



Royal Canadian
Mounted Police

Gendarmerie royale
du Canada

Security Classification/Designation
Classification/désignation sécuritaire

"F" Division Traffic Services
6101 Dewdney Avenue
Regina, Sask. S4P 3K7

Your File - Votre référence

Our File - Notre référence

Valerie Todd, Projects Manager
Canadian Council of Motor Transport Administrators
2323 St. Laurent Blvd.
Ottawa, Ontario K1G 4J8

Date

2007-02-26

CCMTA - Police Partnership Award

Dear Ms. Todd:

I am pleased to nominate "F" Division Traffic Services for this partnership award. The partnership created, nurtured and enhanced is between "F" Division Traffic Services and the Saskatchewan Government Insurance Corporation (SGI). The following are some of the examples of the partnership and it's benefits:

1. "Think of Your Family" Seatbelt Awareness Campaign - This initiative is a multi-faceted program aimed at encouraging motorists to ensure they and their passengers are buckled in. At present, the program has resulted in small friction based, clear plastic windshield stickers with the words "Think of Your Family...Buckle Up!!" printed on them. They are designed to be placed in the upper left corner of the windshield to provide a reminder to the driver to buckle up. The stickers were printed in the 4 most common languages in Saskatchewan, English, French, Cree and Dene. This program also resulted in the creation of sandwich boards for use at stationary police seatbelt checks. The sandwich boards are colorful and inform motorists stopped for seatbelt infractions as to how many deaths and serious injuries have occurred in the Province of Saskatchewan to date as a result of non-use of seatbelts. The design, creation and cost of these articles was shared with SGI. (Please see Appendix "A")

2. Rollover Simulator - SGI purchased one Rollover Simulator in the spring of 2006 and provided it to "F" Division Traffic Services for our exclusive use. SGI also provided a vehicle to tow the RS and the fuel and maintenance on the unit. "F" Division Traffic Services looked after the scheduling, transportation and in many cases, the demonstration of the unit. The Rollover Simulator was demonstrated in dozens of communities at high schools, fairs, and other community gatherings over the summer months and provided education to motorists on the need to use seat belts. The program was so successful that SGI has purchased a second Rollover Simulator for use in 2007.

3. Operation Enforcement Overdrive - An agreement and partnership with SGI whereby SGI provides funding to have off-duty personnel work overtime in targeted projects aimed at the

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apprehension of impaired drivers. SGI funded this program with \$50,000.00 in 2006 and has doubled that amount for 2007. The program allows projects to be initiated using members that would normally be off duty, for a period of a maximum of 4 hours to work Checkstops and other target based projects to apprehend impaired drivers.

4. "Click It or Ticket" Seat Belt Enforcement Campaign - In partnership with SGI, "F" Division Traffic Services launched a "Click It or Ticket" enforcement initiative covering the period from October 1, 2006 to December 31, 2006. Media was utilized extensively with SGI providing support. The number of seatbelt tickets written during this period was 1400+ compared to 552 during the same period in 2005. Although there were 8 seatbelt related fatalities in October 2006, the seatbelt related fatalities dropped to 2 each in November and December 2006. (See Appendix "B").

5. Selected Traffic Enforcement Program (STEP) - The "F" Division RCMP has been in partnership with SGI for over 20 years in STEP meetings. These gatherings are 2 days in duration with an enforcement project occurring on the first day and presentations and discussions on new legislation and initiative opportunities on the second day. These STEP meetings also involve all the municipal forces in the province as well.

6. CTV/SADD/SGI/RCMP Anti-Drinking and Driving Ad Campaign - For the Christmas season of 2006, "F" Division Traffic Services partnered with CTV, SADD and SGI to produce and air several anti-drinking and driving message province wide. The ads featured members of the RCMP in various situations with some hard hitting messages to those that chose to drink and drive.

The Saskatchewan Government Insurance Corporation has been a strong and dedicated partner with "F" Division Traffic Services in their commitment and support to assist us in achieving one of the most successful traffic programs in the country. With their continued assistance, "F" Division Traffic Services has exceeded the 30% reduction in National Deaths and Serious Injuries during the 2006 year, with a reduction of 36%. We have also met or exceeded 9 of 14 sub-targets, with significant progress made in 4 others. (Please see Appendix "C"). None of these results would have been possible without the strong and steady support of our most important partner, the Saskatchewan Government Insurance Corporation.

7. In partnership with SGI, two trailers radar speed trailers were purchased from Decatur in 2006. These trailers have a built in radar system, a display board, speed limit signs, and the ability to be powered up by solar energy. Through the partnership, SGI committed to fund 50% of the cost and requested these units be used for education of the traveling public. The speed boards have LED lights and are very easy to read under all conditions. The display board is also LED and has room for 100 different messages. (Slow down, seat belts save lives, etc). Also within the units is the ability to monitor the speeds and times using a collector that plugs into a slot on the trailer and then into a slot on your computer. These units can be used to assist detachments in areas from which complaints have been received regarding speed. If speed is an issue, you know what times are best. It may simply show that speed is not the issue in certain areas.

One of the trailers is being kept in Regina and the other in Saskatoon and requests for its use can be made by any traffic unit or detachment. These trailers are quite easy to use and the how to, etc. can be taught in one short lesson. Any unit or detachment wishing to use these units must have the capability to transport the trailer. The trailers have a 2" ball and are wired the same as the rest of the RCMP vehicles.



Yours truly

Inspector D. R. Ross,
Officer in Charge,
"F" Division Traffic Services
Regina, Saskatchewan

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Appendix “A1”



Windshield “Buckle Up!!” stickers in 4 languages

Appendix “A”2

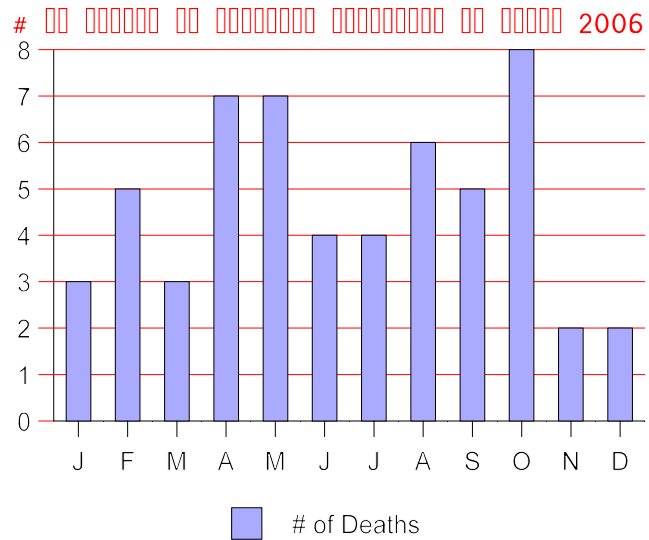


Sandwich board signs for use at stationary police seatbelt Check Stops

Appendix “B”

Month	2005	2006
October	299	647
November	128	501
December	125	249
Total	552	1400

of seatbelt tickets written during the “Click It or Ticket” enforcement project compared to the same period in 2005.



of seat belt related deaths by month for 2006

F" Division - Road Safety Vision 2010 - Results - R.C.M.P. Jurisdictions

Category	Decrease Target	Benchmark	Target	2002		2003		2004		2005		2006		2007		Progressing forward	Target Meet	Target Surpassed	Above Benchmark
				Results	%	Results	%	Results	%	Results	%	Results	% reduction	Results	%				
National Death & Serious Injury	30%	617	432	528	15%	571	8%	496	20%	435	30	398	36 %						
Provincial/Territorial																			
Deaths	30%	140	98	124	12%	132	6%	115	18%	128	9%	118	16%						
Serious Injury		477	334	404	16%	439	8%	381	21%	307	36%	280	42 %						
Death on RCMP Rural Roads																			
	40%	130	78	114	13%	122	7%	92	30%	119	9%	109	17 %						
Serious Injury on RCMP Rural Roads		400	240	329	22%	372	7%	301	25%	268	33%	268	33 %						
Death of RCMP Urban Roads																			
Serious Injury on RCMP Urban Roads																			
F" Division tracking ONLY																			
RSV Sub-Targets																			
				SGI Data		SGI Data		SGI Data		SGI Data		TSMIT Data							
Death of Unbelted Occupants	40%	61	36	45	26%	46	25%	44	27%	41	33%	54	18%						
Serious Injury of Unbelted Occupants		135	81	108	20%	121	11%	94	30%	88	35%	70	49%						
Alcohol Deaths	40%	53	32	43	9%	55	3%	46	13%	35	33%	41	23%						
Alcohol Serious Injury		128	77	117	8%	103	19%	93	26%	70	46%	89	31%						
Deaths from Speed	20%	33	26	29	13%	35	6%	38	15%	50	51%	34	3%						
Serious Injury from Speed		111	89	96	13%	107	3%	102	4%	79	29%	61	46%						
Deaths in Intersections	20%	35	28	29	18%	26	25 %	28	18%	26	26%	20	43%						
Serious Injury in Intersections		141	113	113	20%	161	14%	102	27%	76	47%	57	60%						
Young Drivers & Riders Killed	20%	10	8	8	30%	19	90%	6	40%	12	20%	9	10%						
Young Drivers & Riders Seriously Injured		37	30	31	7 %	36	3 %	25	32%	24	36%	21	44%						
Deaths Involving Commercial Vehicles.	20%	33	26	26	21%	28	15%	25	25%	32	4%	24	28%						
Serious Injury Involving Commercial Vehicles.		57	46	40	30%	54	5 %	43	25%	33	43%	35	39%						
Deaths for Vulnerable Road Users	30%	14	9	16	14%	15	7 %	16	14%	11	22%	9	30%						
Serious Injury for Vulnerable Road Users		45	32	44	3 %	47	4 %	43	5%	35	23%	28	38%						

2001
2002
2003
2004

2010
Intro
Patrol
Trained
2nd RSV
Training

Note: Speed related death numbers may also contain those killed while unbelted.

Updated: 2007-02-19

Category	Benchmark	Target	2002	2003	2004	2005	2006	2007
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F" Division - Road Safety Vision 2010 - Results - R.C.M.P. Jurisdictions

Category	Decrease Target	Benchmark	Target	2002		2003		2004		2005		2006		2007		3 Year Averages						Moving to target
				Results	%	Results	%	Results	%	Results	%	Results	%	Results	%	02 to 04	03 to 05	04 to 06	Target Reached			
National Death & Serious Injury	30%	617	432	528	15%	571	8%	496	20%	435	30%	398	36%			531	14%	500	19%	443	30%	Target Reached
																						Passed Target
																						Above Benchmark
Provincial/Territorial																						
Deaths	30%	140	98	124	12%	132	6%	115	18%	128	9%	118	16%			123	13%	125	11%	120	15%	
Serious Injury		477	334	404	16%	439	8%	381	21%	307	36%	280	42%			408	15%	375	22%	322	33%	
Death on RCMP Rural Roads	40%	130	78	114	13%	122	7%	92	30%	119	9%	109	17%			109	17%	111	15%	104	20%	
Serious Injury on RCMP Rural Roads		400	240	329	22%	372	7%	301	25%	268	33%	268	33%			334	17%	313	22%	279	31%	
Death of RCMP Urban Roads	F" Division tracking ONLY			10		10		23		9		9										
Serious Injury on RCMP Urban Roads				75		67		80		39		12										
RSV Sub-Targets																						
Death of Unbelted Occupants	40%	61	36	45	26%	46	25%	44	27%	41	33%	54	18%			45	27%	43	30%	46	25%	
Serious Injury of Unbelted Occupants		135	81	108	20%	121	11%	94	30%	88	35%	70	49%			107	21%	101	26%	84	38%	
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Deaths from Speed	20%	33	26	29	13%	35	6%	38	15%	50	51%	34	3%			34	3%	41	24%	41	24%	
Serious Injury from Speed		111	89	96	13%	107	3%	102	4%	79	29%	61	46%			101	10%	96	14%	80	28%	
Deaths in Intersections	20%	35	28	29	18%	26	25%	28	18%	26	26%	20	43%			28	20%	27	23%	24	32%	
Serious Injury in Intersections		141	113	113	20%	161	14%	102	27%	76	47%	57	60%			125	18%	113	20%	78	45%	
Young Drivers & Riders Killed	20%	10	8	8	30%	19	90%	6	40%	12	20%	9	10%			11	10%	12	20%	9	10%	
Young Drivers & Riders Seriously Injured		37	30	31	7%	36	3%	25	32%	24	36%	21	44%			30	19%	28	25%	23	38%	
Deaths Involving Commercial Vehicles.	20%	33	26	26	21%	28	15%	25	25%	32	4%	24	28%			26	22%	28	16%	27	19%	
Serious Injury Involving Commercial Vehicles.		57	46	40	30%	54	5%	43	25%	33	43%	35	39%			45	22%	43	25%	37	36%	
Deaths for Vulnerable Road Users	30%	14	9	16	14%	15	7%	16	14%	11	22%	9	30%			16	14%	14	0%	12	15%	
Serious Injury for Vulnerable Road Users		45	32	44	3%	47	4%	43	5%	35	23%	28	38%			44	3%	42	7%	35	27%	