



# SAFETY CANADA

The member newsletter of the Canada Safety Council

## Ready for Disaster

Canada is not immune to large-scale emergencies and disasters. Possibilities for which our country must be prepared include:

- Extreme weather: e.g. floods, tornadoes, severe winter storms.
- Natural events: e.g. earthquakes.
- Transportation: e.g. plane, bus and train crashes; multi-vehicle pile-ups on highways.
- Industrial accidents: e.g. chemical spills, nuclear waste accidents.
- Large fires: e.g. extensive forest fires; industrial fires involving dangerous substances.
- Mass murder/attempted murder: e.g. terrorism, shootings, bombings, poisoning.
- War.

Losses can often be minimized if the emergency is identified immediately or if measures have been taken to prevent or control a predictable catastrophe. The federal government invests considerable resources to prevent disasters from occurring. For example: our firearms legislation is one of the reasons Canada has far fewer mass shootings than the U. S.; and transportation of dangerous goods is a high priority (the Canada Safety Council participates on that Transport Canada committee).

### Local First Responders

Local agencies handle day-to-day emergencies such as 911 calls, and will be called upon if there is a major emergency or disaster in the community. Should a major hotel fire, mass shooting or multi-vehicle crash occur, there may be no time or opportunity to call in outside help before significant damage is done.

To be ready for unexpected catastrophes, communities must have strong, well-funded police, fire and ambulance services. Budgets for these services must not be compromised, and they must be part of the decision making process whenever safety is at issue.

To use taxes for the greatest public benefit, local governments need an integrated plan for public safety which serves the community as a whole. The priority must be to implement proven safety measures and maintain essential services. Expensive but politically expedient projects (traffic calming is an example) must not take priority over operational support for vital agencies.

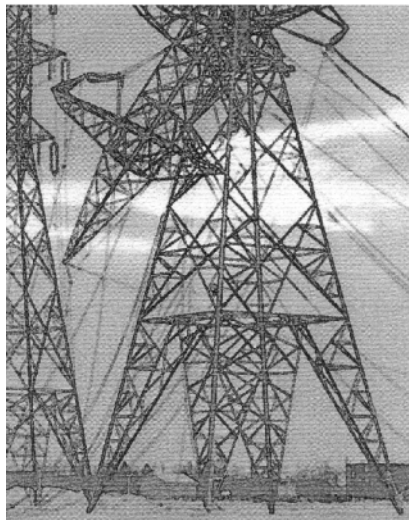
In particular, preventive education programs must not be cut: for example, school programs which teach children how to prevent and respond to emergencies, recognize risks, and protect themselves and others from harm.

Preventing and preparing for small-scale incidents is critical if Canada is to be ready for large-scale catastrophes.

### Communication

At the local level, one of the big challenges is to inform the public as soon as the danger is identified, so people can take measures to protect themselves. A system must be in place to localize urgent messages automatically.

The private sector can help alert a community of extreme weather or other emergencies. In addition to existing alliances with radio stations and others, all-channel alert capacity for cable television would increase the reach of urgent information.



*Drawing courtesy of Emergency Preparedness Canada*

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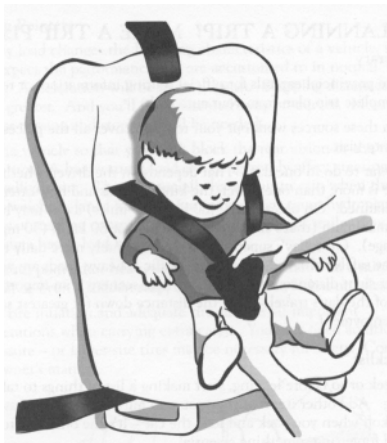
## Technology Positioned to Improve Safety

It's rare that someone can press a button and make something you already own worth more, but that's exactly what happened on May 1 of this year. The U.S. government opened to the public its Precise Positioning System, formerly available only for military use. This decision suddenly made all GPS receivers for boats, cars, and recreation ten times more accurate.

### Performance Boost Serves Growing Market

The Global Positioning System (GPS) was designed to provide highly accurate positioning and timing data for both military and civilian users. Its primary purpose was to enhance the effectiveness of U.S. and allied military forces.

*Continued on page 6...*



## Car Seat Clinics Expand

**D**ue to the resounding success of last year's pilot of the *Buckle Up Bears* car seat safety program, the Canada Safety Council, The Co-operators and the Infant and Toddler Safety Association are expanding the program.

Clinics are scheduled in 14 Canadian communities (up from three for the pilot year). This year, the *Buckle Up Bears* program will train 200 car seat inspectors and hold at least 50 car seat inspection clinics. Watch for the Eastern and Western launch events of the program in the fall.

In addition, growth charts with tips on proper use of child restraint systems are available through the Canada Safety Council and local offices of The Co-operators.

With help from police, fire and public health services at the local level, *Buckle Up Bears* is raising awareness and giving parents practical tools to make sure their child passengers are well protected.

The 1999 pilot found that only 12 per cent of all car seats checked were correctly installed. @

## SAFETY CANADA

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## THE PRESIDENT'S PERSPECTIVE

**S**ince the 1970s, traffic deaths have been steadily going down. In 1973 there were 6,706 motor vehicle fatalities. In 1998 (the last year for which we have statistics) 2,927 Canadians died in crashes — less than half the number of deaths, despite twice as many drivers and almost twice as many vehicles.

If the statistics were to go up, the consequences (economic and social) would indeed be serious: higher costs for insurance, medical and emergency services, and police follow-up; plus the pain and trauma of victims, family and friends.

Unless something is done about an alarming trend in driver behavior, we fear there will be an increase in serious collisions. For the second year in a row, the *Nerves of Steel Aggressive Driving Survey*, commissioned by the Canada Safety Council and TheSteelAlliance, found that although Canadians continue to identify aggressive driving as a serious safety problem, 85 per cent said they had committed at least one act of aggressive driving over the past year. Over 70 per cent thought aggressive driving is on the rise.

Running through a yellow light that was turning red and speeding were the most common aggressive behaviors identified.

Highly visible enforcement is a proven way to stop these behaviors. Research shows that the perception of certain apprehension is a very effective deterrent. When people know they will be caught they are less likely to commit an offense.

However, most municipalities cannot afford to have police at every traffic light and on every road. The Canada Safety Council has long advocated the use of photo-radar and red light cameras to improve traffic enforcement without increasing overall costs. Jurisdictions must ensure the purpose of these devices remains to improve safety, not to generate revenue. High tech devices cannot replace police officers, who must be active and visible in problem areas.

Given that one in six fatal collisions involves speeding, it is no surprise that the use of photo-radar to enforce speed limits dramatically reduces traffic deaths. Similarly, the presence of red light cameras changes driver behavior, reducing crashes at controlled intersections (see page 3).

When implemented after proper analysis, the success of electronic enforcement is undisputed. It is used in several countries outside Canada, and in the provinces of B.C. and Alberta. Last December, Ontario allowed municipalities to use red light cameras.

We urge all Canadian jurisdictions to adopt photo-radar and red light cameras — before traffic crashes (with their associated deaths and injuries) start to go up!

For details on the *Nerves of Steel Survey* visit the Canada Safety Council's Web site ([www.safety-council.org](http://www.safety-council.org)).

**Safety Canada** is available in PDF or HTML format on the Canada Safety Council site ([www.safety-council.org](http://www.safety-council.org)).

# Intersection

## Cameras Cut Red Light Running Up To 60 Per Cent

A report released in May by the U.S. Department of Transportation's Federal Highway Administration shows that red light running violations dropped by as much as 60 percent at intersections where cameras automatically enforce the law.

The report analyzed results of red light running camera programs in Los Angeles County; San Francisco; New York City; Howard County, Md.; and Polk County, Fla.

"These results indicate once again that innovation and new technologies, such as cameras used to prevent red light running, can help improve safety, which is President Clinton's and Vice President Gore's highest transportation priority," U.S. Transportation Secretary Rodney E. Slater said. "Red light running is dangerous, and aggressive driving behavior can result in tragic injuries and deaths for pedestrians and other motorists."

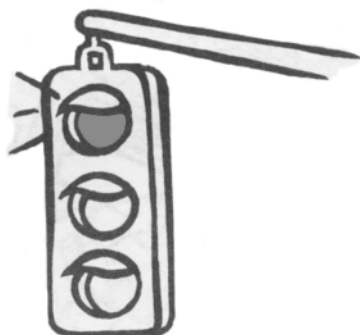
In Los Angeles, cameras were installed at highway-rail crossings. Reductions in violations by 92, 78 and 34 percent were found at each of three crossings where cameras were initially installed.

Six months into the pilot program in San Francisco, the number of vehicles photographed running red lights at intersections with enforcement cameras decreased more than 40 percent.

A 38 percent reduction in violations in New York City led to the extension of state legislation enabling the use of automated enforcement.

Maryland's public education and awareness program, which included automated cameras at selected intersections, reduced violations from 90 per day to 60.

Florida transportation officials reported that this technology brought



about a decrease in violations and proved to be accurate, safe, reliable and cost effective.

"Using technology such as high-tech automated cameras at busy intersections is key to making our highways safer," said Federal Highway Administrator Kenneth R. Wykle. "These cameras are an important tool that can help save lives."

In 1998, there were almost 1.8 million intersection crashes in the U.S., including those caused by drivers running red lights. The crashes resulted in 1.2 million injuries and more than 8,000 deaths. @

*U.S. Department of Transportation, Federal Highway Administration*

## What's Next in the Fight Against Impaired Driving?

Ten years ago, the Canadian Council of Motor Vehicle Administrators (CCMTA) established a Strategy to Reduce Impaired Driving (STRID) committee. The Canada Safety Council, as a member of that committee, is co-sponsor of a workshop to develop a new national strategy that builds on the progress realized over the past 10 years.

*Eliminating Impaired Driving: The Road Ahead* will be held October 12 to 14 in Vancouver. It will examine the challenges that must now be addressed, in an effort to develop new solutions and enhance the effectiveness of countermeasures now available. STRID has identified six key concerns:

### Kwiz Korner

Do you know the facts about impaired driving?

True or false?

1. You can't be charged with a drinking-driving offence if your BAC is below the legal limit. T/F
2. A police officer can suspend your driver's licence immediately for a drinking-driving offence. T/F
3. If you have one drink per hour, you don't have to worry about being over the legal limit. T/F
4. You can't be charged with a drinking-driving offence if you are riding a snowmobile on your own property. T/F
5. An impaired driving charge isn't such a big deal. You simply pay the ticket and everything's fine. T/F
6. Only young drinking drivers are at higher risk of crashing. T/F
7. The worst way to tell if someone has had too much to drink to drive safely is to ask them. T/F
8. If you think you've had too much to drink to be able to drive safely, you'll be OK if you have a cup of coffee or take a cold shower. T/F

*Answers on page 4.*

*Continued on page 4...*

*DWI: Six Key Concerns, from page 3.*

### 1. Hard-Core Drinking Drivers

The highest proportion of collisions, injuries and deaths involves less than one per cent of drivers. These chronic offenders pose a major threat to public safety, but are not influenced by the traditional programs and sanctions.

### 2. Social Drinkers

While the incidence of social drinking has decreased, many Canadians continue to drive after consuming alcohol socially. Those hosting social events must consider the issue of transportation when planning the event.

### 3. New/Young Drivers

Many young drivers experience peer pressure to consume alcohol. By continuing to establish with this group that drinking and driving is socially unacceptable, public safety can be enhanced as they mature through the generations.

### 4. First Sanctioned Drivers

Sanctions must aim to prevent a first time offender from becoming a repeat offender. A first conviction is likely not the first time that person has driven while impaired — it is only the first time he or she was caught.

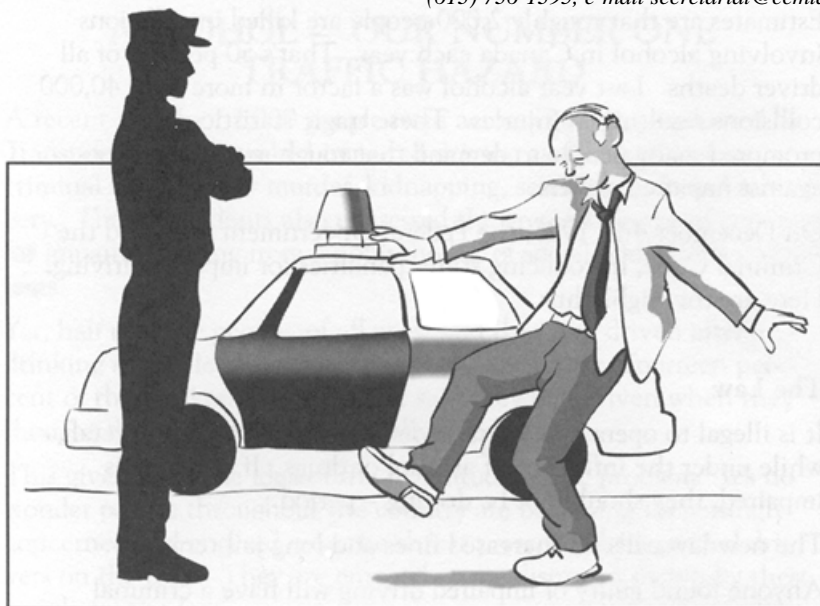
### 5. Emerging Issues

Problems coming to the fore include: other forms of impairment, such as illegal and prescription drugs, and fatigue; and impaired operation of off-road motorized vehicles (all-terrain vehicles, snowmobiles and boats).

### 6. Process

The ability to effectively detect and prosecute impaired drivers requires human, financial, legislative and administrative resources. An overburdened judicial system and reduced enforcement capabilities hinder further progress. @

*Information on the conference:  
Canadian Council of Motor Transport  
Administrators, telephone (613) 736-1003, fax  
(613) 736-1395, e-mail [secretariat@ccmta.ca](mailto:secretariat@ccmta.ca)*



## Answers to Kwiz Korner

1. **False:** You can be charged with a criminal offence for driving while impaired by alcohol or drugs, regardless of your BAC.
2. **True:** In most provinces, a police officer can suspend a driver's licence for 12 or 24 hours if you register a "Warn" on an approved screening device. In addition, in some provinces, a police officer can, on behalf of the registrar of motor vehicles, suspend your licence for 90 days if you fail a breath test or refuse to provide a breath sample.
3. **False:** The "one drink per hour" rule only works for the first two or three hours. It does not work for women. Restrict yourself to no more than two drinks. Better yet, don't drink if you are going to drive.
4. **False:** Impaired driving laws apply to all types of motor vehicles regardless of where they are being operated.
5. **False:** Impaired driving is a criminal offence. You will be photographed and fingerprinted. You must appear in court. Among other things, a conviction results in a criminal record. You can go to jail; for a second offence, you will go to jail.
6. **False:** Drinking drivers of all ages have an increased risk of crash involvement. In general, risk increases with BAC. However, the risk for young drivers increases much more rapidly due to their inexperience as drivers, peer pressure and the impact of even small amounts of alcohol.
7. **True:** This is one of the most unreliable ways to tell. A person's judgment is seriously affected by alcohol and they often overestimate their abilities.
8. **False:** Time is the only way to reduce your BAC. Depending on how much you have had to drink, it can take many hours for your BAC to return to zero.

*Transport Canada's SMASHED magazine, December 1999  
Contact the Transport Canada Information Centre at 1-800-333-0371 or visit the Road Safety Web site ([www.tc.gc.ca/roadsafety.html](http://www.tc.gc.ca/roadsafety.html))*

### Railway Safety Quiz (April 2000): Errata

We didn't make the grade — the answers to # 1 and # 2 were wrongly given as "b." The correct answer in both cases was "c." A freight train with 50 cars at 50 km/h (#1), or a passenger train with eight cars at 130 km/h (#2) would both take 1.6 km to stop.

# Public Platform

## Hantavirus Alert

**H**antavirus has killed 12 Canadians in the seven years since it was identified. All cases to date have occurred in the four western provinces, most of them in Alberta.

While still rare in Canada, the virus, carried by deer mice, has now been confirmed in most parts of Canada. It has not yet been found in Nova Scotia, Prince Edward Island or the Northwest Territories, but there has not been sufficient sampling in those areas to rule it out.

Hantavirus Pulmonary Syndrome (HPS) is a lung disease contracted by inhaling airborne particles from the droppings of infected rodents. Flu-like symptoms (especially fever and muscle aches) appear 10 to 30 days after exposure, followed by shortness of breath and coughing. Once this phase begins, the disease progresses rapidly, requiring hospitalization and often ventilation within 24 hours. HPS kills its victims through massive pulmonary failure.

Simple precautions can be taken to protect against this serious disease. First and foremost, in areas where mice are present, take steps to rodent-proof your home or cottage.

If you are cleaning a room where mouse droppings can be seen, or where mice may have nested, take extra precautions:

- Air the area out before cleaning.
- Mop the floors with disinfectant before sweeping or vacuuming.
- Wear rubber gloves, and clothing and footwear that can be disinfected.
- Protect your mouth and nose with a filter mask, and use protective eyewear when cleaning rodent-infested areas. @



### Kids and Guns in Canada

Guns are the third leading cause of death among Canadians from ages 15 to 24 following motor vehicle accidents and suicide by other means. Guns kill more youth in this age group than cancer, drowning and falls combined. Leonard, Katherine. "Firearm Deaths in Canadian Adolescents and Young Adults." *Canadian Journal of Public Health*. March-April, 1994.

"Fake guns", such as airguns, BB guns, pellet guns, replicas and starter pistols are also a problem. Not only are they recovered in crime as often as handguns, each year there are over 50 children under 18 who require hospitalization for air gun injuries alone. Air guns are also the main cause for loss of an eye, second to trauma in children and young adults. Marshall, David H. et al., *Canadian Journal of Ophthalmology*, Vol. 30, No. 4, 1995  
Source: *Kids and Guns in Canada*, Coalition for Gun Control, February, 2000

### Qualms About Calming

**I**n June, 1999, the Ontario Professional Fire Fighters Association resolved to align itself with other emergency care responder unions that oppose speed bumps, road-narrowing and barricades on city streets. Following that resolution, Peterborough city council, at the urging of fire fighters and emergency responders, voted 8-2 to stop installing traffic calming devices on city streets.

In the U.S., some fire departments say that if traffic calming devices are not removed, they can no longer guarantee response times. Some cities have placed a moratorium on speed bumps in response to concerns of fire fighters and other emergency medical staff. The

National Motorists Association is also against the devices.

Two 1999 incidents in the Ottawa area show how traffic calming devices can compromise safety:

- A firefighter struck his head on the roof of the cab as his truck crossed a speed bump on the way to an emergency; he was off three weeks.
- Traffic calming barricades impeded access to a burning building, forcing fire fighters to ram their truck through iron posts to fight the blaze. The fire destroyed the building, leaving 12 people homeless.

Similar incidents, plus increased vehicle maintenance costs, have led emergency responders to oppose the devices. @



### Elmer Update

**W**ith the support of Liberty Mutual, Elmer the Safety Elephant is reaching thousands of children across Canada.

New Elmer activity booklets on bicycle safety and railway safety were published in the spring, and the Elmer kids' club continues to grow.

In the fall, Elmer will invite children in the primary grades to enter his pedestrian safety poster contest for School Safety Week (October 17 to 23, 2000).

Elmer materials are available from the Canada Safety Council, or local offices of Liberty Mutual.

Watch for new developments in the fall! @

*Emergency Response, from page 1...*

Such a system has been proposed to the CRTC by a Canadian company, whose technology can intercept all channels distributed by a cable company and overlay a warning message on the television screen, no matter which channel is being watched.

This capability has existed in the U.S. for many years. The new Canadian technology is more cost-effective than the American system, which was put into place during the Cold War.

Canada has long been a world leader in communications technology, and must ensure the most effective communication systems are in place to protect its citizens.

### Mitigation

The Insurance Bureau of Canada and the Institute for Catastrophic Loss Reduction have urged government at all levels to invest in mitigation. The Canada Safety Council endorses their recommendations:

- Commitment from all levels of government to create a pool of funds for projects to increase the capacity of local communities to evade extensive damage caused by severe weather and earthquakes. The federal government's new infrastructure program should include provisions to encourage investment in improved protection from natural disasters.
- Expansion of the current disaster recovery financial assistance arrangements to allot a reasonable percentage of response and recovery costs (e.g. 15 per cent) to protect against a future disaster. This type of program is already in place in the United States.

### Enforcement

Good legislation is in place to prevent and mitigate disasters, including:

- Regulations on dangerous substances.
- Building regulations and codes.
- Control of human factors, such as firearm accessibility and terrorist activity.

To achieve its intended purpose, this legislation must be enforced and promoted. @

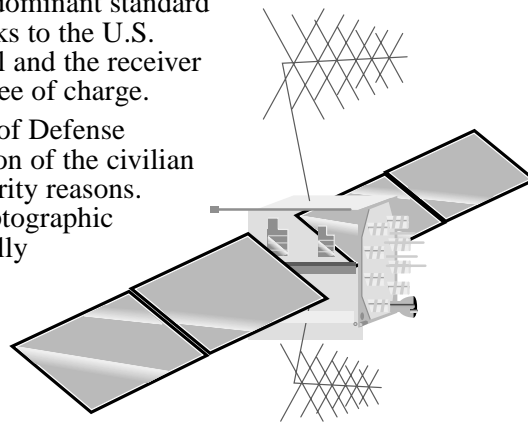
*From Canada Safety Council May 2 presentation to the Standing Senate Committee on National Finance on Canada's emergency and disaster preparedness.*

*GPS, from page 1.*

The basic GPS consists of satellites, ground stations, data links, and associated command and control facilities which are operated and maintained by the U.S. Department of Defense.

GPS has always been the dominant standard satellite navigation system thanks to the U.S. policy of making both the signal and the receiver design specification available free of charge.

However, the Department of Defense deliberately reduced the precision of the civilian part of the GPS system for security reasons. Only authorized users with cryptographic equipment and keys, and specially equipped receivers were allowed access to the Precise Positioning System. For others, the signal was intentionally degraded by the use of Selective Availability (SA).



This discrepancy changed on May 1, when President Clinton announced his government would discontinue SA, allowing the public to benefit from the full potential of the technology. The increased performance of GPS, which is broadcast free of charge to the entire world, is expected to accelerate its acceptance and use by businesses, governments, and private individuals around the globe. This should lead to increases in productivity, efficiency, safety, scientific knowledge, and quality of life.

With more than 4 million users world wide, the market for GPS is set to double in the next three years. Applications include: air, road, rail, and marine navigation, precision agriculture and mining, oil exploration, environmental research and management, telecommunications, electronic data transfer, construction, recreation and emergency response.

### Safety Benefits

Access to the non-degraded signal allows users to pinpoint the exact location of an emergency. This performance boost will significantly improve response times while reducing costs, and will enable applications which would not have otherwise been possible. Following are a few examples:

**Search and Rescue:** With SA turned off, GPS will become a more powerful and compelling tool in helping rescue teams search for individuals lost at sea, on mountains or ski slopes, in deserts, and in wilderness environments.

**Roadside Assistance:** Disabled cars equipped with GPS systems will be able to more accurately transmit their location, speeding response times for tow trucks and other services. With SA zeroed, the car's GPS signal will be able to identify which side of the road the car is on — an extremely important distinction if the local road, or interstate freeway, is divided by a concrete divider.

**Enhanced 911:** New cellular phones will soon be equipped with more accurate location determination technology to improve responses to emergency 911 calls. Removing SA will boost the accuracy of GPS to such a degree that it could become the method of choice for implementing the 9-1-1 requirement.

**Fleet Management:** Companies managing fleets of vehicles such as taxicabs, buses, commercial trucks, and rental cars will enjoy increases in efficiency as their ability to track and route individual vehicles improves. This will be especially important in crowded parking lots and railroad yards, where SA previously made it impossible to identify specific vehicles, tractor trailers, or boxcars using GPS alone. @

*For additional information about GPS and the Selective Availability decision visit the Interagency GPS Executive Board web site: <http://www.igeb.gov>*

## On the Job

# Safe Driving — It's Your Call

**M**any of the over seven million wireless phones in Canada are used in motor vehicles. With a cell phone in the car you can call for help or report a dangerous situation; Canadians use wireless phones to call 911 or emergency numbers close to three million times a year. When you're stuck in traffic, calling to say you'll be late can reduce stress and make you less inclined to drive aggressively.

If you drive with a cell phone, avoid unnecessary calls and always make the driving task your top priority. Here are a few basic safety tips from the Canada Safety Council.

### Keep Your Hands on the Wheel.

Buckle your seat-belt and place all ten fingers on the steering wheel. Wrap them firmly around it, positioned at "10 and 2 o'clock" and keep them there while you drive.

### Keep Your Eyes on the Road.

Learn how to operate your phone without looking at it. Memorize the location of all the controls, so you can press the buttons you need without ever taking your eyes off the road.

### Practise Off-Road.

If your phone is new, practise using it and the voice mail while your car is stopped. Practice will make you feel more comfortable (and safer) using it when you are on the road.

### Use a Hands-Free Model.

A hands-free unit lets you keep both hands on the wheel while you talk on the phone. Attach the microphone to the visor just above your line of vision, so you can keep your eyes on the road. You can then talk on the phone as if you were talking to a passenger.

### Stay in Your Lane.

Don't get so wrapped up in a conversation that you drift into the other lane. Pull into the right-hand lane while talking, so you only have to worry about traffic to the left.

### Use Speed Dialing.

Program frequently called numbers and your local emergency number into the speed dial feature of your

phone for easy, one-touch dialing. When available, use auto answer or voice-activated dialing.

### Never Dial While Driving.

If you must manually, do so only when stopped. Pull off the road, or better yet have a passenger dial for you.

### Know When to Stop Talking.

Keep conversations brief so you can concentrate on your driving. If a long discussion is necessary, if the topic is stressful or emotional, or if driving becomes tricky, end your call and continue when you're not in traffic.

### Take a Message.

Let your voice mail pick up your calls if it is unsafe or inconvenient to answer. You can retrieve your messages later.

### Keep the Phone in its Holder.

Make sure your phone is securely in its holder when you are not using it. That way it won't pop out and distract you when you are driving.

### Don't Take Notes While Driving.

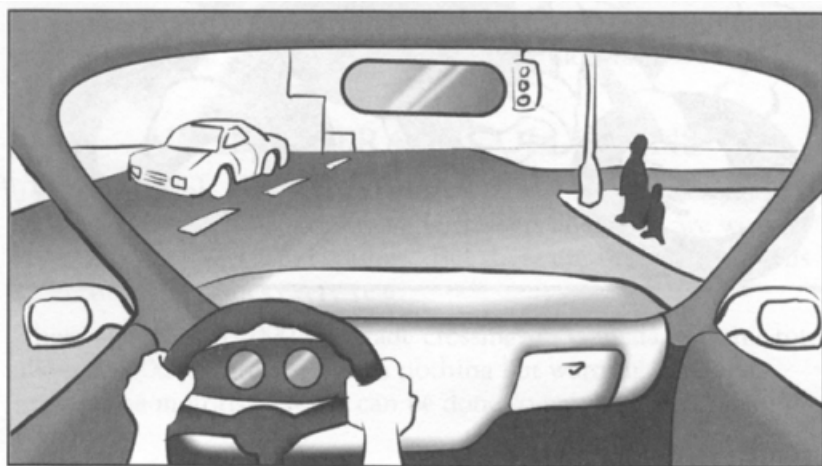
If you feel you need to write something down, use a tape recorder or pull off the road. If you have an electronic scratch pad on your phone, use it to record numbers while you are talking.

### Be a Wireless Samaritan.

Wireless enables you to report crimes, life-threatening emergencies, collisions or drunk drivers.

### Drive Defensively.

Being in the right will not save you from a crash. You must be prepared for the unsafe actions of other motorists or for poor driving conditions. @



**Always make the driving task your top priority.**

## Did you know?

A Perth, Australia forklift driver was killed during the making of a safety video. While demonstrating the safety aspects of a forklift, the 52-year-old man, was crushed after being thrown from the vehicle. According to WorkSafe WA, driver error and high speed appear to have caused the fatal accident. The man owned a machinery and equipment training school and was filming the video with a friend to assist in his training programs. *National Safety Council of Australia, Safety Bulletin #47, March 17, 2000 (Source: ABC News Online)*

Edmonton police have expressed concern about a jump in the number of guns being used in local crimes. During the last two weeks of March, firearms (mostly handguns) were used in seven of 22 robberies. Police have seen an escalating number of illegal firearms on the streets, and believe many of the guns may be smuggled from the US. *Edmonton Sun, March 30, 2000*

A provincial Adolescent Health Survey was administered in 1998 to 25,838 British Columbia students in grades 7 to 12. The recently released results show only 55 per cent of the students always use a seat-belt. Over a third of teen drivers said they had driven a car after using drugs or alcohol. *Healthier Youth, Spring/Summer 2000, The McCreary Centre Society*

According to the US Bureau of Labor Statistics, American taxicab drivers and chauffeurs have the greatest risk of being killed by a violent criminal act while on the job. In 1998 there were almost 18 homicides per 100,000, a rate 36 times higher than the total US workforce. Public police and detectives suffered the second highest occupational fatality rate from homicide, 4.4 fatalities per 100,000 workers. *WorldSafety.com news, April 28, 2000*

In 1996, British Columbia became the first North American jurisdiction to require bicycle helmet use by riders of all ages. Before the law was implemented, the overall wearing rate was 46 per cent. According to a study just released by the Traffic Injury Research Foundation, the rate rose to 70 per cent in 1999. Helmet use increased across all age groups, male and female, but remains substantially lower in rural areas (58 per cent) than in the Vancouver and Victoria metropolitan areas (74 per cent). *Traffic Injury Research Foundation News Release, April 18, 2000*

Statistics for 1990 to 1994 show that Canada had the lowest homicide rate of member countries in the Americas, at 2.3 homicides per 100,000 population. Columbia had the highest rate (136.1), while the US rate was 11.8. However, Canada had among the highest rates of suicide, at 16.0 per 100,000, compared to Columbia at 5.2 and the US at 15.1. The rate of unintentional injuries is slightly higher in Canada (17.4) than the US (17.0), but lower than Columbia (26.3). *Injury Control and Safety Promotion, Volume 7, No. 1, March 2000. (Source: Pan American Health Organization)*

The US Justice Department reports the rate at which American women were attacked or threatened by husbands and boyfriends declined 21 per cent during the mid 1990s; the number of men murdered by wives or girlfriends plunged 60 per cent from 1976 through 1998. The progress is credited to a general decline in serious crimes since 1992, as well as increases in shelters, telephone hotlines, restraining orders to protect battered spouses, and mandatory arrest for domestic violence incidents. *The Globe and Mail, May 18, 2000*

# Fear versus Fact

**What causes more deaths and injuries in this country — crimes or crashes?**

## Crimes

- ✕ One murder every 16 hours
- ✕ One aggravated assault every 3.4 hours
- ✕ One violent crime every 107 seconds.
- ✕ One crime every 12.8 seconds.

*Canadian Justice Statistics 1998; Catalogue, Canadian Centre for Justice Statistics (1998)*

## Vehicle Crashes

- ✕ One fatality every 3 hours
- ✕ One injury every 2.4 minutes
- ✕ One property damage crash every 68 seconds.

*Transport Canada "1998 Canadian Motor Vehicle Traffic Collision Statistics"*

**Impaired Driving is the Leading Criminal Cause of Death in Canada**

*Operation Impact, Saturday, October 7, 2000.*