		61. Pos-# 62. Eject- ton		63. Eject- ton Loca- tion		64. Medical Treatment Required		65. Safety Eq. Use		66. Proper Eq. Use	
ALL INVOLVED		#		#		#		#		#		#		#	
67. AIR BAG DEPLOYED															
1. No Air Bag Fitted 2. Air Bag Fitted, Deployment Unknown 3. Air Bag Fitted, Deployment Unknown 4. Air Bag Fitted, Deployment Unknown N. Not Applicable Vehicle Type Q. Other U. Unknown															
Officer's Signature								Name							
Reviewed By:								Reviewed By:							

# Appendix A2 – Collision Report Form Side II

<b>16. ROADWAY CONFIGURATION</b>		<b>24. ROAD SURFACE</b>	<b>11. Urban Transit Bus</b>	<b>12. Intercity Bus</b>	<b>41. VEHICLE MANOEUVRE</b>	<b>48. DRIVER ACTION</b>	<b>68. PEDESTRIAN ACTION</b>
1. Non-Intersection	<input type="checkbox"/>	1. Dry, Normal	<input type="checkbox"/>	01. Going Straight	<input type="checkbox"/>	01. Crossing intersection With ROW	
2. Intersection With	<input type="checkbox"/>	2. Wet	<input type="checkbox"/>	02. Turning Left	<input type="checkbox"/>	02. Crossing intersection Without ROW	
3. Intersection With	<input type="checkbox"/>	3. Snow (Fresh/Lose)	<input type="checkbox"/>	03. Turning Right	<input type="checkbox"/>	03. Driving To Far For Conditions	
Parking Lot/Highway/Alley	<input type="checkbox"/>	4. Slush, Wet/Snow	<input type="checkbox"/>	04. Making U-Turn	<input type="checkbox"/>	04. In Crosswalk	
4. Railroad Level Crossing	<input type="checkbox"/>	5. Icy	<input type="checkbox"/>	05. Changing Lanes	<input type="checkbox"/>	05. Crossing Railway & Midblock	
5. Bridge, Overpass, Viaduct	<input type="checkbox"/>	6. Sandy/Gravel/Dirt	<input type="checkbox"/>	06. Merging	<input type="checkbox"/>	06. Walking On roadway Against Traffic	
6. Tunnel Or Underpass	<input type="checkbox"/>	7. Muddy	<input type="checkbox"/>	07. Reversing	<input type="checkbox"/>	07. Walking On roadway With Traffic	
Q. Other	<input type="checkbox"/>	8. Oil	<input type="checkbox"/>	08. Oversteering	<input type="checkbox"/>	08. On Sidewalk, Median, Safety Zone	
U. Unknown	<input type="checkbox"/>	9. Flooded	<input type="checkbox"/>	09. Negotiating a Curve	<input type="checkbox"/>	09. Coming From Behind Parked	
17. WEATHER CONDITION	<input type="checkbox"/>	Q. Other	<input type="checkbox"/>	10. Slowing, Stopping	<input type="checkbox"/>	10. Coming From Behind Moving Vehicle	
1. Clear and/or Sunny	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	11. Starting In Traffic	<input type="checkbox"/>	11. Running In/R roadway	
2. Overcast, Cloudy - No	<input type="checkbox"/>	2. Rainning	<input type="checkbox"/>	12. Leaving Roadside	<input type="checkbox"/>	12. Playing On/R road	
Precipitation	<input type="checkbox"/>	3. Snowing, Not Including Drifting Snow	<input type="checkbox"/>	13. Stopped/Parked Legally	<input type="checkbox"/>	13. Playing On/R road	
4. Freezing Rain, Sleet, Hail	<input type="checkbox"/>	3. Under Construction, Repair	<input type="checkbox"/>	14. Stopped/Parked Illegally	<input type="checkbox"/>	14. Getting On/Off Vehicle	
6. Visibility/Luminance (E.g., Fog, Smoke, Dust, Mist)	<input type="checkbox"/>	5. Warm	<input type="checkbox"/>	15. Swerving To Avoid Collision	<input type="checkbox"/>	15. Pushing Vehicle	
7. Strong Wind	<input type="checkbox"/>	6. Obscured/Added Markings	<input type="checkbox"/>	16. Run-Away/Or Roll Away	<input type="checkbox"/>	16. Working On/R road	
Q. Other	<input type="checkbox"/>	Q. Other	<input type="checkbox"/>	17. On/R roadway	<input type="checkbox"/>	17. Working On/R road	
U. Unknown	<input type="checkbox"/>	11. Unknown	<input type="checkbox"/>	18. Playing On/R road	<input type="checkbox"/>	18. Playing On/R road	
18. LIGHT CONDITION	<input type="checkbox"/>	12. Unknown	<input type="checkbox"/>	19. Working On/R road	<input type="checkbox"/>	19. Working On/R road	
1. Daylight	<input type="checkbox"/>	1. Straight And Level	<input type="checkbox"/>	20. Unspecified Maneuver	<input type="checkbox"/>	20. Lying On/R road	
2. Dusk	<input type="checkbox"/>	2. Straight With Grade	<input type="checkbox"/>	QQ. Other U. Unknown	<input type="checkbox"/>	NN. Not a Pedestrian	
3. Dusk	<input type="checkbox"/>	3. Cined And Level	<input type="checkbox"/>	44-46. VEHICLE EVENTS	<input type="checkbox"/>	QQ. Other U. Unknown	
5. Darkness	<input type="checkbox"/>	4. Cined With Grade	<input type="checkbox"/>	NON-COLLISION EVENTS:	<input type="checkbox"/>	47. Visibility Obstructed	
U. Unknown	<input type="checkbox"/>	5. Top Of Hill/Gradient	<input type="checkbox"/>	01. Skidded Or Skid On R roadway	<input type="checkbox"/>	48. Other Defective Parts	
Q. Other	<input type="checkbox"/>	6. Bottom Of Hill/Gradient	<input type="checkbox"/>	02. Ran Off/Road	<input type="checkbox"/>	NN. No Defects	
19. ARTIFICIAL LIGHT CONDITION	<input type="checkbox"/>	Q. Other	<input type="checkbox"/>	03. Overturned, Rollover	<input type="checkbox"/>	NN. Other U. Unknown	
1. No Artificial Light	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	04. Jackknife Or Trailer Swing	<input type="checkbox"/>	50. ENVIRONMENTAL FACTORS	
2. Artificial Light - On	<input type="checkbox"/>	1. Straight And Level	<input type="checkbox"/>	05. Obs. Traction On/Road	<input type="checkbox"/>	51. Animal On/R roadway	
3. Artificial Light - Off	<input type="checkbox"/>	2. Straight With Grade	<input type="checkbox"/>	06. Lean/Soil	<input type="checkbox"/>	52. Road Surface Or Other Condition	
U. Unknown	<input type="checkbox"/>	3. Cined And Level	<input type="checkbox"/>	07. Lean Shift	<input type="checkbox"/>	53. Obs. Traction On/Road	
20. ROAD CLASSIFICATION I	<input type="checkbox"/>	4. Cined With Grade	<input type="checkbox"/>	08. Submersion	<input type="checkbox"/>	54. View Obscured, Glare, Reflection	
1. Urban	<input type="checkbox"/>	5. Top Of Hill/Gradient	<input type="checkbox"/>	09. Other Non-Collision Event	<input type="checkbox"/>	55. Weather Or Acc Of God	
2. Rural	<input type="checkbox"/>	6. Bottom Of Hill/Gradient	<input type="checkbox"/>	10. Hit/Know Or Stopped Motor Vehicle	<input type="checkbox"/>	56. Other Non Environmental Factors	
U. Unknown	<input type="checkbox"/>	Q. Other	<input type="checkbox"/>	11. Hit/Know Or Stopped Motor Vehicle	<input type="checkbox"/>	57. Other	
21. ROAD CLASSIFICATION II	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	12. Hit/Pedestrian	<input type="checkbox"/>	58. Other	
1. Aerial	<input type="checkbox"/>	01. Traffic Signals - Oper.	<input type="checkbox"/>	13. Hit/Know Or Stopped Motor Vehicle	<input type="checkbox"/>	59. Other	
2. Aerial	<input type="checkbox"/>	02. Traffic Signals - Flashing	<input type="checkbox"/>	14. Hit/Animal	<input type="checkbox"/>	60. Other	
3. Collector	<input type="checkbox"/>	03. Stop Sign	<input type="checkbox"/>	15. Hit/Train	<input type="checkbox"/>	61. Other	
4. Local	<input type="checkbox"/>	04. Yield Sign	<input type="checkbox"/>	16. Hit/Another Moving Object	<input type="checkbox"/>	62. Other	
Q. Other (Parking Lot)	<input type="checkbox"/>	05. Warnings Sign	<input type="checkbox"/>	17. Hit/Non-Moving Obj/CTs:	<input type="checkbox"/>	63. Other	
U. Unknown	<input type="checkbox"/>	06. Pedestrian	<input type="checkbox"/>	21. Hit/Hooked Vehicle	<input type="checkbox"/>	64. Other	
13. School Bus Stopped/	<input type="checkbox"/>	07. Police Officer	<input type="checkbox"/>	22. Hit/Hooked Fixed Object	<input type="checkbox"/>	65. Other	
14. School Bus Stopped/	<input type="checkbox"/>	08. School Guard/Flagman	<input type="checkbox"/>	23. Hit/Building	<input type="checkbox"/>	66. Other	
15. Rail Crossing With Signals And/or Gaps	<input type="checkbox"/>	09. School Crossing	<input type="checkbox"/>	24. Hit/Hitch	<input type="checkbox"/>	67. Other	
16. Rail X-ing, Signs Only	<input type="checkbox"/>	10. Reduced Speed Zone	<input type="checkbox"/>	25. Hit/Embankment, Ditch/Pile, Rock	<input type="checkbox"/>	68. Other	
17. Uncontrolled Zone Sign	<input type="checkbox"/>	11. No Passing Zone Sign	<input type="checkbox"/>	26. Hit/Cutout Damage	<input type="checkbox"/>	69. Other	
18. No Control Present	<input type="checkbox"/>	12. Road Markings	<input type="checkbox"/>	27. Hit/Tree/Fall Utility Pole	<input type="checkbox"/>	70. Other	
Q. Other (Parking Lot)	<input type="checkbox"/>	13. School Bus Stopped/	<input type="checkbox"/>	28. Hit/Utility Pole	<input type="checkbox"/>	71. Other	
U. Unknown	<input type="checkbox"/>	14. School Bus Stopped/	<input type="checkbox"/>	29. Hit/Curb	<input type="checkbox"/>	72. Other	
3. Unidirectional, 2-Way, 2-lane	<input type="checkbox"/>	15. Rail Crossing With Signals And/or Gaps	<input type="checkbox"/>	30. Hit/Hit	<input type="checkbox"/>	73. Other	
4. Unidirectional, 2-Way, Multi-lane	<input type="checkbox"/>	16. Rail X-ing, Signs Only	<input type="checkbox"/>	31. Hit/Traffic Barrier	<input type="checkbox"/>	74. Other	
5. Divided, With Barrier	<input type="checkbox"/>	17. Uncontrolled Central Device	<input type="checkbox"/>	32. Hit/Other Fixed Object	<input type="checkbox"/>	75. Other	
6. Divided, With Median	<input type="checkbox"/>	QQ. Other	<input type="checkbox"/>	33. Hit/Other Fixed Object	<input type="checkbox"/>	76. Other	
7. Divided, Type Unspecified	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	77. Other	
Q. Other (Parking Lot)	<input type="checkbox"/>	23. POSTED SPEED LIMIT	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	78. Other	
U. Unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	79. Other	
23. ROAD MATERIAL	<input type="checkbox"/>	35. VEHICLE TYPE	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	80. Other	
1. Asphalt	<input type="checkbox"/>	01. Passenger Car	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	81. Other	
2. Concrete	<input type="checkbox"/>	02. Passenger Van	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	82. Other	
3. Gravel	<input type="checkbox"/>	03. Light Utility Vehicle	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	83. Other	
5. Chip-Seal	<input type="checkbox"/>	04. Pickup Truck To 4500 kg	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	84. Other	
6. Brick/Cobblestone	<input type="checkbox"/>	05. Panel/Cargo Van To 4500 kg	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	85. Other	
7. Wood	<input type="checkbox"/>	06. Other Truck, Van To 4500 kg	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	86. Other	
8. Steel Deck	<input type="checkbox"/>	07. Unit Truck > 4500 kg	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	87. Other	
9. Ice Road	<input type="checkbox"/>	08. Road Tractor	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	88. Other	
Q. Other	<input type="checkbox"/>	09. School Bus	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	89. Other	
U. Unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	39. Hit/Other Fixed Object	<input type="checkbox"/>	90. Other	
41. VEHICLE MANOEUVRE	<input type="checkbox"/>	42. TURNING	<input type="checkbox"/>	47. DRIVER PEDESTRIAN CONDITION	<input type="checkbox"/>	48. PEDESTRIAN ACTION	
01. Going Straight	<input type="checkbox"/>	02. Turning Left	<input type="checkbox"/>	1. Fatigued/Asleep	<input type="checkbox"/>	01. Crossing intersection With ROW	
03. Turning Right	<input type="checkbox"/>	03. Turning Right	<input type="checkbox"/>	2. Inexperience	<input type="checkbox"/>	02. Crossing intersection Without ROW	
04. Making U-Turn	<input type="checkbox"/>	04. Making U-Turn	<input type="checkbox"/>	3. Under influence - Alcohol	<input type="checkbox"/>	03. Driving To Far For Conditions	
05. Changing Lanes	<input type="checkbox"/>	05. Changing Lanes	<input type="checkbox"/>	4. Under influence - Drugs	<input type="checkbox"/>	04. Improper Turning Or Passing	
06. Merging	<input type="checkbox"/>	06. Merging	<input type="checkbox"/>	5. Sudden illness, Loss of Consciousness	<input type="checkbox"/>	05. Fail To Yield Right-Of-Way	
07. Reversing	<input type="checkbox"/>	07. Reversing	<input type="checkbox"/>	6. Apparently Normal	<input type="checkbox"/>	06. Disobeyed Traffic Control Device	
08. Oversteering	<input type="checkbox"/>	08. Oversteering	<input type="checkbox"/>	Q. Other	<input type="checkbox"/>	07. Walking On roadway With Traffic	
09. Negotiating a Curve	<input type="checkbox"/>	09. Negotiating a Curve	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	08. On Sidewalk, Median, Safety Zone	
10. Slowing, Stopping	<input type="checkbox"/>	10. Slowing, Stopping	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	09. Coming From Behind Parked	
11. Starting In Traffic	<input type="checkbox"/>	11. Starting In Traffic	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	10. Coming From Behind Moving Vehicle	
12. Leaving Roadside	<input type="checkbox"/>	12. Leaving Roadside	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	11. Running In/R roadway	
13. Stopped/Parked Legally	<input type="checkbox"/>	13. Stopped/Parked Legally	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	12. Playing On/R road	
14. Stopped/Parked Illegally	<input type="checkbox"/>	14. Stopped/Parked Illegally	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	13. Playing On/R road	
15. Swerving To Avoid Collision	<input type="checkbox"/>	15. Swerving To Avoid Collision	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	14. Getting On/Off Vehicle	
16. Run-Away/Or Roll Away	<input type="checkbox"/>	16. Run-Away/Or Roll Away	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	15. Getting On/Off Vehicle	
17. On/R roadway	<input type="checkbox"/>	17. On/R roadway	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	16. Pushing Vehicle	
18. Playing On/R road	<input type="checkbox"/>	18. Playing On/R road	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	17. Working On/R road	
19. Working On/R road	<input type="checkbox"/>	19. Working On/R road	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	18. Playing On/R road	
20. Lying On/R road	<input type="checkbox"/>	20. Lying On/R road	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	19. Working On/R road	
21. Non-Pedestrian	<input type="checkbox"/>	21. Non-Pedestrian	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	20. Lying On/R road	
22. Other U. Unknown	<input type="checkbox"/>	22. Other U. Unknown	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	21. Non-Pedestrian	
23. ROAD ALIGNMENT	<input type="checkbox"/>	24. ROAD ALIGNMENT	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	22. Other U. Unknown	
25. ROAD CONDITION	<input type="checkbox"/>	25. ROAD CONDITION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	23. ROAD ALIGNMENT	
26. ROAD CLASSIFICATION I	<input type="checkbox"/>	26. ROAD CLASSIFICATION I	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	24. ROAD ALIGNMENT	
27. ROAD CLASSIFICATION II	<input type="checkbox"/>	27. ROAD CLASSIFICATION II	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	25. ROAD ALIGNMENT	
28. ROAD CLASSIFICATION III	<input type="checkbox"/>	28. ROAD CLASSIFICATION III	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	26. ROAD ALIGNMENT	
29. USE OF HEADLIGHTS	<input type="checkbox"/>	29. USE OF HEADLIGHTS	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	27. ROAD ALIGNMENT	
30. HEADLIGHTS ON/NOT QUIPPED	<input type="checkbox"/>	30. HEADLIGHTS ON/NOT QUIPPED	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	28. ROAD ALIGNMENT	
31. HEADLIGHTS ON	<input type="checkbox"/>	31. HEADLIGHTS ON	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	29. ROAD ALIGNMENT	
32. DAYTIME RUNNING LIGHTS ON	<input type="checkbox"/>	32. DAYTIME RUNNING LIGHTS ON	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	30. ROAD ALIGNMENT	
33. HEADLIGHTS ON	<input type="checkbox"/>	33. HEADLIGHTS ON	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	31. ROAD ALIGNMENT	
34. PARKING LIGHTS ON/Q. OTHER	<input type="checkbox"/>	34. PARKING LIGHTS ON/Q. OTHER	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	32. ROAD ALIGNMENT	
35. VEHICLE TYPE	<input type="checkbox"/>	35. VEHICLE TYPE	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	33. ROAD ALIGNMENT	
36. LIGHT UTILITY VEHICLE	<input type="checkbox"/>	36. LIGHT UTILITY VEHICLE	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	34. ROAD ALIGNMENT	
37. COMMERCIAL VEHICLES	<input type="checkbox"/>	37. COMMERCIAL VEHICLES	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	35. ROAD ALIGNMENT	
38. COMMERCIAL VEHICLES	<input type="checkbox"/>	38. COMMERCIAL VEHICLES	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	36. ROAD ALIGNMENT	
39. BLOOD ALCOHOL CONCENTRATION	<input type="checkbox"/>	39. BLOOD ALCOHOL CONCENTRATION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	37. ROAD ALIGNMENT	
40. VEHICLE SPEED	<input type="checkbox"/>	40. VEHICLE SPEED	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	38. ROAD ALIGNMENT	
41. DRIVER PEDESTRIAN CONDITION	<input type="checkbox"/>	41. DRIVER PEDESTRIAN CONDITION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	39. ROAD ALIGNMENT	
42. TURNING	<input type="checkbox"/>	42. TURNING	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	40. ROAD ALIGNMENT	
43. TURNING	<input type="checkbox"/>	43. TURNING	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	41. ROAD ALIGNMENT	
44. TURNING	<input type="checkbox"/>	44. TURNING	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	42. ROAD ALIGNMENT	
45. TURNING	<input type="checkbox"/>	45. TURNING	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	43. ROAD ALIGNMENT	
46. TURNING	<input type="checkbox"/>	46. TURNING	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	44. ROAD ALIGNMENT	
47. DRIVER PEDESTRIAN CONDITION	<input type="checkbox"/>	47. DRIVER PEDESTRIAN CONDITION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	45. ROAD ALIGNMENT	
48. PEDESTRIAN ACTION	<input type="checkbox"/>	48. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	46. ROAD ALIGNMENT	
49. PEDESTRIAN ACTION	<input type="checkbox"/>	49. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	47. ROAD ALIGNMENT	
50. PEDESTRIAN ACTION	<input type="checkbox"/>	50. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	48. ROAD ALIGNMENT	
51. PEDESTRIAN ACTION	<input type="checkbox"/>	51. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	49. ROAD ALIGNMENT	
52. PEDESTRIAN ACTION	<input type="checkbox"/>	52. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	50. ROAD ALIGNMENT	
53. PEDESTRIAN ACTION	<input type="checkbox"/>	53. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	51. ROAD ALIGNMENT	
54. PEDESTRIAN ACTION	<input type="checkbox"/>	54. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	52. ROAD ALIGNMENT	
55. PEDESTRIAN ACTION	<input type="checkbox"/>	55. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	53. ROAD ALIGNMENT	
56. PEDESTRIAN ACTION	<input type="checkbox"/>	56. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	54. ROAD ALIGNMENT	
57. PEDESTRIAN ACTION	<input type="checkbox"/>	57. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	55. ROAD ALIGNMENT	
58. PEDESTRIAN ACTION	<input type="checkbox"/>	58. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	56. ROAD ALIGNMENT	
59. PEDESTRIAN ACTION	<input type="checkbox"/>	59. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	57. ROAD ALIGNMENT	
60. PEDESTRIAN ACTION	<input type="checkbox"/>	60. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	58. ROAD ALIGNMENT	
61. PEDESTRIAN ACTION	<input type="checkbox"/>	61. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	59. ROAD ALIGNMENT	
62. PEDESTRIAN ACTION	<input type="checkbox"/>	62. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	60. ROAD ALIGNMENT	
63. PEDESTRIAN ACTION	<input type="checkbox"/>	63. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	61. ROAD ALIGNMENT	
64. PEDESTRIAN ACTION	<input type="checkbox"/>	64. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	62. ROAD ALIGNMENT	
65. PEDESTRIAN ACTION	<input type="checkbox"/>	65. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	63. ROAD ALIGNMENT	
66. PEDESTRIAN ACTION	<input type="checkbox"/>	66. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	64. ROAD ALIGNMENT	
67. PEDESTRIAN ACTION	<input type="checkbox"/>	67. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	65. ROAD ALIGNMENT	
68. PEDESTRIAN ACTION	<input type="checkbox"/>	68. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	66. ROAD ALIGNMENT	
69. PEDESTRIAN ACTION	<input type="checkbox"/>	69. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	67. ROAD ALIGNMENT	
70. PEDESTRIAN ACTION	<input type="checkbox"/>	70. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	68. ROAD ALIGNMENT	
71. PEDESTRIAN ACTION	<input type="checkbox"/>	71. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	69. ROAD ALIGNMENT	
72. PEDESTRIAN ACTION	<input type="checkbox"/>	72. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	70. ROAD ALIGNMENT	
73. PEDESTRIAN ACTION	<input type="checkbox"/>	73. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	71. ROAD ALIGNMENT	
74. PEDESTRIAN ACTION	<input type="checkbox"/>	74. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault	<input type="checkbox"/>	72. ROAD ALIGNMENT	
75. PEDESTRIAN ACTION	<input type="checkbox"/>	75. PEDESTRIAN ACTION	<input type="checkbox"/>	N. Driver Not At Fault	<input type="checkbox"/>	73. ROAD ALIGNMENT	
76. PEDESTRIAN ACTION	<input type="checkbox"/>	76. PEDESTRIAN ACTION	<input type="checkbox"/>	U. Unknown	<input type="checkbox"/>	74. ROAD ALIGNMENT	
77. PEDESTRIAN ACTION	<input type="checkbox"/>	77. PEDESTRIAN ACTION	<input type="checkbox"/>	Y. Driver Wholly/Partially At Fault			

K'ákshó got'jne xádə k'é hederi ɂedjhtl'é yeriniwé ni dé dúle.  
Dene Kádá

ʔeríhtł'is Dëne Sųłiné yati t'a huts'elkér xa beyáyatı theɂą ɬat'e, nuwe ts'ën yólti.  
Dëne Sųłiné

Edi gondı dehgáh got'je zhatié k'éé edat'eh enahddhé nide naxets'é edahtl. Dene Zhatié

Jii gwandak izhii ginjik vat'atr'ijahch'uу zhit yinohthan ji', diits'at ginohkhii. Diniii Zhu' Giniik

## Uvanittuaq ilitchurisukupku Inuvialuktun, ququaqluta. Inuvialuktun

Съдът на Народната Академия по изкуствата, науки и култура, София, 1990 г.

Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.  
Inuinnaqtun.

kīspin kī nitawihtīn ē nīhīyawihk ōma ācimōwin, tipwāsinān.  
nēhīyawēwin

Tticho yati k'èè. Di wegodi newo dè, gots'o gonede.

## Indigenous Languages