



BILL 5 - USE OF HEADLIGHTS AT ALL TIMES

STATISTICS FROM PRIOR STUDIES

**Saskatchewan - 1982 to 1989 daytime two-vehicle crashes reduced by 28%
with daytime running lights (DRL)**

New York Port Authority - lights on reduced collision rate by 18% (1969)

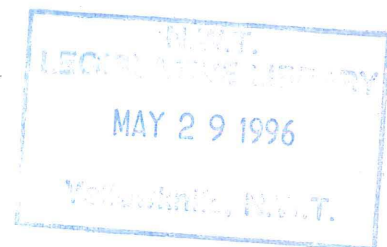
**Finland - use of DRL in rural areas reduced daytime collisions by 27%
(1976)**

**Sweden - use of DRL reduced daytime collisions by 11% (summer
reduction of 15%, winter reduction of 7% in urban areas) (1981)**

Norway - use of DRL reduced collisions by 15% (1993)

**Estimated reductions in crashes reported in the US and Canada ranged
from 7 to 32% (Koomstra, 1989)**

**State laws requiring use of motorcycle headlights during daylight hours
reduced fatal motorcycle crashes by 13% (Zador, 1985)**



COLLISIONS BY LIGHT CONDITION AND SEVERITY

Light Condition	Property Damage or Personal Injury	Fatal	Total	%
Daylight - no lights	15494	74	15658	58.7%
Daylight - lights on	665	4	669	2.5%
Dark - no lights	4088	31	4119	15.4%
Dark- lights on	3328	15	3343	12.5%
Not Stated	2878	10	2888	10.8%
Total	26543	134	26677	100%

Pedestrians Injured or Killed by Age Group

	0 - 14	15 - 24	25 - 54	55 +	Not Stated	Total
Injured	121	68	90	46	40	365 (96.1%)
Killed	3	1	4	7	0	15 (3.9%)
Total	124	69	94	53	40	380
%	32.6%	18.2%	24.8%	14%	10.5%	100%

Pedestrians Injured or Killed by Road Type

Road Type	Total	%
Urban	339	89.2
Provincial Highways	24	6.3
Rural Roads	6	1.6
Other	11	2.9
Total	380	100.0%

Accidents by Road Type

Road Type	Total	%
Urban	16978	63.6
Provincial Highways	6091	22.8
Rural Roads	3185	11.9
Other	423	1.6
Total	26677	100.0%

Urban - refers to all streets, lane or back alleys in a city, town, village
 Rural - refers to highways or lanes through open areas or unorganized hamlets
 Note - the above are from the Saskatchewan Government Insurance report 1995

