



“When You Talk - We Listen!”



MANITOBA PUBLIC UTILITIES BOARD

Re: MANITOBA PUBLIC INSURANCE CORPORATION (MPI)
2020/2021 GENERAL RATE APPLICATION

HEARING

Before Board Panel:

Irene Hamilton, QC - Board Chairperson
Robert Gabor, QC - Board Chair
Carol Hainsworth - Board Member

HELD AT:

Public Utilities Board
400, 330 Portage Avenue
Winnipeg, Manitoba
October 10, 2019
Pages 562 to 841

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1 --- Upon commencing at 9:03 a.m.

2

3 THE CHAIRPERSON: Good morning,
4 everyone. This morning we will proceed with the MPI
5 Road Safety Panel. Ms. McCandless...?

6 MS. KATHLEEN MCCANDLESS: Thank you.
7 Good morning, Madam Chair.

8 So two (2) items on the agenda today.
9 First we're going to hear from Mr. Ward Keith about
10 the Road Safety Technical Conference, and then
11 following Mr. Keith's testimony we will hear -- hear
12 from the Road Safety Panel from MPI.

13 Just one (1) matter of housekeeping. I
14 was advised this morning by MPI that Doug Overwater is
15 not part of the panel that was -- he -- he was
16 initially thought to be on the DSR Panel, but he's not
17 actually testifying at all, so it will be Mr. Wennberg
18 and Mr. Eden for MPI.

19 THE CHAIRPERSON: Thank you, Ms.
20 McCandless. Mr. Keith...?

21 MR. WARD KEITH: Good morning.

22 THE CHAIRPERSON: If we could have Mr.
23 Keith sworn. Thank you.

24 MR. WARD KEITH: Good morning. I'm
25 here today to -- sorry.

1

2 MPI PANEL NO. 3:

3

WARD KEITH, Sworn

4

5 CROSS-EXAMINATION BY MS. KATHLEEN MCCANDLESS:

6

MS. KATHLEEN MCCANDLESS: Good

7

morning, Mr. Keith. Before you begin your

8

presentation, I'm just going to ask you some -- some

9

questions by way of background.

10

You retired from Manitoba Public

11

Insurance on January 1st of this year. Is that right?

12

MR. WARD KEITH: That's right.

13

MS. KATHLEEN MCCANDLESS: And you had

14

been employed with MPI for thirty-four (34) years?

15

MR. WARD KEITH: Yes.

16

MS. KATHLEEN MCCANDLESS: Most

17

recently you held the title of Vice-President of

18

Business Development and Communications and Chief

19

Administrative Officer?

20

MR. WARD KEITH: That's right.

21

MS. KATHLEEN MCCANDLESS: Previously

22

you held titles such as Registrar of Motor Vehicles --

23

MR. WARD KEITH: Yes.

24

MS. KATHLEEN MCCANDLESS: -- Yes.

25

MR. WARD KEITH: -- Executive Director

1 of Drive -- Driver Safety and Regulatory Control?

2 MR. WARD KEITH: M-hm.

3 MS. KATHLEEN MCCANDLESS: Prior to
4 that you were the Director of Customer Service?

5 MR. WARD KEITH: That's right.

6 MS. KATHLEEN MCCANDLESS: And prior to
7 that you were the Manager of Broker Support Services?

8 MR. WARD KEITH: That's right.

9 MS. KATHLEEN MCCANDLESS: And you hold
10 an MBA from Royal Roads University in Victoria, B.C.?

11 MR. WARD KEITH: Yes.

12 MS. KATHLEEN MCCANDLESS: You're also
13 a Fellow of the Insurance Institute of Canada, and you
14 hold a Certificate in Management Policy and
15 Administration from the Canadian Institute of
16 Management?

17 MR. WARD KEITH: That's right.

18 MS. KATHLEEN MCCANDLESS: And just to
19 confirm for the record, in the spring of this year you
20 were retained by the Public Utilities Board to take on
21 the role of Facilitator for the Road Safety Technical
22 Conference?

23 MR. WARD KEITH: That's right.

24 MS. KATHLEEN MCCANDLESS: And that
25 technical conference took place at the Board's offices

1 on April 4 and 5?

2 MR. WARD KEITH: Yes, of 2019.

3 MS. KATHLEEN MCCANDLESS: And
4 following the conclusion of the technical conference,
5 you prepared a report?

6 MR. WARD KEITH: Yes.

7 MS. KATHLEEN MCCANDLESS: And to
8 confirm, that report is found in the MPI application
9 at Part 7 of the filing. That's the LP section,
10 Attachment A. And, Kristen, if we could just go to
11 the cover page of that document, please.

12

13 (BRIEF PAUSE)

14

15 MS. KATHLEEN MCCANDLESS: Mr. Keith,
16 that's your report?

17 MR. WARD KEITH: Yes, it is.

18 MS. KATHLEEN MCCANDLESS: Thank you.
19 And if we could go -- just page 7 of that report. At
20 the top of the page you describe the role you took on
21 as Facilitator there, yes?

22 MR. WARD KEITH: Yes.

23 MS. KATHLEEN MCCANDLESS: And if you
24 look to the third line down, you state:

25 "Mr. Keith was retained by the Board

1 as an objective and impartial
2 facilitator with primary
3 responsibility to facilitate the
4 discussion between conference
5 participants and to prepare a
6 written report summarizing key
7 discussion topics, current MPI
8 priorities and initiatives, and
9 stakeholder input for consideration
10 by the Board during MPI's 2020
11 General Rate Application."

12 Yes?

13 MR. WARD KEITH: Yes, that's right.

14 MS. KATHLEEN MCCANDLESS: Thank you.

15 And then just briefly with respect to the process for
16 the technical conference, if we could please turn to
17 page 9 of the report.

18 At the top of the page you write that:

19 "A detailed discussion outline was
20 developed in consultation with MPI
21 and organized into five (5) broad
22 topics."

23 Yes?

24 MR. WARD KEITH: Yes, that's right.

25 MS. KATHLEEN MCCANDLESS: And did you

1 have input into the content of the discussion outline?

2 MR. WARD KEITH: Yes. I would have
3 collaborated with MPI on that.

4 MS. KATHLEEN MCCANDLESS: And then
5 just below the five (5) numbers we see there on the
6 page:

7 "The discussion outline was
8 circulated in advance to all
9 participants, along with a
10 conference agenda."

11 MR. WARD KEITH: Yes.

12 MS. KATHLEEN MCCANDLESS: And you
13 circulated that yourself, Mr. Keith?

14 MR. WARD KEITH: I did.

15 MS. KATHLEEN MCCANDLESS: And then we
16 see in the paragraph beginning -- just down the page:

17 "MPI presentation materials for
18 Parts 1 to 4 of the discussion
19 outline were circulated to all
20 participants one (1) week prior to
21 the conference."

22 MR. WARD KEITH: Yes.

23 MS. KATHLEEN MCCANDLESS: And:

24 "Part 5 was circulated two (2) days
25 before the conference."

1 MR. WARD KEITH: That's right.

2 MS. KATHLEEN MCCANDLESS: And those
3 materials that were circulated are found at Appendix 6
4 to your report.

5 MR. WARD KEITH: That's right.

6 MS. KATHLEEN MCCANDLESS: You've also
7 prepared a PowerPoint presentation to accompany your
8 testimony today?

9 MR. WARD KEITH: Yes, I have.

10 MS. KATHLEEN MCCANDLESS: And for the
11 record, that report has previously been circulated and
12 marked as Exhibit PUB 17.

13 You're prepared today to speak to the
14 technical conference and the contents of your report?

15 MR. WARD KEITH: Yes, I am.

16 MS. KATHLEEN MCCANDLESS: Thank you,
17 Mr. Keith, and with that I would ask you to proceed to
18 your presentation.

19 MR. WARD KEITH: Thank you very much.

20 So as indicated, I was retained by the
21 Board to facilitate and organize the Road Safety
22 Technical Conference. This is a conference that was
23 held on April 4th and 5th of 2019, involved MPI
24 representation as well as representation from a number
25 of different road safety stakeholders, both within

1 Manitoba and nationally as well.

2 So the purpose of my testimony today is
3 to provide an overview of that technical conference
4 and a summary of my written report, which was
5 submitted on May 13th of 2019. I really did have the
6 pleasure of facilitating this conference and I found
7 the participation by all of the parties, MPI
8 representatives, and each of the stakeholders to be
9 very engaging.

10 It was clear to me that all of the
11 participants had come fully prepared to discuss the
12 topics at hand, and the comments, the feedback, the
13 suggestions, and the recommendations were all on
14 point, appropriate, and well-received in my view.

15 Just by way of quick background, in
16 Order 130/17, in December of 2017 the Board ordered
17 that a technical conference be held in 2019 to address
18 the issue of road safety in Manitoba. I am aware that
19 road safety is of great interest to the Board because
20 the Board recognizes that successful road safety
21 efforts can ultimately impact claims, claims costs,
22 and therefore the premiums required to fund the basic
23 compulsory insurance program.

24 The Board also recognized that road
25 safety and loss prevention are complex, multifaceted

1 issues involving many stakeholders, and so discussing
2 within the rate hearing context alone does tend to
3 lack context and perspective, particularly from the
4 many other stakeholders who are involved in road
5 safety. So addressing the -- these issues through a
6 technical conference was expected to create productive
7 discussion and collaboration amongst all of the
8 interested stakeholders.

9 Myself -- again my name is Ward Keith.
10 I am formerly the Vice-President of Business
11 Development and Communications for MPI. I retired
12 from that position in January of 2019. In that
13 portfolio, I was responsible for MPI's loss prevention
14 and road safety efforts.

15 Although I was retained by the Board in
16 this case to act as an objective and independent,
17 impartial facilitator, my role was simply to guide the
18 conference agenda, to facilitate open and interactive
19 discussion, and then to prepare a written report
20 summarizing the key discussion topics, current MPI
21 priorities and initiatives, the status of those
22 initiatives, and stakeholder comments, suggestions,
23 and recommendations.

24 I wasn't retained to provide opinion,
25 advice, or recommendations as to the efficacy of MPI

1 programs or their funding or resource allocation
2 towards those programs.

3 The conference, as I said, was held on
4 April 4th and 5th of 2019, and my final report was
5 delivered to the Board on May 13th of 2019.

6 Here I've listed all of the conference
7 participants, and again there was significant
8 involvement from many different stakeholder
9 organizations, including national organizations like
10 the Canadian Council of Motor Transport Administrators
11 and MADD Canada, who helped to provide a national
12 perspective to the discussions within Manitoba.

13 There were other participants as well.
14 Board counsel participated, the Board secretary
15 participated, the Board's accounting advisor
16 participated, and MPI also had a representation from
17 their Regulatory Affairs Department.

18 Counsel did rep -- was present,
19 representing CAC and CMMG, although that certainly did
20 not impede the input from the actual stakeholders of
21 those organizations.

22 As I say, all stakeholders participated
23 actively and were clearly prepared for the discussions
24 over the two (2) days.

25 The one (1) exception to this listing

1 is that the representative from Active Aging in
2 Manitoba was unable to join us because of illness,
3 although he did provide some of his comments with
4 respect to pedestrian safety to the representatives
5 from Bike Winnipeg, who brought those comments
6 forward.

7 As was indicated, the conference was
8 divided into five (5) sections. The first was an
9 overall look at the state of road safety in Manitoba.
10 The second was the state of road safety governance in
11 Manitoba. Then a review on evolution -- a review of
12 MPI's road safety frameworks that it has created.
13 Then we dug into, for the majority of the conference,
14 a review of MPI priorities, programs, and initiatives,
15 and then there was additional information provided by
16 provincial road safety stakeholders.

17 Manitoba Infrastructure par --
18 participated on behalf of the Province. The Registrar
19 of Motor Vehicles spoke to relevant legislative
20 changes that have been introduced or are pending to
21 strengthen road safety countermeasures under
22 legislation, and the City of Winnipeg was also
23 represented.

24 There was also opportunity for closing
25 comments from all of the stakeholders.

1 With respect to the current state of
2 road safety, this section really was intended -- if
3 you could just go back, to just go back, Kristen. One
4 more, please.

5 With respect to the current state of
6 road safety, the intent here was really to provide
7 context for the remainder of the conference discussion
8 topics. We learnt with respect to total collisions
9 from MPI data that total collisions in Manitoba
10 increased by 91.4 percent in the ten-year period from
11 2008 to 2017. 2018 data was not yet available, and
12 MPI did commit to providing that data once it was
13 ready for publication.

14 This increase over that ten-year period
15 is alarming on the surface, and this generated some
16 significant discussion about the difference between
17 data reported by MPI from their traffic collision
18 database versus their claims data, and more
19 specifically, in short, MPI publicly reports on
20 collisions, fatalities, and injuries based on national
21 reporting definitions, and this allows for comparative
22 reporting across Canadian jurisdictions. And the
23 reporting definitions there are collisions involving
24 property damage of more than \$2,000, collisions
25 occurring on public roadways, and deaths occurring

1 within thirty (30) days of the collision date, and
2 serious injuries involving hospitalization.

3 This, of course, is a subset of all
4 collisions reported through the MPI claims process,
5 which includes all collisions, including those
6 occurring on private property, in parking lots, on
7 driveways, and within First Nations communities off
8 provincial trunk highway system.

9 So MPI attributed the increase in
10 traffic collisions over the last decade primarily to
11 two (2) factors, not so much an increase in the number
12 of collisions. The first was an increase in the cost
13 of vehicle damages exceeding the \$2,000 reporting
14 threshold, and the second was a change to the way that
15 MPI collects its data in 2011.

16 At that time basically what MPI did is
17 it started supplementing police reported data with its
18 own claims data to better track traffic collisions
19 occurring in the province.

20 Their -- their -- their position was
21 validated by the fact that looking at total collisions
22 as reported by MPI over that decade, showed that there
23 was a relatively stable trend line over that ten-year
24 period, which supported the fact that the major
25 increases under the traffic collision reporting

1 definitions were as a result of the data collection
2 change in 2011 and the increase in number of
3 collisions that exceed the \$2,000 reporting threshold.

4 With respect to fatal collisions, MPI
5 reported that fatal collisions have been showing a
6 downward trend over the same ten-year period, albeit
7 with of course some variability from year to year.
8 The av -- the rate of fatal collisions was 1.5 percent
9 below the Canadian average in 2017 per 10,000
10 registered vehicles as well.

11 The fatality rate overall also declined
12 as opposed to fatal collisions. The fatality rate
13 also declined from 7.6 to 5.4 per 100,000 population
14 over that period, although the 5.4 per 100 percent
15 rate calculation in 2017 was above the Canadian
16 average of 5.0 per 100,000 population.

17 Notably though, the downward trending
18 enjoyed over the entire population for fatal
19 collisions and fatalities did not hold for vulnerable
20 road users over this period as was pointed out by Bike
21 Winnipeg during the conference and validated through
22 the MPI data.

23 In contrast to overall downward
24 trending for fatalities, the injury rates have trended
25 upwards over the last decade. This is the case for

1 minor injuries, which to some extent or a large extent
2 can be excha -- explained by the reporting change in
3 2011, because previous to that, minor injury
4 collisions often went unreported to the police, and
5 therefore, were not captured in MPI's traffic
6 collision statistics data, but -- so was the case for
7 minor injuries, but, more importantly, it was also the
8 case for serious injuries, and serious injuries would
9 have been much less affected by the reporting change
10 in 2011. And what the data showed is of particular
11 concern, a 50 percent increase in serious injury
12 collisions over the last -- over the period from 2014
13 through to 2017.

14 There was some discussion at the
15 conference about the reason for this increase in
16 serious injury collisions, and really between --
17 collectively between MPI and the stakeholders, there
18 was no real explanation in order to explain the -- the
19 change in the -- the frequency of -- of serious injury
20 collisions over that period.

21 We then went into the discussion around
22 the social costs of collisions in Manitoba, and this
23 generated significant discussion. Social costs
24 consider the broader costs of injury, fatality, and
25 property damage claims, beyond the direct costs

1 inturred -- incurred by an insurer. Things like all
2 medical and rehabilitation costs, police, emergency,
3 and emergency service costs, loss of earning
4 potential, and associated impacts to social services
5 agencies, decreased quality of life, decreased output
6 due to permanent or temporary incapacitation, legal
7 costs, vehicle damage and other property damage costs,
8 and even costs associated with traffic delays
9 resulting from motor vehicle collisions.

10 These are all encompassed in the social
11 costs of motor vehicle collisions.

12 And using the transport methodology
13 that MPI provided, which is proprietary to Transport
14 Canada, the estimate of total cost -- social cost of
15 motor vehicle collisions in Manitoba is estimated at
16 \$2 billion annually, which is of course significantly
17 higher than the direct costs to the insurance fund as
18 a result of fatal serious and property damage
19 collisions.

20 Until now, MPI has relied on direct
21 cost estimates to measure the total cost of impaired
22 driving, distracted driving, speed, non-use of
23 seatbelts, and other road safety issues.

24 Although it should be noted that social
25 costing is referenced as a measurement point in the

1 provincial road safety plan.

2 So during the conference MPI reported
3 that moving forward, they would indeed be using social
4 costing in their priority setting, business case
5 development, and resource allocation methodologies.

6 This change was well-received by
7 stakeholders, in particular Bike Winnipeg, who has
8 been advocating for such a change for some times --
9 for some time, as a means to draw greater attention
10 and resources to road safety issues that put
11 vulnerable road users most at risk.

12 With respect to road safety governance,
13 we received an overview of Canada's road safety
14 strategy 2025. CCMTA, the Canadian Council of Motor
15 Transport Administrators, was represented at the
16 conference, and they have published the -- a road
17 safety strategy for Canada since 1996.

18 The current plan is a ten (10) year
19 plan that was launched in 2016. It was developed
20 collaboratively by Federal, Provincial, and Territory
21 representatives and national road safety stakeholders.

22 It is a holistic, safe systems approach
23 to road safety, which is aligned to vision zero and as
24 is measured by long-term downward trending in fatal an
25 serious injury collisions across the country.

1 Importantly, it includes an inventory
2 of proven and promising road safety measures to
3 address specific road safety risks and risk groups.

4 These are road safety measures that
5 have either been validated as effective to research of
6 CCMTA and their use in other jurisdictions, or are
7 identified as promising, simply because it's too early
8 in the process to -- to say with certainty that those
9 road safety measures are effective in reducing
10 fatalities and serious injuries.

11 This was an important foundational
12 document which MPI reported the provincial road safety
13 plan and their own operational plans are based on.

14 The strategy nationally, as was
15 explained by CCMTA, is not a prescriptive strategy.
16 It is intended to be flexible for jurisdictions to
17 use, depending on their own road safety priorities and
18 concerns.

19 We then received an update on the
20 Provincial Road Safety Committee. This, of course,
21 was launched by the Provincial Government to guide a
22 more strategic and holistic approach to addressing
23 road safety issues through stakeholder engagement,
24 cooperation, and collaboration.

25 The co-chairs of this committee are

1 representatives from Manitoba Public Insurance and
2 representatives from Manitoba Infrastructure.

3 The structure of the committee is such
4 that there is a leadership committee made up of MPI
5 representative -- MPI -- Manitoba Infrastructure
6 representative, a representative from the Manitoba
7 Association of Chiefs of Police, a representative from
8 Manitoba Justice, and a representative from Manitoba
9 Health, Seniors, and Active Living.

10 Below the leadership committee, there
11 is a technical oversight council, which is made up of
12 additional stakeholders, and then there are issue-
13 specific working groups which involve many different
14 road safety stakeholders and interest groups that are
15 operating in Manitoba.

16 The priorities under the provincial
17 plan align to the safe systems approach to road
18 safety, as is the case with the national plan, with
19 specific attention to safe vehicles, safe roads, safe
20 road users, safe speeds, research, and data
21 collection.

22 A first-year progress report on the
23 committee's activities was not available at the time
24 of the conference, but I understand has since been
25 filed by MPI.

1 Most stakeholders in the conference are
2 also involved in the provincial committee at some
3 level, whether it be on the leadership committee, the
4 technical oversight council, or in the individual
5 issue-specific working groups.

6 The one exception was the Manitoba
7 Trucking Association, which led to some discussion
8 about the appropriateness of including MTA, the
9 Trucking Association, and developing strategies and
10 priorities specific to commercial -- to the commercial
11 vehicle industry.

12 It was noted by the MTA that this
13 industry is specifically identified in the Canadian
14 plan as a unique risk group, to which specific
15 strategies and approaches should be developed.

16 MPI agreed to take this under
17 advisement as co-chair of the provincial committee.

18 The focus of the working groups over
19 the last year were reported as being distracted
20 driving, cannabis-impaired driving, active
21 transportation, and vulnerable road users, research
22 and data collection, speed enforcement, and automated
23 vehicles.

24 MPI reported that the recommended
25 action items submitted to government for

1 consideration, feedback and direction from these
2 working groups was pending at the time of the
3 conference.

4 Most stakeholders that participated in
5 the conference, as I said, also contributed to the
6 working groups, so we're anxious to learn about the
7 status of the recommended action items, and to this
8 point commitment was given by MPI to keep their
9 working groups on the provincial road safety committee
10 informed once recommendations were considered by
11 government and if those recommendations were declined,
12 their reasoning for those declinations.

13 MPI is -- MPI also provided an update
14 on the 2019 provincial road state -- safety strategy.
15 I'm sorry, the loss prevention strategy and the 2017
16 to 2020 operational plan.

17 MPI spoke to the status of these
18 strategies, including new programming, current
19 programming that will be discontinued, and current
20 programming that has been or will be retired.

21 These are addressed in further detail
22 in my presentation and in the body of the road safety
23 report, so I'll touch on them as I get to that
24 information.

25 Finally, there was discussion on the

1 status of MPI collaboration efforts, with specific
2 attention to updates on the activities of the external
3 stakeholder committee on loss prevention, and the MPI
4 MACP, which is the Manitoba Association of Chiefs of
5 Police Traffic Safety Committee.

6 Most, if not all, of the local
7 stakeholders at the conference are also members of the
8 External Stakeholder Committee on loss prevention. So
9 it was a good opportunity to hear from stakeholders on
10 the perceived value of the committee and their
11 perspectives on the committee's work.

12 Overall, the feedback on the committee
13 work was positive, and was recognized as a means for
14 stakeholders to share their perspectives on road
15 safety issues, and equally important to hear and
16 understand the perspectives of others.

17 Stakeholders did, however, provide some
18 useful and constructive feedback on how to improve the
19 committee structure and communications.

20 Primarily, comments revolved around
21 sending committee materials well in advance of meeting
22 dates, so stakeholders could adequately prepare, and
23 giving sufficient time in meetings to hear the
24 perspectives of stakeholders, rather than the majority
25 of meetings being taken by MPI presentations.

1 In response, MPI was receptive and
2 agreed to survey committee members and committed to
3 using that feedback to update and revise the
4 committee's terms of reference and its operating
5 processes.

6 The traffic committee, which is a
7 member -- which is represented by members of the
8 police services in Manitoba, as well as MPI, is a
9 smaller committee and there was discussion about the
10 purpose and value of that committee with useful
11 comments offered by stakeholders, particularly from
12 the representative of CAA. Next slide, please.

13 The next topic that we discussed in the
14 conference was a review and evolution of MPI's road
15 safety frameworks, and I'm referring specifically to
16 their priority setting framework and methodology,
17 their program development framework, and their
18 evaluation framework, all of which have been
19 previously filed with the Board.

20 On the priority setting framework, two
21 key -- sorry, two (2) key changes were -- were
22 announced by MPI. The first, of course, is that they
23 would begin to use social costing in their analysis of
24 priority setting when it comes to road safety issues
25 and, therefore, the budgets and resources allocated to

1 those -- to those issues.

2 The second is that there was increased
3 weighting in the methodology to the human toll of
4 fatalities and serious injury collisions, the number
5 of, in other words, lives lost and ser -- and people
6 seriously injured annually, as well as greater
7 weighting on the relative cost of these types of
8 collisions and these types of road safety issues.

9 There was discussion about the
10 significance of using social costing to guide priority
11 setting and resource allocation particularly led by
12 the representatives from Bike Winnipeg.

13 Under, "Program development," this
14 framework is unchanged from when it was introduced,
15 except that there is greater internal focus as
16 reported by MPI on business case development and
17 adhering to MPI's value management processes.

18 Here, again the change to use of social
19 costing was discussed as potentially being a major
20 factor in influencing business case development vis-a-
21 vis the calculations on return on investment of
22 specific road safety programs and initiatives.

23 There was also discussion about
24 opportunities for public and stakeholder input into
25 the program development cycle of MPI. And there was a

1 specific call from representatives of --
2 representatives of the CAC for more efforts for MPI to
3 engage the public directly beyond existing surveys
4 that ranked the importance of various road safety
5 issues and beyond focus groups which are used to test
6 new public awareness campaigns.

7 With respect to program evaluation, the
8 evaluation methodologies used by MPI were discussed in
9 some detail and overall were positively received.
10 There was discussion about measuring of outputs versus
11 outcomes when it comes to road safety initiatives and
12 programs and potential over reliance on surveys of
13 self-reported changes in attitude and driving
14 behaviour versus direct opera -- observational methods
15 to really try and determine if road safety efforts are
16 having a practical impact on how people drive and
17 their behaviours behind the wheel.

18 There was also some discussion about
19 potential unintended biases at MPI's evaluations,
20 recognizing that MPI's evaluation process are
21 internal, although MPI expressed their -- their clear
22 confidence that their evaluations are not being
23 unintentionally biassed, or intentionally biassed, for
24 that matter, as a result of lack of external oversight
25 or expertise.

1 Lastly, they listed program evaluations
2 that are planned for the coming year, and this
3 included a comprehensive evaluation of the occupant
4 restraints portfolio, data collection and analysis in
5 support of the driver's ed pilot project which
6 launched in the spring -- or was to have launched in
7 the spring of 2019 and an outcome evaluation of a
8 forward collision warning system pilot with the
9 Winnipeg taxicab industry.

10 Okay, so with that contextual
11 information discussed which took a good part of the
12 morning of the first day, we then delved into a review
13 of MPI's current road safety priorities, programs, and
14 initiatives, and I've listed them over the next three
15 (3) slides. And we'll speak very briefly to each of
16 these topics.

17 I do want to be clear, though, that MPI
18 -- MPI provided considerable information on current
19 programming and new programming under each of the road
20 safety topics identified.

21 And stakeholders were intentionally
22 given ample opportunity to provide their input, their
23 feedback, and their suggestions on the usefulness of
24 these programs and how they may be improved.

25 The feedback from stakeholders is, I

1 consider, critically important to this exercise. So,
2 I -- I'm not going to try and summarize the feedback
3 of the stakeholders in detail in this presentation,
4 but I would urge a review of the report from the
5 beginning to end because it really does provide detail
6 on all of the relevant stakeholder input and
7 commentary as well as the context for that commentary.

8 I will, however, use this opportunity,
9 as I say, to summarize new and future programming and
10 initiatives identified by MPI, and then speak in broad
11 terms to the key comments, suggestions, and
12 recommendations offered by the stakeholders.

13 With respect to traffic safety culture,
14 this initiative is a large public awareness initiative
15 first launched by MPI in 2018, intended based on the
16 information provided by MPI to change the way that MPI
17 conveys its public awareness messaging, the manner in
18 which it conveys that messaging, and the means in
19 which it conveys that message -- messaging to various
20 road safety audiences in the Province.

21 They spoke about launch of a new public
22 awareness campaign to address the issue of distracted
23 driving this year, and also spoke about a new public
24 awareness campaign to continue to address issues
25 related to cannabis impaired driving.

1 Distracted driving was identified by
2 MPI as the leading contributing factor in motor
3 vehicle collisions, fatalities, and serious injuries.
4 And they spoke about a new partnership with safe mani
5 -- Safe Work Manitoba to develop employer-led policies
6 and education for those who drive for work.

7 They also spoke about expansion of the
8 DRIVR-X -- DRIVR-X virtual reality experience to
9 include specific drive for work scenarios related to
10 distracted driving to be used as part of that Safe
11 Work Manitoba partnership.

12 They also spoke about continuation of
13 enhanced enforcement funding for distracted driving.
14 And I will speak in a little more detail about the
15 discussion on enhanced enforcement funding when I get
16 to that specific topic.

17 With respect to alcohol and drug
18 impaired driving, MPI reported that they plan to do a
19 second roadside survey to measure the prevalence of
20 drug and alcohol use among Manitoba drivers in the
21 fall of 2019.

22 The spoke about continued efforts to
23 raise public awareness about cannabis impaired driving
24 and the risks of cannabis impaired driving given the
25 legalization of cannabis in Canada last fall.

1 They talked about continued outreach to
2 the medical community with respect to knowledge about
3 prescription medications and how prescription
4 medications and over-the-counter medications can also
5 impair driving.

6 So, drug impaired driving, in other
7 words, is not just cannabis impaired driving and not
8 just use of illicit illegal drugs, it can also be use
9 or overuse of prescription and over-the-counter
10 medications.

11 Finally, they spoke of their support --
12 their funding support for other programs to tackle the
13 issue of impaired driving, programs like the Mad
14 School Assembly Program, the Party Program which is
15 offered by the Manitoba Brain Injury Association,
16 Operation Red Nose which is operated by Safety
17 Services Manitoba, the New Year's Eve free transit
18 programs which are operated in Winnipeg and Brandon,
19 and the Safe Grad Program which is overseen by the
20 Manitoba School Board's Association.

21 On the issue of speed, which was
22 identified as the second most prevalent contributing
23 factor in motor vehicle fatalities and serious
24 injuries, MPI spoke about a new public awareness
25 campaign that they were working to alter Manitobans'

1 attitudes about the acceptability of -- or what is the
2 perceived acceptability of driving over the posted
3 speed limit and to challenge underlying assumptions
4 and beliefs that automated enforcement in this
5 Province is only about revenue generation and not
6 about road safety.

7 So, the intent to the public awareness
8 as reported by MPI is to challenge those assumptions
9 and change those beliefs. They spoke about expanded
10 use of speed detection and notification signage into
11 twenty-five (25) to thirty (30) communities throughout
12 the Province where speeding is recognized as a road
13 safety issue.

14 They spoke about continuation of the
15 use of the DRI -- DRIVR-X virtual reality experience.
16 One (1) of the experiences in that virtually reality
17 program is with respect to speed and the dangers of
18 speeding.

19 They spoke about continued funding for
20 enhanced enforcement in school zones. And they
21 indicated that they were interested in exploring
22 opportunities to expand use of automated speed
23 enforcement by Manitoba's police agencies.

24 Automated police enforcement is, from
25 the literature that was circulated prior to the

1 conference and as discussed in the conference, very
2 common in other countries, very common in countries
3 with the most progressive and successful road safety
4 efforts but is really significantly restricted by the
5 legislation in Manitoba.

6 Automated enforcement -- enforcement is
7 only permitted in the city of Winnipeg, and within the
8 city of Winnipeg is only permitted at intersections
9 and in school zones, playground zones, and
10 construction zones. Other than that, automated
11 enforcement is not -- enforcement is not currently
12 permitted.

13 With respect to rural road safety, MPI
14 provided an update on their gravel roads or rural road
15 safety strategy which was introduced in 2017 and was
16 reported as having continued in 2018. This included
17 continuation of enhanced enforcement funding on rural
18 and gravel roads by the RCMP and continued efforts to
19 raise public awareness through public awareness
20 campaigns in rural communities.

21 There was then significant discussion
22 on vulnerable road users which includes pedestrians,
23 cyclists, and motorcyclists who, when operating on the
24 roadways or interacting with vehicles, do not have the
25 same protections afforded to passenger vehicle

1 occupants or vehicle occupants of any kind.

2 With respect to cycling, MPI spoke
3 about continuation of their bike rodeos which is
4 education for young cyclists -- children -- a
5 continuation of their champion cycling training
6 program for adults, their Space to Breathe public
7 awareness campaign which they reported and was
8 confirmed as being created in collaboration with
9 Bike Winnipeg, and significant updates to the
10 provincial Drivers' Handbook and the corporation's
11 high school Driver Education Program to focus on how
12 drivers are to safely interact with cyclists on the
13 roadway.

14 With respect to motorcycles, MPI
15 reported on continuation of their public awareness
16 campaigns and continued financial support for
17 motorcyclists who take the twenty-one (21) hour
18 motorcycle training course offered by Safety Services
19 Manitoba. The twenty-one (21) hour course, of course,
20 far exceeds what the eight (8) hour mandatory course
21 which was required under the graduated licencing
22 program for motorcycle drivers in the province.

23 On pedestrians, MPI spoke about
24 continued awareness campaigns which are run in
25 September and February of each year. September's

1 focus is on back to school, and February's focus is on
2 winter pedestrian safety with attention not just to
3 pedestrians but also for motorists to have particular
4 attention to pedestrians in winter months.

5 And also their continued support of
6 Halloween safety with partnerships through elementary
7 schools and provision of reflective Halloween treat
8 bags to kids throughout the province who are on the
9 roadways on Halloween night.

10 In terms of wildlife collisions, there
11 was a discussion by MPI about expanded use of variable
12 message boards within the city of Winnipeg and a
13 dedicated message board being granted for use in the
14 Riding Mountain National Park, variable message
15 boards, of course, being used at roadside during key
16 months of the year when interaction between
17 wildlife -- mostly deer -- and motorists is most
18 applicable, and variable message boards being set up
19 to encourage motorists to reduce their speed along
20 corridors which have been known to be hotspots for
21 wildlife collisions.

22 MPI evaluations, as they presented and
23 as they discuss, have demonstrated that use of
24 variable message boards are effective in reducing
25 motorists' speeds by between 4 and 5 kilometres per

1 hour. And based on MPI research, that is a
2 significant reduction and can make a difference
3 between a very serious collision involving a wildlife
4 and a not-so-serious property damage collision. So
5 that was the purpose of their expanded use of variable
6 message boards.

7 There was also discussion of animal
8 detection systems in vehicles and opportunities for
9 road safety stakeholders nationally and provincially
10 to do more to lobby vehicle manufacturers to
11 accelerate the adoption and the introduction of these
12 technologies in mainstream vehicles.

13 This is slightly different, of course,
14 from some of the current collision prevention and
15 collision detection systems that are in vehicles today
16 and coming into mainstream vehicles. These
17 technologies are specifically designed to alert
18 drivers to the attention or to the presence of
19 activity off the roadway and therefore would be useful
20 in identifying not just oncoming pedestrians but
21 oncoming wildlife as well.

22 There was also agreement during the
23 conference that the erection of wildlife fencing on a
24 wide scale basis in the province is pretty much
25 illogical and impractical given MPI's -- I'm sorry --

1 given the province's layout and given the extent to
2 which wildlife collisions are fairly randomized and
3 spread out throughout the province, although capture
4 within specific hotspot areas.

5 And this was agreement that was reached
6 between MPI -- between Manitoba infrastructure who
7 ultimately would be accountable for erection of such
8 fencing along provincial highways and representatives
9 of the CMMG.

10 Next slide, please Kristen. With
11 respect to driver education, training, and licencing,
12 MPI spoke about their pilot launch of the new
13 driver's ed -- high school Driver Education Program.
14 They spoke about the pilot launch taking place in
15 April of 2019 followed by full scale implementation in
16 September of 2019.

17 They spoke about their involvement in
18 the provincial effort to introduce manual entry level
19 training for commercial drivers, effective
20 September 1st of this year.

21 MPI, through the discussion,
22 acknowledged there was a gap in programming for adult
23 learner drivers and reported on plans to develop new
24 educational materials for adult learners by leveraging
25 online technology for self-directed learning to be

1 delivered in partnership with community partners.

2 And this was intended and is intended,
3 as reported by MPI, to be an expansion of existing
4 programs already in place with newcomer organizations
5 to address the needs of immigrants -- new immigrants
6 and refugees and also with existing programs in place
7 with work training and readiness programs through the
8 government of Manitoba.

9 MPI indicated their intent to do a
10 review of the graduated licencing program in the
11 province with specific attention to current passenger
12 restrictions or lack of passenger restrictions for
13 learner drivers.

14 And also they spoke about formation of
15 a special northern service strategy committee to
16 review the needs of northern residents in Manitoba
17 related to driver education, driver testing, and
18 product sales and service.

19 On the issue of youth education
20 initiatives, MPI spoke of their plan to redevelop the
21 road safety resources in schools curriculum. This is
22 a current curriculum that exists from kindergarten to
23 grade 12 but has not been reviewed or updated for many
24 years. So MPI spoke of their intent to review that
25 program and update those resources as required.

1 And they also spoke about expansion of
2 the bicycle education and skills training or the BEST
3 program in schools. And currently, this program
4 operates in collaboration with Bike Winnipeg and the
5 current pilot schools are located in the Seven Oaks
6 School Division, and they spoke about expanding this
7 program to schools outside of the Seven Oaks School
8 Division.

9 And this also is an important new
10 initiative as it relates to vulnerable road users, of
11 course, and the issue of cycling safety.

12 On the issue of medically-at-risk
13 drivers, MPI provided, I think, useful information on
14 their driver fitness function which is a role that
15 they play as administrator of the Drivers and Vehicles
16 Act.

17 So it is a regulatory function that
18 they -- that they play in terms of identifying drivers
19 that have -- in conjunction with the medical
20 profession identifying drivers that have medical
21 issues or medical conditions that may impact driving
22 ability and then taking steps to deal with those
23 drivers to either prevent them from driving or to
24 introduce driving restrictions that ensure that their
25 medical conditions don't compromise their safety

1 behind the wheel.

2 MPI also spoke about their medical
3 outreach, and this is in particular raising awareness
4 among the medical community about Manitoban's medical
5 standards for driving and the obligation of doctors
6 within Manitoba to report drivers who they believe
7 have medical conditions that could potentially affect
8 their ability to driver safety. And those reporting
9 obligations apply to physicians in the province, and,
10 of course, the reporting obligation is to MPI as
11 administrator of the Drivers and Vehicles Act.

12 MPI also spoke about their ongoing
13 support of the mature driver training program which is
14 delivered through Safety Services Manitoba.

15 Next slide, please, Kristen. Oh, I
16 jumped ahead. Sorry. You can stay there. But there
17 were two (2) other road safety issues discussed. One
18 was the issue of vehicle safety recognizing the
19 holistic safety systems approach that MPI reported
20 taking on the issue of road safety.

21 MPI spoke about a new public awareness
22 campaign to raise awareness amongst vehicle consumers
23 as to driver assist safety technologies now available
24 in new vehicles and to try and promote not only
25 understanding of those technologies and how they are

1 to be used and how if using them properly can assist
2 with avoiding collisions, but also to promote early
3 adoption of those -- of those driver assist safety
4 features.

5 MPI also spoke about a pilot study they
6 were undertaking with the taxicab industry in Winnipeg
7 on forward vehicle collision warning systems and
8 reported that they would be in a position to report on
9 -- on the outcome of that evaluation in early 2020,
10 with that pilot program ending in the fall of this
11 year.

12 And they also spoke about ongoing
13 monitoring of claims ex -- claims experience within
14 the new vehicle-for-hire insurance class that was
15 created to -- to -- to support introduction of
16 vehicles for hire when the taxi cab board and taxi
17 grab (sic) industry was changed by the government a
18 couple of years ago.

19 Lastly on the issue of trackif --
20 traffic enforcement, MACP, of course, was represented
21 at the conference -- the Manitoba Association of
22 Chiefs of Police -- and they reported on expansion of
23 traffic services coverages in Winnipeg to nineteen
24 point five (19.5) hours per day with the addition of a
25 second shift within the Central Traffic Division and

1 closer collaboration with the City of Winnipeg's
2 Public Works Department on information about
3 collisions within the province, locations of
4 collision, contributing factors, so that they could
5 more appropriately target their enforcement efforts.

6 They also spoke and MPI spoke about the
7 continuation of enhanced enforcement funding.
8 Clearly, MPI -- MACP spoke about the importance of
9 this funding and their reliance on this funding, which
10 is based on the information from MPI intended to
11 supplement the enforcement, which is normally provided
12 by law enforcement agencies in Manitoba.

13 There was discussion about the
14 measurement of outputs rather than actual reductions
15 in collision counts with respect to these programs,
16 and this was particularly led by probing from
17 representatives from CAC.

18 One (1) output measure in particular
19 was discussed, and that was tying program
20 effectiveness for this funding to correlations between
21 funding and offence notices issues. And what the data
22 showed from MPI is that as funding for these programs
23 increases, so do the offence notices issued, which on
24 the surface would tend to make sense.

25 But after some additional probing from

1 stakeholders, really, the -- the -- it -- it -- it was
2 concluded that the true measure of access -- success
3 with these program is that the more funding that's
4 provided for enhanced enforcement, actually, the lower
5 number of offence notices you should see, because the
6 program is intended to raise awareness about the
7 potential of apprehension and to deter drivers from
8 speeding, from driving impaired, from driving without
9 seatbelt, from driving distracted.

10 So MPI acknowledged that because the --
11 there is still a correlation that shows increased
12 funding results in increased offence notices issued,
13 that the programs are not there yet in terms of their
14 overall effectiveness in really changing driver
15 behaviour.

16 There was also discussion in this
17 section about alternate ways to support police
18 enforcement, and MPI reported on their plans to fund
19 the purchase of automated licence plate readers for
20 police agencies across the province. And there were
21 also discussion -- there was also discussion about
22 opportunities to support expansion of automated
23 enforcement, and I indicated that previously.

24 As I said, this is clearly a best
25 practice based on the research that was provided, but

1 there are current legislative restrictions in
2 Manitoba, and so there was discussion about the extent
3 to which MPI and other stakeholders could be in a
4 position to support the MACP in lobbying for changes
5 to those restricti -- restrictions under legislation
6 to allow for greater use of automated enforcement by
7 police in the province.

8 There was also interesting discussion,
9 I'll just add quickly, on the issue of public support
10 and measurement of MPI's public support -- sorry,
11 measurement of public support for MPI's road safety
12 efforts.

13 And some interesting discussion was had
14 around the extent to which support for some of these
15 new road safety initiatives that are very prevalent
16 under Vision Zero and in some of the most successful
17 countries with the most progressive road safety
18 records are not necessarily the types of initiatives
19 that would be particularly well-received by -- by
20 drivers, by citizens.

21 And therefore, MPI may want to look at,
22 and this was a recommendation from Bike Winnipeg --
23 may want to look at how it measures public support for
24 its road safety efforts, because, for example, under
25 automated enforcement, if MPI does begin to come out

1 in stronger support of automated enforcement without
2 successfully changing drivers' attitudes that
3 automated enforcement is just about revenue generation
4 and is not about road safety, then there -- there --
5 there will conceivably be a lack fo public support for
6 extended use of automated enforcement. That's not to
7 say that extended use of automated enforcement isn't
8 the right or appropriate thing to do from a road
9 safety perspective based on the research in other
10 jurisdictions.

11 And finally, there was discussion about
12 addition provincial road safety efforts. Again, this
13 was intentional to round out the discussion of the
14 safe systems approach and the holistic approach to
15 road safety in Manitoba. So we did hear from Manitoba
16 Infrastructure about their review of recent major
17 projects. These are infrastructure -- highway
18 infrastructure projects completed in and around the
19 city of Winnipeg, primarily off and around the
20 perimeter of the city.

21 They spoke about various safety
22 considerations that they look at when considering road
23 safety infrastructure projects within the province.
24 They gave some insight into how the province
25 identifies required inputs and required improvements

1 such as network screening safety reviews, near-miss
2 video captures, and safety audits conducted by
3 department personnel.

4 We also heard from the City of
5 Winnipeg, who talked about the work that -- the
6 extensive work that they've been doing to expand the
7 active transportation network in the city of Winnipeg,
8 so introduction of more bike lanes, pedestrian
9 walkways, et cetera. They also spoke about their
10 launch of development of a new ten (10) year
11 transportation master plan for the city of Winnipeg,
12 and they extended an explicit invitation to all
13 stakeholders to provide input into the development of
14 that ten (10) year master plan.

15 Finally, with respect to provincial
16 legislation changes, the Registrar of Motor Vehicles
17 spoke to the conference about what was really four (4)
18 primary legislative changes made since 2018. The
19 first was changes to roadside suspensions and fines
20 for distracted driving and, specifically, use of
21 handheld electronic devices while driving, which was
22 introduced in November of 2018.

23 They spoke about legislation to
24 introduce new roadside and crim -- new roadside
25 suspensions and post-conviction licence suspensions

1 and other sanctions for drug-impaired driving, and
2 these changes were intended to align to changes to the
3 Criminal Code with the legalization of cannabis in
4 2018.

5 They spoke about the introduction of
6 pending legislation to toughen legislation around
7 alcohol impairment, specifically roadside sanctions
8 related to low-BAC drivers. So these are drivers who
9 are apprehended with -- with a blood alcohol content
10 between zero point five (0.5) and zero point eight
11 (0.8), so below the legal limit under the Criminal
12 Code.

13 The government has introduced, as was
14 reported, legislation that is consistent with
15 legislation introduced in BC in 2010 that introduced
16 significant roadside and other penalties for low-BAC
17 drivers, as well as immediate penalties for drivers
18 who are over point zero eight (.08) with a blood
19 alcohol content while driving.

20 And these have been reported to have
21 significant impact on impaired driving behaviour in
22 BC, and as was reported by MADD Canada in the
23 conference, the -- the legislative changes introduced
24 in Manitoba go beyond those which were introduced in
25 BC, and if implemented and enacted as introduced, will

1 make Manitoba the leader in terms of legislated
2 counter-measures with respect to impaired driving.

3 And finally, MPI spoke about the
4 legislation introducing mandatory entry-level training
5 for commercial vehicle operators in the province and
6 the work that MPI was doing in collaboration with
7 government, in collaboration with Manitoba
8 Infrastructure, and in discussion with the Manitoba
9 Trucking Association to introduce that program, which
10 was to introduce in September of 2019.

11 Next, I'd like to just very -- and
12 again, briefly, touch on what I saw as the key
13 stakeholder comments and suggestions.

14 Again, these do not represent the
15 totality of the discussion during the conference.
16 There was significant input provided by all
17 stakeholders, commentary that was useful,
18 recommendations, and suggestions and to get a -- a
19 full flavour of the extent of that commentary and the
20 context in which it was provided, it really is
21 necessary to review the entire report.

22 But from my perspective, the key
23 stakeholder comments and suggestions that I identified
24 in the report are as follows:

25 CAA Manitoba expressed support for many

1 of the current initiatives reported by MPI, with
2 particularly support for the driver's ed program. The
3 representative from CAA was actually from Toronto, and
4 so was not familiar with Manitoba's high school driver
5 education program, and was obviously quite impressed
6 with the high school program and the extent to which
7 it is heavily subsidized by MPI, still at fifty
8 dollars (\$50) for each of the participants.

9 So they really expressed interest in
10 that, and expressed support for MPI efforts to
11 strengthen the traffic safety culture in Manitoba.

12 They reported they -- that they had
13 conducted nationwide surveys on how to build a
14 stronger traffic safety culture, and offered to share
15 those survey findings with MPI, which I assume MPI
16 will follow up on.

17 They reported that they had done
18 significant work in Ontario to update a very similar
19 road safety curriculum that exists in Manitoba, and
20 again offered to share those updated curricula with
21 MPI as part of their redevelopment of the road safety
22 resources in schools.

23 They currently partner with MPI on the
24 school safety patrol program in this province, and
25 expressed interest in working with MPI to improve

1 those program materials.

2 They offered a recommendation that MPI
3 work with other stakeholders to lobby vehicle
4 manufacturers on the importance of accelerated doc --
5 adoption of direct assist vehicle safety technologies.
6 This relates not just to consumer awareness, but also
7 convincing manufacturers to move faster in terms of
8 introducing these safety technologies into mainstream
9 vehicles.

10 And finally, they stressed the
11 importance of improved data collection to accurately
12 measure correlations between drug-impaired driving and
13 the legalization of cannabis in Canada.

14 And I should say that the issue of data
15 collection and the availability of data was a common
16 theme throughout the conference.

17 CAA, MADD Canada, and CCMTA all
18 reported on the importance of -- of accurate and
19 timely data collection to track the implications from
20 cannabis legalization on drug-impaired driving in
21 Canada

22 CAC spoke to the importance of data
23 collection and geo mapping with respect to speed
24 collisions in the province.

25 Bike Winnipeg and the CMMT spoke to the

1 importance of data and data collection with respect to
2 vulnerable road users and collisions involving
3 pedestrians, cyclists, and motorcyclists.

4 And the MTA spoke about data collection
5 and the importance of data to help inform the heavy
6 commercial vehicle industry on road safety issues and
7 road safety initiatives within that industry.

8 So it was -- it was a common theme
9 throughout -- throughout the conference.

10 Manitoba Infrastructure offered useful
11 information on the safety measures considered when
12 identifying highway safety and improvement projects,
13 and they also spoke, as I said, to key infrastructure
14 projects and related safety considerations applied to
15 those projects.

16 So their discussion was not so much
17 that the major projects that they'd undertaken were in
18 response to safety concerns, but they offered useful
19 information and interesting information in terms of
20 the specific safety considerations that were included
21 in the design, the development, and the construction
22 of those projects.

23 The city of Winnipeg spoke to key
24 infrastructure projects in the city to support active
25 transportation. And as I noted earlier, they pointed

1 out that work is underway to develop a new -- new ten
2 (10) year master transportation plan and invited all
3 stakeholders to participate in that process.

4 The Manitoba Association of Chiefs of
5 Police expressed strong support for MPI's enhanced
6 enforcement program, and the involvement of police
7 services on the Provincial Road Safety Committee and
8 MPI's external committee on loss prevention.

9 They also spoke of efforts to expand
10 their use of current automated speed enforcement and
11 intersection safety technologies.

12 The CCMTA, the Canadian Council of
13 Motor Transport Administrators, as I said, joined us
14 from Ottawa. CCMTA is made up of federal and
15 provincial territorial representatives, as well as key
16 road safety stakeholders on a national scale.

17 They acknowledged Manitoba's efforts to
18 improve road safety in a planned, coordinated manner
19 through the Provincial Road Safety Committee and the
20 provincial road safety plan. And they also noted
21 Manitoba's leadership in their efforts to transform
22 the traffic safety culture, and to that end, supported
23 MPI's plan to continue roadside surveys to measure the
24 prevalence of drug use among drivers following
25 legalization of cannabis.

1 They noted, with interest, in
2 discussions with vehicle manufacturers and
3 telecommunications providers on the issues of
4 distracted driving, that relying on vehicle
5 manufacturers and telecommunication providers to
6 develop disabling technologies for smart phones in
7 vehicles will be a long wait, because ultimately they
8 will always need to have the ability -- they will
9 always need to provide smart phone users with the
10 ability to activate those technologies.

11 So CCMTA spoke to the importance of
12 really changing driver behaviour and driver attitudes
13 around distracted driving, because ultimately it is
14 the drivers that need to decide to disable their smart
15 phones or to ignore their smart phones while driving,
16 as opposed to responding to texts or calls when they
17 come in.

18 Safety Services Manitoba delivers road
19 safety educational and remedial driver education and
20 driver training programs on behalf of MPI, and they
21 indicated that they had done their own evaluation of
22 the remedial driver training programs that they offer,
23 and were satisfied that these programs do, in fact,
24 change driver behaviour.

25 But given the discussion that was had

1 around program evaluation and measurements of outputs
2 versus outcomes, they did welcome the opportunity to
3 work more closely with MPI to develop additional
4 success measures and performance indicators related to
5 their programs.

6 MADD Canada, that also joined us from
7 Ontario, provided useful information on the drug
8 impaired driving issues related to cannabis
9 legalization as a key advisor to the Federal
10 Government when the legalization was being developed,
11 when the legislation was being developed.

12 They also expressed strong support for
13 provincial efforts to strengthen impaired driving
14 legislation, following the model of roadside sanctions
15 introduced in BC in 2010.

16 The Manitoba Trucking Association
17 encouraged MPI to develop road safety strategies
18 specific to heavy commercial vehicles and welcomed the
19 opportunity to work with MPI in development of these
20 initiatives.

21 They also expressed interest in
22 partnering with MPI and Safe Work Manitoba on the
23 strategies to address distracted driving, specifically
24 within the heavy commercial vehicle industry.

25 They expressed support for MPI efforts

1 to transform the safety culture, but encouraged MPI to
2 share industry-specific crash data related to heavy
3 commercial vehicles, so that industry employers could
4 initiate concurrent culture change within their
5 organizations.

6 And finally, they noted that in the US
7 there is already a highly-effective drug and alcohol
8 testing regime for heavy commercial vehicle operators,
9 and they encouraged MPI or other stakeholders to
10 support implementation of a similar program in Canada.

11 Bike Winnipeg indicated their support -
12 - strong support -- for use of social costing and
13 anticipated that this would have significant impacts
14 on MPI's road safety priorities, business case
15 development, resource allocation, and funding
16 optimization.

17 They recommended, in fact, that the
18 Board consider adding advisory expertise in
19 quantitative social sciences to monitor the
20 application of social costs on MPI priority setting
21 program funding and program evaluation, expertise in
22 things like microeconomics. Socias -- sociology and
23 psychology were specifically identified by Bike
24 Winnipeg, this, of course, to test the application of
25 social costing as it relates to MPI priority setting.

1 They recommended MPI develop new
2 measures to track driver behaviour and changes in
3 driver behaviour beyond self-reported changes in
4 attitudes and beliefs.

5 They noted the need for stakeholders to
6 receive again more timely and transparent and
7 collision data, again, the common theme. They
8 believed motorists should be educated to yield the
9 right of way to vulnerable road users in all
10 situations.

11 They recommended MPI work with relevant
12 stakeholders to study the use of roadside signs that
13 more clearly articulate how drivers are to behave
14 around vulnerable road users.

15 And they pointed to evidence out of
16 Europe where much more clearer roadside signage that
17 specifically speak to what is expected of drivers has
18 had some positive impact in the European companies
19 where it's been introduced.

20 And they recognize that MPI is not
21 responsible for roadside signage in the Province but
22 encouraged MPI to work with other stakeholders to
23 consider those changes.

24 They also recommended that Manitoba
25 infrastructure and the city of Winnipeg continue their

1 strategies to develop aft -- active transportation
2 infrastructure but, importantly, to consider the needs
3 of vulnerable road users from the outset of major
4 projects in planning and design.

5 CMMG stressed the need to continue with
6 education awareness campaigns to educate motors --
7 motors -- motorists about how to share the road with
8 motorcyclists. They spoke about the importance of
9 motorcycle training and offered suggestions how to
10 better address the training of new and experienced
11 riders.

12 They expressed support for greated
13 automated -- greater automated enforcement by police
14 and offered suggestions -- various suggestions for how
15 to improve roadway signage.

16 They supported MPI's conclusion that
17 wildlife fencing is impractical and -- but they do
18 support the expanded use of variable and temporary
19 road signs to alert drivers to wildlike -- life
20 activities along high collision corridors.

21 And finally, they -- they did express
22 some overall concern with the lack of new investments
23 in motorcycle safety programming by MPI. And they
24 encouraged MPI to think about and consider new
25 programs, including stronger support for the

1 experienced rider training program which is currently
2 offered by Safety Services Manitoba.

3 And finally, CAC spoke to the
4 importance of engaging stakeholders and the general
5 public in MPI road safety efforts and Provincial road
6 safety efforts, and they offered suggestions on how
7 existing collaboration efforts can be improved.

8 They noted growing use of mobility
9 vehicles and requested that MPI share details of any
10 strategies that are being developed by the Provincial
11 Road Safety Committee to address this growing road
12 safety concern.

13 They recommended that, as part of the
14 road safety plan, a provincial road safety budget be
15 developed and made available to the public. The
16 intent here is to be able to monitor funding and
17 resource allocation and resource optimization across
18 all road safety stakeholders.

19 They also recommended that MPI file any
20 jurisdictional or best practices research undertaken
21 by MPI that helps to inform their decisions on new
22 programs or improvements to existing programs and that
23 they file these practices on a continuing and regular
24 basis with the Board as part of their introduction of
25 new programs.

1 Finally, they spoke to the importance
2 of measuring and evaluating program outcomes and not
3 just program outputs. And they recommended that for
4 all programs and portfolios future GRA filings include
5 information about how program outcomes are being
6 evaluated and measured on an ongoing basis and how
7 those methods align to best practice.

8 The last section that I have -- I'm
9 sorry to go on for so long, but just to wrap up, I did
10 summarize MPI commitments and action items in my
11 report. I would point out again, though, that these
12 are action items that were explicitly agreed to by MPI
13 throughout the conference and they do not represent
14 the totality of suggestions and recommendations
15 offered by the stakeholders.

16 So, just to go over these very quickly,
17 MPI did commit to using social rather than direct
18 costs of collisions in their priority-setting business
19 case development and resource allocation processes.

20 They committed to file the Provincial
21 road safety report towards zero first-year progress
22 report once approved for release by government. And
23 again, I -- I believe saw that that has now been
24 filed.

25 They agreed to consider revisiting the

1 current success measure for public support of MPI's
2 road safety efforts as identified in their 2018 annual
3 report. Again, this was in followup to discussion
4 around the fact that some road safety measures -- some
5 of the most effective road safety measures won't
6 necessarily be positively received by the public.

7 They agreed to undertake discussions
8 with the Manitoba Trucking Association to develop
9 dedicated road safety strategies for heavy commercial
10 vehicles.

11 They agreed to undertake discussions
12 with the MPA -- MTA to finalize policy -- policy and
13 implemat -- implementation details related to the
14 mandatory training program for class 1 commercial
15 drivers. That was work that was identified as still
16 needing to be done and lead up to the implementation
17 of that program in September.

18 They agreed to consider engaging the
19 trucking association more directly on the Provincial
20 road safety committee and/or through working groups
21 related to heavy commercial vehicle safety, although
22 it was noted during the conference that the trucking
23 association, although not part of the Provincial road
24 safety committee, is part of the external committee on
25 stakeholder -- on loss prevention and consults

1 regularly and frequently with MPI on road safety
2 issues related to the heavy trucking industry.

3 They agreed to consider providing input
4 into the city of Winnipeg's ten (10) year
5 transportation master plan now under development, as
6 was a consideration offered by all stakeholders.

7 More specifically though, they engaged
8 to -- they agreed to engage the city of Winnipeg and
9 other municipalities in development of their municipal
10 road safety strategies.

11 This as co-chair of the Provincial
12 committee to help ensure the alignment of municipal
13 road safety strategies to the objectives and success
14 measures laid out under the Provincial plan.

15 They also agreed to ensure members of
16 the technical working groups under the Provincial road
17 safety committee are kept informed about
18 recommendations being pursued or declined by
19 government.

20 Sur -- they agreed to survey members of
21 the external stakeholder committee on loss prevention
22 to help inform a review and renewing of the
23 committee's terms of reference.

24 And in relation to that committee, they
25 also agreed to regularly share program and portfolio

1 evaluations conducted with the external stakeholder
2 committee.

3 With respect to the conference itself,
4 they agreed to provide all conference participants
5 with the most recent full-scale evaluation of impaired
6 driving portfolio if not previously with the Board.

7 It was unclear at the time of the
8 conference if the last full-scale evaluation, which we
9 believed during the conference discussion was done in
10 2015, if that had been previously filed with the
11 Board, and if not, there was a commitment to share it
12 with conference participants.

13 They agreed to follow up with Bike
14 Winnipeg on a specific request that Bike Winnipeg had
15 for questions asked by MPI claim takers to determine
16 contributing factors and the instructions provided to
17 employees for coding of these factors.

18 This was intended, I think, to ensure
19 that the coding of contributing factors related to
20 road safety issues involving vulnerable dusers --
21 users is accurate and is transparently reported.

22 They agreed to examine opportunities to
23 do geo mapping of speed-related collisions using
24 existing collision data. This is an attempt to better
25 pinpoint the locations of speed-related collisions to

1 determine if there was any infrastructure-related
2 issues that may be contributing to those collisions.
3 That includes the posted speed limits at those
4 locations.

5 And finally, to review transport the --
6 to review the Transport Canada study on vulnerable
7 road user interactions with commercial vehicles that
8 was identified during the conference by CAC to
9 determine if any additional opportunities existed
10 within or outside of the new mandatory training
11 program to develop new programs for commercial vehicle
12 operators and their interactions with vulnerable road
13 users on the roadways.

14 And finally, there were commitments
15 made by other stakeholders, too. As I said, all
16 stakeholders were asked to consider providing input
17 into the City of Winnipeg's ten (10) year master
18 transportation plan. The invitation was given, so the
19 stakeholders were encouraged to accept that
20 invitation.

21 And CAA, in particular, agreed to
22 provide MPI with results of their national traffic
23 safety culture surveys to help inform their efforts to
24 create a stronger culture in Manitoba, they agreed to
25 share program materials from Ontario to assist in

1 MPI's redevelopment of their resources in schools
2 program, and they agreed to follow up with MPI to
3 review and improve current training materials for the
4 high school -- or sorry -- for the elementary School
5 Safety Patrol program in Manitoba.

6 Just a couple of concluding comments.
7 I do believe that the technical conference was
8 successful. It was scheduled for two (2) days, and
9 there was sufficient material to cover two (2) days
10 and more.

11 The conference was well attended by
12 many different stakeholders, and I can say that all
13 participants were actively engaged and clearly
14 prepared, having clearly reviewed -- and potentially
15 even studied -- but certainly reviewed the
16 pre-conference materials that were circulated.

17 The discussion, I found, was
18 informative, respectful, and productive. MPI
19 representatives were very thorough and transparent in
20 their review of current programming efforts and were
21 open to the input and feedback of stakeholders.

22 And something that I don't know that's
23 been done in a forum like this before, but they
24 actually brought the MPI staff members were -- are
25 responsible for road safety program developed, design,

1 delivery, and evaluation to the conference, and
2 they're actually the ones that presented the material
3 and engaged with the stakeholders.

4 And I think all the stakeholders would
5 agree that the representatives that were present are
6 clearly dedicated to their work, are clearly
7 committed, and clearly believe that what they do does
8 make a difference in terms of road safety in the
9 province.

10 Likewise, the stakeholder
11 representatives -- each of the representatives in
12 their own way and counsel for the representatives,
13 where they were present, offered valuable input, many
14 suggestions and recommendations. They are, in my
15 view, all deserving of meaningful consideration by MPI
16 or by the Provincial Road Safety Committee. Thank
17 you.

18 THE CHAIRPERSON: Thank you very much,
19 Mr. Keith, for your very thorough review, and thank
20 you for facilitating the technical conference.

21 I would like to take a break right now
22 for twenty (20) minutes, and then we'll come back and
23 continue. Thank you. Be back at quarter to 11:00.
24 Thank you.

25

1 --- Upon recessing at 10:23 a.m.

2 --- Upon resuming at 10:45 a.m.

3

4 THE CHAIRPERSON: Again, thank you
5 very much, Mr. Keith. Now, questions from the
6 Interveners. Ms. Dilay..?

7 MS. KATRINE DILAY: Thanks you, Madam
8 Chair. I don't expect to be very long with Mr. Keith,
9 maybe ten (10) -- ten (10) minutes or so.

10

11 CROSS-EXAMINATION BY MS. KATRINE DILAY:

12 MS. KATRINE DILAY: Good morning, Mr.
13 Keith.

14 MR. WARD KEITH: Good morning.

15 MS. KATRINE DILAY: Thank you for
16 joining us this morning. It's nice to see you again.

17 MR. WARD KEITH: And you.

18 MS. KATRINE DILAY: As I said, I just
19 have a few questions for you this morning, and I'd
20 like to start by asking you some questions just to
21 provide some context about why the Public Utilities
22 Board examines the issue of road safety in the context
23 of Manitoba Public Insurance's general rate
24 applications.

25 Kristen, could we pull up Part 7 of the

1 GRA, the loss-prevention section, Attachment A, at
2 page 6. Thank you.

3 And Mr. Keith, you'll agree that this
4 is the report you authored following the technical
5 conference on road safety?

6 MR. WARD KEITH: Yes, it is.

7 MS. KATRINE DILAY: And if we look at
8 the first paragraph in the introduction, you'll agree,
9 generally, that this paragraph essentially provides an
10 introduction as to why issues relating to road safety
11 are examined as part of the general rate application
12 process?

13 MR. WARD KEITH: Yes.

14 MS. KATRINE DILAY: And specifically,
15 if we look at line 3 of that paragraph -- starting on
16 line 3, you'll agree that you wrote:

17 "During these hearings, the
18 Corporation's road safety efforts
19 consistently generate significant
20 interest from the Board and
21 registered Interveners on the basis
22 that successful road safety efforts
23 ultimately impact claims, claims
24 costs, and the premiums required to
25 fund the Basic compulsory program."

1 Correct?

2 MR. WARD KEITH: Yes.

3 MS. KATRINE DILAY: And Mr. Keith,
4 generally speaking, you'll agree that vehicle
5 collisions bring about significant personal and
6 societal costs, including relating to injuries and
7 fatalities?

8 MR. WARD KEITH: Yes, I would agree
9 with that.

10 MS. KATRINE DILAY: And just if we
11 could go to some of the specific costs. Could we turn
12 to Appendix 4 of Attachment A. Thank you, Kristen.
13 And this is page 6.

14 And you'll agree that when we look at
15 this page, specifically at -- Kristen, if you could go
16 down just a little bit -- the second paragraph on the
17 left there that starts with "despite clear declines."

18 If we look a bit later on in that
19 paragraph, you'll agree that the annual social cost of
20 motor vehicle collisions in Manitoba in terms of loss
21 of life, medical treatment, rehabilitation, lost
22 productivity, property damage, et cetera, are
23 estimated at 6.4 million per fatality and a hundred
24 and thirty-three thousand dollars (\$133,000) per
25 injury, correct?

1 MR. WARD KEITH: Yes. This was
2 information provide by MPI based on tranport --
3 Transport Canada's methodology.

4 MS. KATRINE DILAY: Thank you. And
5 you referred to one (1) of these figures this morning,
6 but I just want to confirm it.

7 When these costs are applied to the
8 number of fatalities and injuries, the societal costs
9 of traffic fatalities and injuries were over \$2
10 billion in 2013 or approximately 3 percent of
11 Manitoba's gra -- gross domestic product.

12 Is that what's reported there?

13 MR. WARD KEITH: Yes, exactly.

14 MS. KATRINE DILAY: And just after
15 that in the same paragraph, over the years 2011 to
16 2015, on average, there were thirty-nine thousand four
17 hundred and ninety-two (39,492) collisions in
18 Manitoba, resulting in ten thousand and seven hundred
19 and seventy-seven (10,777) injury victims and eighty-
20 seven (87) fatalities annually, correct?

21 MR. WARD KEITH: Correct.

22 MS. KATRINE DILAY: Kristen, if we
23 could turn back to the report prepared by Mr. Keith,
24 and specifically, at page 63.

25 And so you did speak to -- to some of

1 these comments in your presentation this morning, was
2 my recollection, but you'll agree that this is the
3 section in your report where you start the summary of
4 the key comments and suggestions by stakeholders,
5 correct?

6 MR. WARD KEITH: Yes.

7 MS. KATRINE DILAY: And you'll agree
8 that the full context of these comments, as well as
9 additional input from stakeholders, is also provided
10 in the full body of the report, correct?

11 MR. WARD KEITH: Very much so.

12 MS. KATRINE DILAY: So you'll agree
13 that the summaries provided in this section, in
14 particular, may not reflect all of the stakeholders
15 recommendations, as there may be additional ones
16 throughout the body of the report, correct?

17 MR. WARD KEITH: Absolutely.

18 MS. KATRINE DILAY: And if we go to
19 page 66, about halfway down, you'll agree that this is
20 your summary of CAC Manitoba's closing comments?

21 MR. WARD KEITH: Yes.

22 MS. KATRINE DILAY: And if we go to
23 the first bullet on this page, you spoke to this
24 recommendation this morning, but I just want to
25 confirm the -- the rationale that was also -- that I

1 believe was also included in this bullet.

2 So you'll agree that one (1) of the
3 suggestions from CAC Manitoba was that as part of the
4 provincial road safety plan, a provincial road safety
5 budget be made available to the public and be included
6 in the provincial strategy, correct?

7 MR. WARD KEITH: Yes, correct.

8 MS. KATRINE DILAY: And in terms of
9 what came after that, you reported that doing so would
10 help to align efforts for all parties responsible for
11 road safety, including MPI, the Province of Manitoba,
12 municipalities, and other relevant agencies, correct?

13 MR. WARD KEITH: Correct.

14 MS. KATRINE DILAY: And in addition,
15 doing so would also assist the Board, the Public
16 Utilities Board, correct?

17 MR. WARD KEITH: Yes, that's correct.

18 MS. KATRINE DILAY: In determining if
19 MPI's portfolio is being optimized from a rate-setting
20 perspective.

21 MR. WARD KEITH: Yes.

22 MS. KATRINE DILAY: And I just have a
23 few more questions on the role of MPI and
24 municipalities when it comes to road safety. So if we
25 could take a look at this same document but page 8,

1 please. Thank you.

2 You'll agree that the participants to
3 the road safety technical conference are listed on
4 this page, correct?

5 MR. WARD KEITH: Correct.

6 MS. KATRINE DILAY: And you'll agree -
7 - if we go a little bit down on the page, Kristen,
8 thank you -- on the bottom right-side corner, you'll
9 agree that two (2) representatives from the City of
10 Winnipeg Transportation and Public Works are listed
11 there?

12 MR. WARD KEITH: Yes.

13 MS. KATRINE DILAY: And you can take a
14 -- a look at this list if you require, but you'll
15 agree that no other municipalities are listed as
16 having participated in the technical conference,
17 correct?

18 MR. WARD KEITH: That's -- that's
19 right.

20 MS. KATRINE DILAY: Are you aware
21 whether other municipalities were invited to
22 participate in the technical conference?

23 MR. WARD KEITH: No, other
24 municipalities weren't invited to participate.

25 MS. KATRINE DILAY: And are you aware

1 of why other municipalities were not invited to
2 participate?

3 MR. WARD KEITH: I -- I assisted in
4 creating the invitation list. I don't think there was
5 intent -- an intentional exclusion. I think it was
6 considered important to include the City of Winnipeg
7 as the largest municipality, but if there were to be
8 another conference of this nature, my recommendation
9 would be to extend invitation to other municipalities,
10 perhaps through the Association of Manitoba
11 Municipalities.

12 MS. KATRINE DILAY: Thank you. And
13 you'll also agree that on this page, there are no
14 First Nations political organizations who are listed
15 as having attended the technical conference, correct?

16 MR. WARD KEITH: Correct.

17 MS. KATRINE DILAY: And given your
18 many years of experience in the area of road safety,
19 you would agree that First Nations political
20 organizations are an important player in terms of road
21 safety issues?

22 MR. WARD KEITH: Yes, I would agree
23 with that.

24 MS. KATRINE DILAY: And generally
25 speaking, Mr. Keith, you'll agree that both MPI and

1 municipalities can play a role in road safety
2 initiatives.

3 MR. WARD KEITH: Yes, I believe all of
4 the stakeholders identified, as well as
5 municipalities, can play a role.

6 MS. KATRINE DILAY: And if we could
7 turn to page 17 of your report, and if we just go down
8 a little bit on the page. Thank you, Kristen.

9 If we look at the second paragraph that
10 is on this page currently before us, you'll agree that
11 we see there priorities established under the three
12 (3) year provincial road safety plan released by the
13 Ministers of Infrastructure and Crown Services in the
14 fall of 2017?

15 MR. WARD KEITH: Yes.

16 MS. KATRINE DILAY: And if we look
17 under 'safe roads,' the second bullet there, you'll
18 agree that one (1) of the priorities established was
19 aligning active transportation strategies at the
20 municipal and provincial levels?

21 MR. WARD KEITH: Yes.

22 MS. KATRINE DILAY: And if we go to
23 the next page -- it's about in, probably, the sixth
24 bullet on this page -- you'll agree that that priority
25 is enhancing alignment between provincial and

1 municipal road safety policy, correct?

2 MR. WARD KEITH: Correct.

3 MS. KATRINE DILAY: And if we turn to
4 page 21 of your report, at the top, we see that the
5 City of Winnipeg spoke in more detail to the City's
6 active transportation strategy and how this strategy
7 has influenced the types of projects constructed in
8 recent years, and will continue to do so in the
9 future. Correct?

10 MR. WARD KEITH: Correct.

11 MS. KATRINE DILAY: And with respect
12 to road infrastructure in general, the City reported
13 that their efforts go well beyond active
14 transportation initiatives and extend to making road
15 safety improvements in other areas of the city as
16 well. Correct?

17 MR. WARD KEITH: Correct.

18 MS. KATRINE DILAY: And if we go to
19 page 22 -- just the next page in this report -- and if
20 we look at the third full paragraph which starts with
21 the word "finally," you'll agree that CAC Manitoba at
22 the technical conference raised some recent media
23 reports regarding the City of Winnipeg's road safety
24 strategy. Correct?

25 MR. WARD KEITH: Yes, that's correct.

1 MS. KATRINE DILAY: And in their
2 comments in the same paragraph, the City of Winnipeg
3 reinforced to their commitment to prioritizing road
4 safety in the city of Winnipeg and is currently
5 developing a formalized strategy to articulate current
6 and future priorities, many of which are already in
7 progress. Correct?

8 MR. WARD KEITH: Yes, that's what they
9 reported.

10 MS. KATRINE DILAY: Then the last
11 sentence of this paragraph:

12 "On further discussion, MPI
13 committed to engaging with the City
14 of Winnipeg and other municipalities
15 directly on development of municipal
16 road safety strategies to help
17 ensure alignment to keep principles,
18 objectives, and success measures
19 under the provincial plan."

20 Correct?

21 MR. WARD KEITH: Correct.

22 MS. KATRINE DILAY: And those are all
23 my questions for you this morning, Mr. Keith. Thank
24 you very much.

25 MR. WARD KEITH: Thank you.

1 THE CHAIRPERSON: Thank you,
2 Ms. Dilay. Ms. Meek...?

3

4 CROSS-EXAMINATION BY MS. CHARLOTTE MEEK:

5 MS. CHARLOTTE MEEK: Thank you. Good
6 morning, Mr. Keith.

7 MR. WARD KEITH: Good morning.

8 MS. CHARLOTTE MEEK: Thank you on
9 behalf of CMMG for your presentation today and your
10 assistance with facilitating the road safety
11 conference.

12 MR. WARD KEITH: You're welcome.

13 MS. CHARLOTTE MEEK: When preparing
14 for these hearings, I'd just like to kind of reiterate
15 some of my comments in my opening statement that
16 Mr. Oakes spoke very highly of you and all of the work
17 that you did for Manitobans and road safety throughout
18 your career. He specifically asked that I pass on his
19 appreciation for your work at the technical conference
20 this year.

21 MR. WARD KEITH: Well, thank you very
22 much.

23 MS. CHARLOTTE MEEK: You're welcome.
24 I only have a few questions. Your presentation was
25 very thorough, so I've X'ed off a couple of questions

1 that I had prepared.

2 Regarding fatality in injury
3 collisions, some of the MPI data demonstrated that the
4 rate of serious injuries per 100,000 population has
5 trended upward over the ten (10) year reporting
6 period.

7 You indicated in your presentation that
8 there weren't any specific reasons that MPI could
9 point for as to the explanation for that increase.

10 Is that correct?

11 MR. WARD KEITH: That's correct.

12 MS. CHARLOTTE MEEK: Is it possible
13 that the use of handheld devices or technology within
14 vehicles could increase driver distraction? Could
15 that have contributed to the increase over that
16 period?

17 MR. WARD KEITH: It's very possible,
18 although if that was the case, one would think that
19 there would be a corresponding increase in collisions
20 and fatalities as well.

21 MS. CHARLOTTE MEEK: Okay.

22 MR. WARD KEITH: But the -- the change
23 in the -- in the trend line upwards seemed to be
24 specific to injury collisions and particularly serious
25 injury collisions.

1 MS. CHARLOTTE MEEK: Particularly
2 serious injury. Thank you.

3 MR. WARD KEITH: I think that could be
4 a factor certainly.

5 MS. CHARLOTTE MEEK: Thank you. MPI
6 also indicated in their material and it was discussed
7 at the technical conference as well that overall the
8 serious injury trend was stable.

9 Given the fact that the serious
10 injuries has generally increased and there has been
11 demonstration of a specifically sharp increase in the
12 rate since 2014, do you think that statement is
13 accurate?

14 MR. WARD KEITH: No. And I -- that
15 was captured in the body of the report.

16 I did want to provide some context to
17 that entire discussion, and specifically, CMMG did
18 point out during the conference that there was a
19 significant increase in serious injury collisions in
20 the latter half of the last decade and, in fact, a 50
21 percent increase.

22 And so they were very clear in their
23 position that that to them is not a reflection of the
24 serious injury collisions being stable.

25 MS. CHARLOTTE MEEK: Thank you.

1 MR. WARD KEITH: And that's what led
2 to some discussion around potential factors that could
3 be -- could be influencing that trend line.

4 MS. CHARLOTTE MEEK: Right. Thank
5 you. There was also some indication of total crashes
6 in Manitoba having consistently increased between 2008
7 and 2017. Kristen, maybe we could bring up Exhibit 6
8 page 3. There's a chart there that kind of outlines
9 this information.

10 So it generally demonstrates -- I think
11 it might be higher up or lower down, I'm not sure.

12 MR. WARD KEITH: Next one maybe?

13 MS. CHARLOTTE MEEK: It's the next
14 page. Sorry. Page 3. Thank you very much.

15 MR. WARD KEITH: Yeah.

16 MS. CHARLOTTE MEEK: Thank you. So
17 the total crashes in Manitoba have consistently
18 increased between these dates as demonstrated on this
19 chart. And also the bullet points on the side
20 indicate that in 2017, the rate increased by
21 13 percent compared to the 2016 rate, and that is
22 33 percent higher than the average rate over the past
23 ten (10) years.

24 Was MPI able to provide any reasons for
25 these increases?

1 MR. WARD KEITH: No. There was some
2 discussion around year-over-year variability, but that
3 was more in relation to fatality and injury collisions
4 and the fatality and injury collision rate.

5 A lot of -- some of that is related to
6 the small size of Manitoba and the small population
7 base. And so if there are any sort of bumps and
8 fatalities or serious injuries, it will appear as a
9 significant rate base jump or a significant percentage
10 base jump.

11 But in looking at actual numbers -- not
12 to minimize any fatality or serious injury -- but in
13 looking at actual numbers, it -- it does remain
14 relatively stable. But there wasn't such discussion
15 particularly when it comes to total collisions.

16 MS. CHARLOTTE MEEK: Okay. Thank you.
17 Moving on to the topic of distracted driving,
18 distracted driving is highlighted as the leading cause
19 of fatal and serious injury collisions in Manitoba,
20 and distracted driving was determined to be a
21 contributing factor in 34 percent of fatalities and
22 serious injuries.

23 So distracted driving, I don't know if
24 we're all aware, would include any type of distraction
25 inside or outside the vehicle that diverts the

1 driver's attention away from the task of driving. So
2 examples of that would include use of a handheld
3 device, or eating while driving, personal grooming, or
4 distraction by passengers.

5 Would you agree that it's less likely
6 that a motorcyclist would be someone who is a
7 distracted driver based on some of those examples that
8 we saw above, considering that driving a motorcycle
9 you generally need both hands?

10 MR. WARD KEITH: Well, I -- I'm not a
11 motorcyclist myself, so I -- I really don't know that
12 I can comment on that.

13 MS. CHARLOTTE MEEK: Sure. Okay.
14 Thank you. Would you agree maybe that distracted
15 driving disproportionately poses a greater risk to
16 vulnerable users on the road?

17 MR. WARD KEITH: I would agree with
18 that.

19 MS. CHARLOTTE MEEK: Thank you.

20 MR. WARD KEITH: Because of the
21 potential for injury or fatality in the event of a
22 collision caused by distracted driving.

23 MS. CHARLOTTE MEEK: Absolutely.
24 Thank you. CMMG notes that there was no discussion
25 indicated in your report and I'm not sure if it

1 occurred at the technical conference as I was not
2 there, but regarding construction zones or road
3 conditions or repairs, is there any data regarding
4 construction zones and road conditions or repairs and
5 how those factors might impact collisions and
6 specifically collisions for vulnerable users?

7 MR. WARD KEITH: No such data was
8 presented by MPI in the conference, and I'm really not
9 aware if they have that data or not.

10 MS. CHARLOTTE MEEK: Okay. Thank you.
11 Regarding rural road safety, was the lack of
12 sufficient signage -- and now I appreciate that
13 signage isn't the responsibility of MPI -- but was the
14 lack of sufficient signage on rural roads and
15 intersections considered an issue that might
16 contribute to the high rate of collisions in rural
17 areas?

18 MR. WARD KEITH: It was certainly an
19 issue that was identified by the representative from
20 CMMG particularly as it relates to uncontrolled rural
21 intersections.

22 So it was -- it was offered as
23 commentary to the discussion, but there was no
24 specific discussion around the extent to which that
25 was a contributing factor in those collisions.

1 MS. CHARLOTTE MEEK: Okay. Thank you.

2 MR. WARD KEITH: Whether MPI has data
3 on that -- to verify that, I'm not sure.

4 MS. CHARLOTTE MEEK: Thank you. The
5 data provided by MPI indicates that there are
6 twenty-nine (29) motorcyclists killed or seriously
7 injured in 2017.

8 Is there any data that specifically
9 relates to motorcycle collisions based on age groups?

10 MR. WARD KEITH: Well, none was
11 presented at the conference. Just based on my prior
12 knowledge, I do believe that there -- that information
13 is segmented in the Traffic Collision Statistics
14 Report which is published by MPI annually.

15 MS. CHARLOTTE MEEK: Okay. Thank you.

16 MR. WARD KEITH: So, I mean, on that
17 point, the -- at the time of the conference, the 2018
18 Traffic Collision Statistics Report had not yet been
19 published; whether that's available for review now,
20 I'm not sure.

21 MS. CHARLOTTE MEEK: Thank you. CMMG
22 also highlighted at the conference the importance of
23 training programs.

24 Would you agree that promotion of
25 training programs can reduce the impact or the number

1 of collisions that occur on Manitoba roads each year?

2 MR. WARD KEITH: You know, I don't
3 have any sort of hard data around that, but I would
4 certainly think that anecdotally not so much promotion
5 but participation in training programs would have a
6 positive impact on rider behaviour.

7 MS. CHARLOTTE MEEK: Thank you. CMMG
8 understands that there has been low registration
9 specifically for the Experienced Rider Program which
10 was of significant concern for CMMG.

11 As far as you know, is there any
12 discount or incentive provided by MPI at the moment to
13 encourage participation in the experienced rider
14 program?

15 MR. WARD KEITH: No, there's not. And
16 that issue was discussed in the conference, and -- and
17 the lack of any sort of subsidy or insurance discount
18 was confirmed by MPI at that time.

19 MS. CHARLOTTE MEEK: Thank you. CMMG
20 also expressed concerns over the lack of new programs,
21 specifically aimed at motorcycles or motorcycle
22 training.

23 Was MPI able to provide any indication
24 that there would be new upcoming programs in the
25 future?

1 MR. WARD KEITH: No. I mean, on this
2 point, MPI spoke to really continuation of current
3 programs which involved ongoing public awareness
4 campaigns aimed at motorists and continuation of
5 financial support for the 21-hour training for
6 motorcyclists.

7 They did make the point in discussion
8 at the conference that, in their view, it is some --
9 somewhat of a narrow interpretation that the - the
10 only road safety programs intended to benefit
11 motorcyclists are those specific for motorcyclists.

12 So clearly support for the 21-hour
13 program, public awareness around motorcycle safety,
14 those are clearly targeted towards the motorcycle
15 group, but their argument as presented in the
16 conference was that many of their other road safety
17 programs and initiatives are equally as useful and
18 beneficial to motorcyclists as they are to other road
19 users.

20 MS. CHARLOTTE MEEK: Thank you very
21 much. Those are my questions.

22 MR. WARD KEITH: You're welcome.

23 THE CHAIRPERSON: Thank you, Ms. Meek.
24 Mr. Monnin...?

25 MR. CHRISTIAN MONNIN: Thank you,

1 Madam Chair. I started out thinking I had no
2 questions but I now have three (3) very short
3 questions for -- for Mr. -- Mr. Keith.

4

5 CROSS-EXAMINATION BY MR. CHRISTIAN MONNIN:

6 MR. CHRISTIAN MONNIN: First of all,
7 Mr. Keith, thank you very much for your presentation.
8 I know Bike Winnipeg -- I unfortunately wasn't there
9 in April, but I've heard nothing but good things about
10 the technical conference.

11 MR. WARD KEITH: Thank you, and you're
12 welcome.

13 MR. CHRISTIAN MONNIN: The three (3)
14 questions I have is -- is: Would you agree that there
15 would be a benefit to consulting with the stakeholders
16 in advance of what the agenda should contain if this
17 were to be repeated?

18 MR. WARD KEITH: I'm sorry, could you
19 repeat that?

20 MR. CHRISTIAN MONNIN: Do you agree
21 that there would be a benefit to the process if the
22 stakeholders were -- were consulted with respect to
23 the -- the agenda -- the agenda for the meeting, if
24 there's a next technical conference?

25 MR. WARD KEITH: Oh, I see.

1 MR. CHRISTIAN MONNIN: Would -- would
2 there be benefit to the process if that occurred?

3 MR. WARD KEITH: I think in terms of
4 engagement and collaboration, there would -- that
5 would be a positive benefit.

6 MR. CHRISTIAN MONNIN: And would you
7 agree that there would be a benefit to the process if
8 the stakeholders were provided in advance the
9 materials that were going to be presented or discussed
10 at the hearing?

11 MR. WARD KEITH: Yes, very much so.

12 MR. CHRISTIAN MONNIN: And would you
13 agree there'd be a benefit to the process if the --
14 the draft of the report was circulated to -- to
15 stakeholders before being finalized?

16 MR. WARD KEITH: That I'm less sure
17 of, to be honest with you. There were more than a
18 dozen stakeholder groups, and I believe twenty-five
19 (25) or thirty (30) participants in the conference,
20 and unfortunately there can only be one (1) author of
21 the report.

22 So, you know, I think as long as the
23 author of the report is -- is diligent in terms of
24 drafting the report to align to the transcript of the
25 proceeding, which is made -- which was made available

1 to all the participants. You know, I -- I think it
2 could be too cumbersome from an administrative
3 perspective to offer -- offer the draft report for
4 input and comment by all of the stakeholders. That's
5 my personal view.

6 MR. CHRISTIAN MONNIN: I can
7 appreciate the -- the concerns with drafting by
8 committee. Those are my questions. Thank you very
9 much.

10 MR. WARD KEITH: thank you.

11 THE CHAIRPERSON: Thank you, Mr.

12 Monnin. Questions?

13 BOARD MEMBER GABOR: Mr. Keith, I've
14 got a number of questions.

15 First one, you talked about automated
16 enforcement and the fact that there's limitations by
17 legislation, but you also talked about that other
18 countries that have it in larger programs have a
19 larger success rate.

20 Can you elaborate on that, the
21 countries and the kinds of programs that they have?

22 MR. WARD KEITH: The most -- most
23 well-known and respected countries are some of the
24 northern European countries, Sweden and Norway, some
25 of the other countries in that area, that have really

1 significant road safety programs that are not just
2 about public awareness, but extend to rules of the
3 road, graduated licensing programs, much more
4 stringent than in Manitoba, and -- and as well,
5 significantly more enforcement. And of course, in
6 order to achieve more enforcement with resource
7 constraints the use of automation is important.

8 So, I mean, in these countries it is
9 commonplace to have automated enforcement,
10 particularly on the high-speed roadways. There's not
11 nearly the same stigma, maybe I would say, as there is
12 in North America with respect to automated
13 enforcement, not nearly the same scepticism as to the
14 extent to which it actually does alter driver
15 behaviour.

16 BOARD MEMBER GABOR: And how would
17 their collision rates and fatalities compare to
18 Canada?

19 MR. WARD KEITH: Well, I mean, I don't
20 have the data in front of me, but under Canada's road
21 safety strategy, they do track Canada's progress in
22 reducing fatalities and serious injuries compared to
23 other OECD countries, and so it's very clear to see
24 who the leaders are in terms of low rates of fatality
25 and serious injury and who the -- who the laggards

1 are.

2 And, you know, the last I recall,
3 Canada was somewhere in the middle perhaps, but -- but
4 clearly you can see that, and this is data based on
5 rate-based data. So, you know, there -- there are
6 controlling variables for population and for number of
7 registered vehicles, number of licensed drivers, et
8 cetera.

9 When all else is taken out of that and
10 all else is equal, there are some countries that
11 clearly rise to the top in terms of their success in
12 dealing with road safety issues.

13 BOARD MEMBER GABOR: Now, in your
14 testimony this morning you raised the issue of public
15 support for programs, and you just mentioned it again.

16 I guess the question I have is: Based
17 on your experience at the conference, as well as your
18 experience with MPI, is public support required before
19 programs start or is it required once you get the
20 results from the programs and you determine whether
21 you're going to continue the program?

22 MR. WARD KEITH: So I -- I don't know
23 that it's that specific, to be honest with you, and
24 this point was actually raised by Bike Winnipeg and
25 did spark quite a bit of discussion in the conference.

1 In MPI's annual report there is a
2 single measure for road safety, and that is surveys of
3 customers in terms of do they support MPI's
4 involvement in road safety, do they support MPI
5 spending -- this is my words, not specific -- the
6 survey tool, but do they support MPI spending
7 ratepayer money to -- to promote road safety and
8 introduce road safety programs.

9 Historically, there has been a very
10 high level of support for MPI's involvement in road
11 safety, and I think strictly from a hypothetical
12 perspective, the question was: If MPI does start to
13 become more vocal in terms of their support for some
14 of these less desirable road safety tools, you know,
15 ought they look at a different way to measure how
16 they're doing with respect to public safety than
17 simply relying on public support, because their public
18 support could fall if they are supporting programs
19 that aren't generally supported by customers.

20 BOARD MEMBER GABOR: Except if it
21 turns out that the program is successful, then the
22 support might increase --

23 MR. WARD KEITH: It --

24 BOARD MEMBER GABOR: -- after the
25 fact.

1 MR. WARD KEITH: It might. You know,
2 the challenge, I think, just based on my -- my -- my
3 experience, is that in MPI -- sorry, in Manitoba,
4 everyone is a great driver and the poor driver is the
5 driver next to you. And so, you know, I'm not -- I'm
6 not a hundred percent sure Manitobans would draw that
7 correlation.

8 I think that, you know, if -- if there
9 are customers who receive an automated enforcement
10 speeding ticket, they will -- they will not be pleased
11 with that ticket, and it will be hard to convince them
12 that it is for the greater good, notwithstanding the
13 overall effectiveness of -- notwithstanding data that
14 -- where you can point to the overall effectiveness of
15 that program elsewhere.

16 BOARD MEMBER GABOR: I appreciate
17 that. You talked about -- about one (1) program, and
18 you said as funding increases, the offence notices
19 increased, but they -- they should have seen lower
20 offence notices, and your comment was, the program
21 wasn't there in changing driver behaviour.

22 When -- when MPI or anybody else
23 introduces a program, how long does it take to
24 determine whether or not driver behaviour has changed?
25 Are you talking a year, two (2) years, three (3)

1 years? Because I know that driver behaviour doesn't
2 change immediately. But at what point do you come
3 back in your -- in your valuation -- evaluation, and
4 go, this isn't working?

5 MR. WARD KEITH: I don't know if
6 that's actually been sort of definitively set by MPI.
7 It wasn't when I was with MPI, because there's such
8 variability.

9 So depending on the -- the program and
10 really what is established as the success measures for
11 that program, it -- it can be easy to measure whether
12 you've met the success measures or it can take a long
13 time to do that, and that -- that kind of relates to
14 the discussion around evaluating programs based on
15 outputs or outcomes, right.

16 So, you know, it's -- it's -- I don't
17 want to minimize but it's fairly easy to measure the
18 effectiveness of the program based on outputs, and --
19 and with some road safety programs, at least in the
20 short term, that's the best that any jurisdiction can
21 do, is to measure based on out -- outputs.

22 But to really measure based on
23 outcomes, and if you're really trying to tackle a
24 change in traffic safety culture or a change in driver
25 behaviour, that literally can take generations. And,

1 you know, we've seen that sort of thing with seatbelt
2 use, for example.

3 So, you know, I think everyone in this
4 room will naturally put on a seatbelt when they get
5 into a vehicle; and if they choose not to put on a
6 seatbelt, they know very well that they ought to have
7 the seatbelt on, that it's against the law, and that
8 they're putting themselves at risk. But -- but that
9 that wasn't always the case, and so that has taken
10 years and years.

11 I think when it comes to impaired
12 driving, at least impaired driving by alcohol, there
13 are generational and demographic changes and -- and
14 generational changes that are starting to kick in
15 where -- where you -- we are starting to see
16 reductions in impaired driving related fatalities and
17 serious injury collisions, but that certainly didn't
18 happen overnight.

19 And -- and the challenge with any of
20 these road safety programs, and I think MPI could
21 speak to this more clearly, is that it is very
22 difficult to attribute the success of one program or
23 another program to correlations and reductions in
24 serious injury or fatal collisions.

25 It's very difficult to deconstruct that

1 and figure out direct correlations, and that's why in
2 most road safety -- in most road safety -- in the road
3 safety world, there's not a lot of that detailed
4 analysis that gets done, because there's just too many
5 variables at play that -- that could influence the --
6 the outcome or the effectiveness of a particular road
7 safety measure.

8 BOARD MEMBER GABOR: Your -- one (1)
9 of the issues I was going to raise and you just
10 touched on it was the change in behaviour with
11 seatbelts.

12 One (1) of the consequences of my
13 joining the Public Utilities Board is now whenever I
14 see there's an accident in a rural area, I look to see
15 if in fact somebody was ejected from the car.
16 Unfortunately it appears to happen far more frequently
17 than one would hope.

18 What's the difference in the seatbelt
19 behaviour in rural Manitoba with these accidents
20 versus the city? City -- you just don't hear that,
21 and the rural areas, unfortunately it seems to be
22 occurring far too often.

23 MR. WARD KEITH: Yeah. You know, I --
24 I -- I think that's a bit of a mystery, to be honest
25 with you, because as we've discussed in -- in past

1 hearings, on an overall basis based on observational
2 surveys, 90 percent -- 95 percent of Manitobans wear
3 their seatbelts all the time, and that's -- that's a
4 little -- it used to be a little bit -- I don't know
5 current statistics, but it used to be a little bit
6 less in rural areas, but not very much less, like
7 maybe 92 percent wear them all the time.

8 So you contrast that to the fact that -
9 - you know, I don't remember the statistics, but a
10 significant number of fatal collisions in rural
11 Manitoba and fatal collisions overall involve unbelted
12 drivers or unbelted passengers, and a lot of times
13 what's killing them is to your point being either
14 bounced around in the vehicle or ejected from the
15 vehicle completely.

16 And so how -- if there's such a
17 significant wearing rate overall, why is there such a
18 disproportionate number of fatally injured and
19 seriously injured victims who are unbelted at the time
20 of the collision?

21 And I was interested during the
22 conference to learn that MPI was doing a full
23 evaluation of their occupant restraint portfolio,
24 because potentially some of those questions could be
25 answered through the methodologies that MPI uses to

1 evaluate that portfolio.

2 MPI didn't provide a time line around
3 that evaluation, but when it's available it -- it may
4 provide some useful insight there.

5 BOARD MEMBER GABOR: Just quickly in
6 terms of impacts, I think -- to be totally honest and
7 somewhat blunt, that's just a matter of physics,
8 right.

9 So in the City of Winnipeg there are
10 exceptions of course, but in the City of Winnipeg
11 you're rarely going fast enough to kill yourself if
12 you're involved in a collision and you choose not to
13 wear your seatbelt.

14 In rural Manitoba, it's a different
15 story, because in rural Manitoba, you are going
16 highway speeds, and so the likelihood of you being
17 involved in a collision is low, but the likelihood of
18 you being seriously injured or killed in a motor
19 vehicle collision is high, and that is exponentially
20 higher if you're not wearing a seatbelt.

21 There's just not those issues of
22 physics in -- in collisions in the city of Winnipeg,
23 with some exceptions, of course.

24 BOARD MEMBER GABOR: In the report you
25 refer to the city of Edmonton in bench-marking

1 measures. This is -- the CAC raised this in their
2 presentation.

3 You had a number of groups at the
4 technical conference. If you wanted to bench -- if
5 you wanted to bench mark, which is something the Board
6 has indicated interest in, is there a way to have
7 similar bench marks among these groups, or is
8 everybody looking at the same data in a slightly
9 different fashion.

10 I mean, how -- how do we -- how do we -
11 - how do we get it so that everybody's looking at the
12 same measurements so that we can determine whether
13 programs are working or not?

14 MR. WARD KEITH: You know, I think
15 really the answer there is continued sort of
16 collaboration and cooperation between the
17 stakeholders.

18 And, as I indicated in my presentation,
19 one (1) of the themes throughout the conference and
20 raised by all the stakeholders in different context,
21 was the availability of accurate, timely, relevant,
22 and understandable data.

23 And I think, you know, that really goes
24 to your question about it's one (1) thing to release
25 data, but how -- how is that data to be interpreted,

1 how was that data created in the first place based on
2 source materials through MPI's claims reporting or
3 what have you?

4 And at the end of the day what -- what
5 are the messages that are to be taken from that data?
6 And it's I don't think part -- it's not particularly
7 useful for stakeholders to take data and go away and
8 apply their own interpretations to that data, because
9 often you'll come back with completely different --
10 completely different interpretations.

11 So I would suggest more work does need
12 to be done in terms of data collection, data sharing,
13 data analysis, and really digging -- digging deep at
14 the source information to make sure that -- I think a
15 comment was made, I believe, by -- by the Bike
16 Winnipeg representative, garbage in, garbage out, that
17 you know, you've really got to make sure that you're
18 not putting garbage in, because all you're going to
19 get is garbage out.

20 And -- and so that was a key discussion
21 point in the conference, and I do recall and I do
22 know, based on MPI's discussions at the conference,
23 that that was also a key element of the first year
24 work under the Provincial Road Safety Committee.

25 There was an early recognition that

1 you've got all these stakeholders who are involved in
2 and care about road safety, but they either don't have
3 access to data or they have their own data, and
4 sometimes the data is contradictory to other data.
5 And even if they do get data, there is no sort of
6 information or assistance in terms of how to interpret
7 that data. And as a result, it's hard for -- for
8 stakeholders to -- to make decisions moving forward.

9 So you know, what -- what
10 recommendations were advanced to government under the
11 provincial committee to deal with that particular
12 issue, I'm not sure, but it will be interesting to see
13 what comes back once -- once feedback is received from
14 government on those recommended action plans from the
15 first years working groups.

16 BOARD MEMBER GABOR: The -- the Board
17 will -- will take a look at the technical conference
18 and determine if it wants to proceed in a similar
19 fashion in the future, and while -- while the Board
20 would make the decision, I'd be interested in your
21 opinion in terms of another technical conference.

22 You have different committees with
23 slightly different mandates looking at programs that
24 need to be measured.

25 How frequently do you think a technical

1 conference of this nature should be held?

2 MR. WARD KEITH: Well, in my view it
3 really depends on the scope of the conference. So I
4 mean, this time was the first conference, so it was a
5 pretty broad scope, lots of information was addressed,
6 lots of ground was covered in the two days.

7 If --if there were to be a technical
8 conference specific, say, to data collection and
9 dissemination and program evaluation, that could
10 potentially be -- be -- be held sooner rather than
11 later.

12 And there might be different
13 stakeholders, or -- or additional stakeholders that
14 could be invited to bring their expertise to that
15 discussion.

16 This kind of a conference, you know, I
17 would suggest -- I mean, I do think there was value in
18 the conference, I think there was a level of -- of
19 openness and transparency and discussion between the
20 stakeholders that is -- is just not possible in a
21 regulatory environment such as this.

22 So I do think it was valuable. And
23 based on the level of participation, I think that the
24 stakeholders found it valuable too, which was
25 important to me as a facilitator of the conference.

1 But you know, in reality, something
2 like this to be done, again, I would suggest, you
3 know, every second year or perhaps even every third
4 year, but certainly not every year, because a lot of
5 the programs and initiatives, you know, based on MPI's
6 own program development cycle can take up to a year to
7 implement.

8 And so the -- the -- a lot of the
9 programs they spoke about this year, as being on their
10 horizon for the next year, many of them may not be --
11 even be implemented by the time we do another
12 technical conference in a years time. And there would
13 certainly be no data to evaluate the effectiveness of
14 those programs.

15 So I think just from that perspective,
16 you know, sometimes these programs, they need to
17 percolate a little bit and -- and you know, we would
18 be doing it disservice by trying to evaluate and make
19 judgments on the effectiveness of the programs too
20 quickly.

21 THE CHAIRPERSON: Thank you very much,
22 Mr. Keith.

23 MR. WARD KEITH: Thank you.

24 MS. KATHLEEN MCCANDLESS: Thank you
25 very much, Mr. Keith.

1 MR. WARD KEITH: Thank you.

2 MS. KATHLEEN MCCANDLESS: We
3 appreciate your presentation.

4 MR. WARD KEITH: Thank you.

5 MS. KATHLEEN MCCANDLESS: Thank you.

6 Next up is the MPI road safety panel.
7 We have just over half an hour before lunch, so my
8 suggestion would be that they -- they start now. I
9 think we'll need a few minutes just to get everyone
10 switched over though. Thank you.

11 THE CHAIRPERSON: Thank you. Mr.
12 Scarfone?

13 MR. STEVE SCARFONE: Thank you, Madam
14 Chairperson.

15 Just before I have the panel members
16 introduce themselves, a couple exhibits that we'd like
17 to file. The presentation that will be made on road
18 safety by Mr. Wennberg this morning will be MPI
19 Exhibit 48. And this morning Mr. Crozier circulated
20 by email MPI Exhibit 49, which is the 2018 traffic
21 collision statistics report that Mr. Keith made
22 reference to earlier.

23 I would thank My Learned Friend, Mr.
24 Monnin, for making MPIC aware that we had
25 inadvertently forgotten to file that exhibit in

1 response to an Information Request that was made by
2 the CAC in Round I. So that is -- is now on the
3 record.

4

5 --- EXHIBIT NO. MPI 48: MPI Presentation on Road
6 Safety

7

8 --- EXHIBIT NO. MPI 49: 2018 Traffic Collision
9 Statistics Report

10

11 MR. STEVE SCARFONE: So this morning
12 we have the road safety panel and rather than listen
13 to me, I'll just have the gentlemen introduce
14 themselves with their job titles, please. And then
15 we'll have them sworn in.

16 THE CHAIRPERSON: Thank you.

17 MR. CURTIS WENNBERG: Hi. I'm Curtis
18 Wennberg. I'm the Chief Operating Officer for MPI.

19 MR. CLIF EDEN: Good morning. Hi.
20 I'm Clif Eden. I am the manager for the Safety
21 Program Development at MPI.

22

23 (BRIEF PAUSE)

24

25 MPI PANEL NO 3:

1 CLIF EDEN, Sworn

2 CURTIS WENNBERG, Sworn

3

4 EXAMINATION-IN-CHIEF BY MR. STEVE SCARFONE:

5 MR. STEVE SCARFONE: And just before
6 we begin with this morning's presentation, I'd also
7 like to have the -- the MPI personnel in the back row
8 introduce themselves, as well. They're providing
9 support to the Road Safety Panel members.

10 MS. TORI MCCARTNEY: Good morning.
11 I'm Tori McCartney. I'm the new director of loss
12 prevention at MPI.

13 MR. ADAM CHEADLE: Good morning. I'm
14 Adam Cheadle. I'm a senior business analyst with MPI.

15 MR. STEVE SCARFONE: Thank you. And,
16 Mr. Wennberg, you'll be giving the presentation today
17 on road safety?

18 MR. CURTIS WENNBERG: Yes.

19 MR. STEVE SCARFONE: Okay. Go ahead,
20 sir. Thank you.

21 MR. CURTIS WENNBERG: Thank you very
22 much. It's a pleasure to -- to be here again after
23 the technical conference. And -- and I'll try and
24 just get right into it.

25 So, in our time today, we'll talk a

1 little bit about the collision stats. And I can see
2 there is some confusion around this, so I'll take a
3 little time to -- to go over how we look at the
4 collision stats and some of the problems with the
5 previous way of counting it.

6 Next, we'll talk about the key factors
7 contributing to collisions in Manitoba. And I could
8 also see there was some questions regarding that. And
9 -- and maybe we'll -- we'll address some of that as we
10 go through it.

11 Next is our efforts to enhance road
12 safety. It's more than just MPI, as Ward was talking
13 to. There's lots of players that are involved in
14 this, lots of stakeholders.

15 And we'll go through a little bit of
16 how that -- how that functions today, where there may
17 be some gaps that we can fill, and then how is MPI
18 doing around our commitments to road safety, the road
19 safety budget.

20 And then we'll get into some program
21 evaluation, where we've seen some progress and where
22 we've got some opportunities. And then afterwards, of
23 course, Clif and I will -- will take questions.

24

25

(BRIEF PAUSE)

1 MR. CURTIS WENNBERG: So, for -- for a
2 number of years -- and -- and I think what's been
3 causing confusion are we've got two (2) different
4 lines for the same issue.

5 So, here are the -- the collision
6 stats, the number of collisions on the left-hand side
7 of this chart, and over the years, 2008 to 2017. If
8 we look at the top blue line, these are the actual
9 collisions that we have in MPI that we see, and you
10 could see that it's relatively flat.

11 And this is basically what we come back
12 to and what we say in -- in a lot of our filings for
13 additional claims costs or what we're seeing in claims
14 costs. The frequency of claims is relatively flat.

15 The problem with the traffic collision
16 stats report is that it requires you to only declare
17 collisions that are over two thousand dollars (\$2,000)
18 each.

19 And -- and really, if you go back to
20 2008, our average collision was just over two thousand
21 dollars (\$2,000), so it was missing a great majority
22 of a lot of our collisions.

23 You could still get some of those
24 smaller collisions though and -- and have an injury
25 from it. And so -- so, really, we want to make sure

1 that all collisions are tracked. It's -- it's really
2 the top line that we want to look at.

3 And -- and that bottom line, yes, it's
4 more significant collisions, but -- but really, if you
5 adopt that as a -- as a measure, you're going to --
6 you're going to over inflate really the view of how
7 many collisions take place in any environment.

8 So, we'll be taking our view on this to
9 the pro -- provinces that also do the traffic
10 collision stats reports and -- and make sure everyone
11 has the same point of view on this.

12

13 (BRIEF PAUSE)

14

15 MR. CURTIS WENBERG: So, this is, per
16 -- per my previous comments, the average cost per
17 claim is going up; it's twenty-four hundred dollars
18 (\$2,400) going to thirty-seven hundred dollars
19 (\$3,700), and -- and that's a part of the -- of the
20 analysis from the previous two and why it's there.

21 This doesn't have the social costs --
22 obviously, the social cost involved in each of the
23 claims. And so, if we just look at these types of
24 costs per collision, it -- it's not enough. It -- it
25 may under represent important elements, like seatbelts

1 and rural or other issues like that where there's a
2 lot more fatalities as a percentage of the total
3 claims, but -- but this is a good backdrop to the cost
4 per collision.

5 So, when you look at the traffic
6 fatality rate, we are definitely declining. This is
7 the rate that's per hundred thousand of the
8 population.

9 You'll see on the very top line there
10 we've added Saskatchewan as a similar type of a
11 province to us with a bit more rural driving. The
12 Canadian average is at the bottom in the thick line.

13 And that's -- that's also more stable
14 because you -- you have very low fatalities as per
15 hundred thousand measure, so you end up getting
16 something like small number bias. And you could have
17 jumps in any given year that would be, from a
18 statistical probability perspective, something to be
19 expected in a smaller province.

20 So -- so, you can see in Manitoba we
21 blipped up in 2016, and then came right back down in
22 2017. So -- so, generally, we're -- we're trending
23 well. And the general trend line for -- for Canada,
24 as well as other countries, is a declining trend in
25 the fatality rates, and most likely through the safety

1 of vehicles.

2 This caused some questions earlier, and
3 I'll -- I'll address it now. The rate of serious
4 injury increased now recently.

5 So, to go through this graph, to be
6 clear, the top line is Saskatchewan, and it's been
7 trending down. The bottom line was Manitoba, and it's
8 been trended, except trended up over the last three
9 (3) years. And -- and then the Canada line is in the
10 middle.

11 What Ward was mentioning, our debate
12 when we were in the technical conference, is that we
13 don't have an underlying rationale for the increase.
14 And -- and really what we're talking about here is a
15 number of -- of these.

16 So, when we talk about serious injury,
17 these are people that are administered into the
18 hospital. And we only have about three hundred (300)
19 to four hundred (400) per year that are in that
20 category because, again, it's a very small number for
21 the rate per hundred thousand. It can bounce up and
22 down, and you'll see that with us and Saskatchewan.

23 So, the Canadian rate's going to be a
24 little flatter, a more stable curve. Ours is going to
25 bounce around. We will keep watching this though, for

1 sure, but it could be a small number bias issue.

2

3

(BRIEF PAUSE)

4

5

MR. CURTIS WENNBERG: Could you
6 advance that one (1) slide? Oh, okay. Okay, so let's
7 move to the Provincial road safety committee efforts.
8 What we try to do in MPI now is -- oh, sorry, I think
9 I advanced too far.

10

11

(BRIEF PAUSE)

12

13

MR. CURTIS WENNBERG: Okay, so these
14 are the key factors contributing to the serious
15 collisions: Distracted driving, speed, impaired
16 driving. And then the other important areas of focus
17 are -- are down below.

18

The -- the interesting one on
19 distracted driving, we talked a little bit about that,
20 and there was some questions earlier. And one (1) of
21 the -- one (1) of the questions was on could
22 distracted by the part -- I believe it was the
23 question from CMMG, could the distracted be a part of
24 the increased hospitalization rates.

25

And what's interesting is that, because

1 we do enhanced enforcement with the -- with the police
2 and RCMP, we can determine how much distracted driving
3 enforcement we did last year or in the previous years
4 and what have we done so far this year. And we could
5 determine how many tickets did they give out for 'X'
6 amount of enforcement on distracted driving purely.

7 What was shared with the Provincial
8 road safety committee when we had our last exec
9 committee meeting was that the police are finding a
10 much more -- a much lower percentage of -- of tickets
11 for distracted driving.

12 So, again, we don't know if you solved
13 this problem. They're never going to solve any
14 problem. But what we do know that's changed in our
15 environment is that we now have a much higher ticket
16 cost.

17 It's six hundred and seventy-two (\$672)
18 for every distracted driving ticket. You can get --
19 you can get your car impounded for -- for one (1) day
20 and five (5) demerits, so it's a pretty significant
21 ticket.

22 In the debate that we had at the
23 provincial road safety: Is it that the police are a
24 little more reticent to give the tickets out for
25 distracted driving, or is it actually less of the

1 behaviour, or could it be that people are being a
2 little bit -- they're hiding the phones, you know,
3 down low?

4 It could be a bit of all three (3).
5 However, the view from our police representative on
6 that committee was that no, I think if they were --
7 there was no reticence on behalf of the -- the
8 enforcement units to -- to do the tickets. They know
9 this is significant.

10 So the belief is that maybe this is
11 having an impact. And it's not like it's just one (1)
12 or two (2) months of this. We've seen this over a
13 number of months where we're comparing pre and post.
14 So the -- what had happened last year; what's happened
15 this year?

16 So we really like that, and it goes a
17 bit to the question of the panel earlier: How often
18 can -- how long do you have to wait until you can see
19 the impact of some of your things?

20 As Ward was saying, impaired driving
21 was a steady curve for the past fifteen (15) years in
22 the United States where fatalities in the
23 United States from impaired driving was 20,000 people
24 a year. Last year, it's 10,000 people. But it took
25 fifteen (15) years of almost a straight line reduction

1 to get there.

2 In distracted driving, maybe society is
3 waking up to this fact. Maybe with our fairly strong
4 rules against it, maybe it's having a -- an impact.
5 We'll have to determine that over time though.

6 So the second is speed. It's still
7 a -- it's only related to a smaller percentage of
8 collisions, but it's a higher percentage of the
9 fatalities and serious injuries.

10 And then impaired driving -- it still
11 is a significant one when it comes to the fatalities
12 and the serious injuries. And impaired, of course, is
13 an issue with us, and we talked about cannabis a lot
14 in our technical conference. So these all three (3)
15 are fairly significant efforts for us.

16 The interesting piece on impaired is
17 that we are in a societal change on impaired, and
18 there's been some studies that have been done on this.
19 And some of the best practices around how do you do
20 road safety for impaired, there's some articles that
21 was, again, shared around from the Provincial Road
22 Safety Committee, and one (1) of the Number 1 things
23 they suggest to do is to really review that blood
24 alcohol content and review the number of people
25 between 0.05 and 0.08 which is something that we now

1 have as a warning zone in Manitoba.

2 As Ward was sharing, this is something
3 that's -- we've taken seriously. A lot of other
4 jurisdictions haven't.

5 But in the US, for example, they would
6 see that fatalities were 10,000 per year -- and I'm
7 using the US 'cause it's a big number so to give you a
8 sense of the big numbers -- but 10,000 people a year
9 in 0.08 and over and only 1,500 in 0.05 to 0.08, but
10 it's still a significant area of concern. So, you
11 know, watch that blood alcohol content.

12 The other piece is enforcement and
13 doing the road watch and other things that we do here
14 is very, very important for the impaired. And so
15 that's number two.

16 And Number 3 they found interestingly
17 is to make sure that your seat belts and safety
18 equipment in the car is working. And I found that
19 interesting, and we'll have to watch what we're doing
20 with our rural roads strategies and our -- what
21 happens in rural because there seems to be a linkage
22 there.

23 But regardless, it looks like
24 Manitoba's doing quite a bit that's on the best
25 practice recommended list for impaired.

1 So the coordination is important. We
2 talked about that a lot with the provincial -- or with
3 the technical committee. And the Provincial Road
4 Safety Committee I co-chair with executive from the
5 Manitoba infrastructure where we developed a 2017 to
6 2020 Road Safety Plan, Road to Zero, and the initial
7 progress report, as Ward mentioned, was now filed.

8 In that, there's a number of technical
9 working groups that have provided the recommendations,
10 and we put forward those to the government, and we
11 have a series of high priority items and lower
12 priority items to make sure that we get a number of
13 things done and through.

14 And we've got agreement recently to
15 proceed on those action items. One of them very much
16 is working on data and data availability for various
17 stakeholders. Another thing is enhanced
18 enforcement -- or sorry not enhanced enforcement --
19 passive speed enforcement.

20 So things like using cameras in the
21 most appropriate ways because we recognize that we're
22 not in Manitoba doing as much as other best practice
23 environments. And if we're going to get to vision
24 zero, that is a lower cost way of making sure that we
25 have enforcement of speed on the roads than if we have

1 to spend extra money for traffic units and police and
2 RCMP to do this for us when cameras can do it in a
3 much more efficient manner.

4 The other thing I would mention with
5 the Provincial Road Safety Committee is the gap we
6 have there is -- the City of Winnipeg isn't a
7 participant on that committee, and I've extended the
8 invitation for them to participate. We had an
9 exec committee of that PRSC after the technical
10 conference, and that offer has been granted. We're
11 going to -- we're going to determine if they'll
12 participate with us.

13 So let's get to the key MPI efforts
14 now. This goes along the similar framework that we
15 had used in the past for MPI's activities because the
16 Provincial Road Safety Committee is many other things,
17 including road infrastructure or the enforcement
18 activities or justice.

19 Here is MPI's operational plan over the
20 next few years, and we're going to be updating now
21 that Tori has joined us as well for the 2020 to 2023
22 time period.

23 But they really go on the five (5) 'E's
24 of traffic safety. You've seen this framework before,
25 but we will be continuing to do education awareness

1 and training. This is traffic safety cultures. There
2 was a lot of advertisements and other things on that
3 for the last year.

4 Driver Z -- but really it's driver's ed
5 course because it's high school driver's ed -- is just
6 launched. So we did launch that in May as a pilot,
7 and it's been full launched in September. This is a
8 multi-million dollar program of ours to update our
9 high school driver's ed systems so that we have a bit
10 more of a modern look and feel in terms of the
11 curriculum that goes in schools today.

12 And then finally at the bottom, the
13 MELT -- the updates and what we do with MELT. MELT is
14 a huge issue for us.

15 You know, it's one (1) of the gaps that
16 we had when you think about it. Going up to this year
17 and, in fact, going up to even just a couple of weeks
18 ago, you could be a driver that's never driven a car
19 in your life; you could come into our system and fail
20 a knowledge test for a Class 5 vehicle -- so a
21 passenger vehicle -- you could fail it fifteen (15)
22 times; and then pass on your sixteenth time; never do
23 a Class 5 road test with MPI. And then we would allow
24 you in our system to do a Class 1 knowledge test, fail
25 that eleven (11) times, and then pass on your twelfth

1 time. And then you could be in a cab of a semi truck
2 all over North America as long as you had a
3 supervising driver.

4 So, you know, what we're trying to do
5 at MPI is make sure that we take a look at road safety
6 from a holistic standpoint, and it's not just about
7 the road safety campaigns and the Drivers Zs. We want
8 to make sure that our licencing systems -- and, you
9 know, everything that we do within MPI also aligns to
10 that road safety message.

11 If we go to engagement and MELT -- so
12 MELT is now -- the acronym is there, so pardon me for
13 the acronyms. Mandatory Entry Level Training -- this
14 is the hundred and twenty-one hours that we require.

15 So before September 1st, we didn't
16 require one (1) hour of semi-truck driving training
17 before you could take your truck licence courses. Now
18 we require a minimum of one hundred and twenty-one
19 (121) hours. This is consistent with Ontario and the
20 other prairie provinces. British Columbia is yet to
21 come on board and some of the other Maritime provinces
22 yet. But this is a good update.

23 Engagement encouragement -- we are
24 working on the Provincial Road Safety Committee, and
25 then we have also taken to heart a number of the

1 commitments and actions that we had provided at the
2 technical conference at this group.

3 And if I may honour the panel by just
4 following up, there was a series of commitments that
5 we had made, and Ward had covered them on pages 17 to
6 20 on his report. And either we can skip over to
7 those, but if it pleases the panel, I can update you
8 on where we are on each of those commitments. Yeah?

9 Could we go to page 17 on Ward's
10 report, please, and then we'll come back to this page.

11 It was Ward's slide deck that he used
12 this morning. Yeah.

13

14 (BRIEF PAUSE)

15

16 MR. CURTIS WENNBERG: Okay. Thank
17 you. So on the first one, it's using social cost. We
18 already said -- actually, ironically we had started
19 talking about that as a team a couple months before
20 the technical conference, and we had decided to use
21 it. But it -- so it was easy for us to commit at the
22 technical conference, and we do actually use social
23 costs.

24 The next piece was filing the
25 provincial road safety report, and that has been filed

1 as a part of the GRA.

2 The third piece is considering vi --
3 revisiting the success measure of public support, and
4 we're -- are wholly on board with that. That we are
5 not going to -- you see that in the annual report.

6 We will review, particularly, the rate
7 per hundred thousand (100,000) measures. Those are
8 very important. Those are comparable across other
9 jurisdictions, and we'll watch both our rate for other
10 jurisdictions, our rate versus Canada, and then also
11 our rate versus previous years to ensure that the
12 declining trend is something that we want to see.

13 We haven't -- we haven't isolated
14 exactly what those measures will be, but it should be
15 something similar to what you see in our provincial
16 road safety, where we target the fatalities, the
17 serious injuries. And we may do something on
18 collisions as well.

19 The fourth is undertaking discussions
20 with the MTA. Discussions are ongoing. Our big
21 effort, really, was the MELT -- the Mandatory Entry
22 Level Trucking, and -- and it was a significant impact
23 to them as well. But we're -- we're pleased to invite
24 them to our external stakeholder group.

25 Go to the next page. Again, at the

1 top, it's about engaging with MTA, and we have
2 engaging them quite a bit on the -- on the MELT. If
3 you go to the second one there -- consider providing
4 input to the City of Winnipeg ten (10) year master
5 plan. They've gone to the -- to the mark on RFP on
6 that ten year, and I believe they've selected a -- a -
7 - a -- a group.

8 We've since, though, had a number of
9 different meetings, so I'm going on point two (2) and
10 point three (3) here. We've had a few meetings with
11 the City. In -- in the city they have over 80 percent
12 of the accidents, and so it is a missing player in
13 terms of the Provincial Road Safety Committee. And
14 we, as MPI, want to engage with them even more, and
15 we've shared that with them.

16 And you know, what's -- what's
17 interesting is that Clif and his team have worked with
18 them on some of the -- you can set up cameras in an
19 intersection, for example, and the cameras don't take
20 pictures of cars offending the rules of the road, but
21 they'll look at near misses in an intersection.

22 And so what we have is the top fifty
23 (50) highest collision intersections on the basis of
24 our data, and we could share with them that they
25 should get some of these cameras set up in the -- some

1 of the top ten (10), fifteen (15) of the most
2 collision-prone intersections.

3 And it'll look at near misses, and
4 it'll give, like, three (3) to five (5) suggestions
5 for what you do with the intersection. Maybe it's how
6 you do a left-hand turn lane change. Maybe it's
7 signalling. Maybe it's signage. Maybe it's cutting a
8 tree down. Whatever it is, that root cau -- it --
9 root cause analysis that could be a significant part
10 of the road safety, and it's using the new
11 technological ways of doing it. It's similar to what,
12 like, Winnipeg was talking about in terms of
13 observational methods of -- of improving road safety,
14 but this does it using an automated way where a human
15 couldn't actually take -- take -- take these steps.

16 So we're -- we're very pleased to be
17 working with them and encouraging that activity, and
18 we're very pleased -- we'll need them to reach out to
19 us to -- to participate on the ten (10) year strategy
20 for them, and my recommendation is to adopt a similar
21 Road To Zero, because it is a really systems view, and
22 it could very easily involve the City of Winnipeg as
23 well.

24 The fourth point here, ensuring members
25 of the technical working groups are kept informed --

1 we were just approved on the -- to proceed on the
2 priority items that we submitted from the Provincial
3 Road Safety Committee, and so we have a email drafted.
4 Clif has done a great job on that, and we're ready to
5 let the groups know.

6 Next page, please. So surveying
7 members of the External Stakeholder Committee was done
8 very shortly after the technical conference, and it
9 was -- it was interesting. I -- we only did get three
10 (3) members of the committee completing the survey, so
11 right away, that would tell us that maybe engagement
12 wasn't high enough in terms of what we had from the
13 external stakeholder group.

14 But we did get the group to come in
15 again. At the very next meeting, I attended the
16 External Stakeholder Committee, and we talked a little
17 bit about the findings, and we talked about what we
18 need to improve, a little bit about getting feedback
19 on the agendas beforehand, getting more information
20 out to them.

21 There was also a question about the
22 terms of reference for that external stakeholder
23 group, and so we decided that we would actually modify
24 it down to purely road safety. There was some
25 comments on whether there's loss prevention and fraud

1 claims costs, and those are very broad topics. You
2 might as well almost run all of the operations of MPI.
3 And -- and so what we're going to do is just actually
4 solidify right down to road safety topics, and that
5 will be the mandate of the External Stakeholder
6 Committee, and that was widely received.

7 And so we also talked about whether we
8 invite other groups like the Association of Manitoba
9 Municipalities -- the City is -- is in that meeting
10 already -- MTA, and others to that group, so we will
11 do that. And in fact, I had already extended that
12 invite to the A -- AMM.

13 Next is regularly sharing program
14 portfolio evaluations, and we will do that, and we
15 might try to do that and also be proactive with them.
16 One -- one (1) area where we've been a bit proactive
17 is -- is with Bike Winnipeg, if I may use that as an
18 example. We struggled with our evaluation internally
19 with the BEST bike program. Some of the measures that
20 we had used were not being achieved, and we really
21 wanted to go and see what was happening, and we talked
22 with some of the members of Bike Winnipeg around
23 success factors there.

24 And we're actually adjusting our
25 evaluation criteria because some of what we were

1 seeing and feeling from the teachers -- we -- we
2 actually went out, for example, and -- and did -- did
3 a class with the students. What you see and feel is
4 different than what you see on paper from the self-
5 reported activity of -- of the kids that go through
6 it, and so we're going to continue on with that.

7 Providing all conference participants
8 the most recent full-scale evaluation -- that was
9 done. Following up with Bike Winnipeg on the request
10 for questions -- I'm afraid we haven't done that, but
11 we proposed a -- a meeting for the week of October
12 21st.

13 Examining opportunities through geo
14 mapping. we do have location information for Winnipeg
15 and Brandon, but it's only Winnipeg and Brandon, and
16 we're going to have to try and produce something like
17 that. We'll endeavour to do that for the next GRA.

18 Reviewing Transport Canada study, at
19 the bottom there, on vulnerable road use -- road user
20 interactions. So the safety measure for cyclists or -
21 - and pedestrians around heavy vehicle summary
22 document was provided. We -- we think we will start
23 engaging with the MTA on that. They might be the best
24 group for us to work with on -- on that piece, and --
25 and -- and we'll endeavour to undertake that with a

1 working group.

2 And then there was some commitments
3 from some of the other stakeholders, and we have yet
4 to receive the CAA pieces, but I just wanted to -- to
5 -- to run through that list with the panel so that you
6 knew that we took the technical conference seriously
7 and we take the engagement of stakeholders seriously
8 and want to improve how we work with all the groups.

9 So could we go back to my presentation,
10 please. Excellent. Enforcement now -- so enhanced
11 enforcement is continuing. That will continue to be
12 an element of what we do, and I really like it when it
13 comes to both the distracted driving early
14 indications. It's only data point, but the number of
15 tickets issues, especially when we're spending the
16 same dollars, is a -- is a helpful indicator. Same
17 true for cannabis. We want to make sure that we've
18 got enhanced enforcement there.

19 The ALPR funding support -- we've got
20 readers. We're going to be taking a look at reading
21 licence plates, making sure drivers are registered
22 drivers. Especially as we have lower levels of the
23 DSR scale now costing quite a bit of money for their
24 licences, we want to make sure there's no increase in
25 people that are finding they're driving unregistered.

1 And expanding automated speed
2 enforcement is something that's important. It's --
3 there was a question about public support on this
4 earlier, but there were some surveys done, and -- and
5 I believe it was Canada -- it may have been Manitoba-
6 wide, but -- but Canada-wide that there's a myth that
7 the driving public don't believe in automated
8 enforcement, but actually se -- around 70 percent of
9 people do. It may be one (1) of those silent-majority
10 issues, but -- but I think most people recognize that
11 you do need to have this in -- in -- expanding in
12 automated speed enforcement, and it does do its job.

13 I think what's absolutely critical,
14 absolutely critical in this is that we don't shoot
15 ourselves in the foot by putting cameras in high -
16 revenue sec -- sectors as opposed to high-risk
17 sectors. So the cameras can't be used for revenue
18 generation tool. They must be used as a safety tool.
19 And -- and -- and a goal for cameras, really, should
20 be that no revenue comes from them, because people
21 don't drive too fast, and that -- and that's -- that's
22 very important.

23 Engineering and technology -- very
24 interested in this. So this is the potential research
25 study with the City that I was referring to earlier.

1 The City is taking lead on this and has the funding
2 they need. If needed, though, I would be interested
3 in funding this from some of our -- some of our road
4 safety monies. It's that important. I think there's
5 some -- some real value that could be -- could used
6 here.

7 Second is the telematics. We don't
8 have telematics at MPI. We -- we don't do telematics
9 here. There are insurance companies and -- and
10 insurance and registration regimes around the world.
11 Italy, for example, has higher than -- it's in the
12 teens in terms of percentage of their drivers that
13 have telematics associated with their -- their
14 vehicles.

15 There is ICBC in -- in British Columbia
16 that's testing with telematics in high-risk or youth
17 drivers. And telematics I've -- I've gone one
18 downloaded on my mobile phone. It can get pretty
19 good, right now, actually, where it can tell you are
20 you breaking hard, are you being aggressive in your --
21 your start up from -- from zero, are you cornering,
22 and it can even tell whether you're actually playing
23 with your phone as you're driving and -- and ding you
24 for that. And it gives you a score at the end of a
25 road run.

1 So the technology is almost here and
2 can be available to us. We don't know exactly the
3 best mode of using that, but it's something that we
4 really should get a -- get a handle on.

5 And then finally the 50 (sic) is a
6 valuation and we need to enhance and improve our
7 evaluation frameworks. We know there's some ways that
8 we have evaluated certain programs in the past that
9 still leave open the possibility for us to have formed
10 an incorrect collusion -- conclusion, perhaps.

11 But -- but we can improve and we've got
12 some good folks that are helping do that. So that's -
13 - that's going to continue to be a -- an effort.

14 Here's our road safety budget. You can
15 see it's been relatively consistent and will continue
16 to be so. There was a -- a minor drop down in '18/'19
17 and then a move back up. Part of that was -- was a
18 reduction of various things and I can get into that if
19 we need to. But essentially we're predicting a
20 generally flat road safety budget.

21 If we see that there's a specific
22 effort, like if we need to fund certain enhanced
23 enforcement cameras or a portion of them and we need 4
24 million or so to do it, I wouldn't be hesitant to look
25 at adding and do a business case on those, if we need

1 it. We won't have to find the 4 million and reduce it
2 off the thirteen (13) on -- on programs we have today.

3 So if there's some really interesting
4 things and it's got a really strong business case, we
5 would look at bringing those in.

6 For a valuation, and I'll wrap up in
7 this section, we wanted to just provide a bit of a
8 flavour of some of the measurements that we do on --
9 on various programs.

10 So the traffic safety culture we -- we
11 started it in the fall of last year. Seventy-three
12 percent of Manitobans have -- had seen it, so there is
13 some exposure to it, and so we wanted to measure the
14 exposure and it looks like that was pretty good.

15 The recall was high, so -- so we were
16 interested in over 50 percent that recalled the
17 message, so it -- it resounded with them in some way.

18 And one (1) in five (5) reported that
19 it changed their behaviour. Now, this is self-
20 reported change and this is broad-based advertising,
21 so it's -- it's tougher to get really specific metrics
22 on it. But -- but it was one (1) in five (5).

23 In the Friends for Life we've done
24 forty-five (45) presentations, forty-one (41) schools
25 visited, and the reach was very strong. The cost per

1 -- per participant is measured as well as -- as a
2 dollar and eighty-seven cents (\$1.87) per student.

3 So this is where people whose lives
4 have been effected by driving incidents go and speak
5 to a number of students, and we -- we've found them to
6 be impactful. But again, it's difficult to determine
7 is that effect claims or accidents.

8 And Bike Rodeos, there's a number of
9 events across Manitoba, strong reach and low cost per
10 participant.

11 What's interesting is we talked with
12 our -- our Bike Winnipeg colleagues is that the BEST
13 program is a lot more intensive, it takes kids into a
14 class setting and almost like it -- it overtakes their
15 phys ed class and it -- the phys ed teacher teaches
16 them how to drive a -- a bike on the open road.

17 They actually take a class of kids,
18 twenty (20) of them, out on to roads and roads where
19 they cross other significant roads, like Leila and
20 McPhillips inter -- intersection.

21 And it -- it takes the fear factor out
22 of kids so they actually do ride bikes more, but also
23 tells the kids how to do it safely.

24 And we're wondering in the feedback
25 it's that in the old days when I did the Bike Rodeo

1 when I was younger in elementary school, the -- we
2 were all on bikes at that age anyway. Nowadays many
3 kids aren't on bikes, even up to grades 6, 7, and 8.
4 And so the BEST program may be overtaking some of the
5 Bike Rodeos, and we'll be working with -- with BEST --
6 or with Bike Winnipeg on the applicability of these --
7 you know, these evaluation criteria and then choosing
8 where we invest our dollars.

9 On enhanced enforcement on RoadWatch,
10 officers logged almost eight thousand (8,000)
11 enforcement hours to support that, so it's up a bit.
12 Driving issues were there.

13 Now, three hundred dollars (\$300),
14 basically four hundred dollars (\$400) per offence
15 notice issued. What we find is that there is less and
16 less impaired drivers on the road and the RoadWatch
17 does have a high dollar per offence.

18 But what we know in the best practices
19 I was sharing in what -- what some of the summary
20 findings are -- are on enforcement, is that you need
21 that -- you need that enforcement potential for the
22 population to know that they'll get caught, or else,
23 you know, they might -- they might be taking the
24 chances. So it is still something that we would
25 recommend that we do, and we -- you know, we -- we

1 support it.

2 For distracted driving, it's a hundred
3 dollars (\$100) offence notice and the -- as I was
4 sharing the -- the really neat thing is that we can
5 determine hours before an intervention like our new
6 laws, and then hours after, and determine at least if
7 we're seeing behaviour changes in the population. And
8 so that -- that was very interesting.

9 And then school zones, it's less
10 dollars per offence notice issues issued. The -- the
11 police here in Winnipeg got flack for -- for being in
12 school zones on long weekends when there was no kids
13 in the schools at all.

14 That is something we want to watch for
15 and we've actually asked them not to do that. This
16 gets into this -- the passive enforcement issue where
17 people think you're there just to -- to be a revenue
18 generator. That's not what we want to be there for.

19 But we did have a school zone ticket
20 that was given out about two weeks ago, where the
21 police caught someone doing -- was it ninety (90) in a
22 thirty (30)? Ninety kilometres an hour in a thirty
23 (30) while they were -- where they were texting or
24 smoking or both I -- texting.

25 So we do need this. We don't need the

1 revenue from it. We need this. And -- and that's
2 what the enhanced enforcement pieces are and this is
3 how we measure some of these pieces.

4 In road safety and summary, this is
5 where we go with -- where we achieve things, where
6 it's still a little bit to do and where there's some
7 potential. We've covered some of these, so we won't
8 spend too much time.

9 Driver's ed is -- is launched. We're -
10 - we still have -- we still have to watch that and
11 make sure that students are as engaged as we think.
12 Are they getting all the practice hours that we think?

13 MELT is in and we're just doing the
14 testing on that with the drivers, but it looks great.

15 Save the 100 was done, and distracted
16 driving offence notices declined. So we like that.

17 In assessment is the driver testing
18 policy. We're going to -- we're going to enact a ring
19 around the city. So right now, if we're up in Arborg
20 and my service centre in Arborg, we may have six (6)
21 appointments available for drive testing in a day and
22 five (5) of them are taken up by Winnipeg residents,
23 four (4) of them who come up with a city of Winnipeg
24 driving school.

25 And a couple things happen. One (1) is

1 a lot of the local people can't get access to drive
2 testing in Arborg, this happens in Winkler, Steinbach,
3 Selkirk as well.

4 And you may ask why. Well, the reason
5 why is that there's a -- a rumour out there, true or
6 not, that it's much easier to pass a drive test in
7 Arborg, Winkler, Selkirk, you know, any of those other
8 areas than it is in the city of Winnipeg, and that may
9 or may not be true.

10 I was actually on some of our drive
11 tests out of the Main Street office and, you know, the
12 -- there was some interesting intricate drives there.

13 But regardless, we have a great deal of
14 people who self-declared to some of our staff that
15 they are -- they're not ready to drive in the city, so
16 they're doing their drive test out in the country.
17 And we allow this today.

18 So we have more than maybe 50 percent,
19 70 percent of our drive tests booked up in rural areas
20 that are not -- you know, these are people that don't
21 have to drive in the city.

22 So we're going to do a ring around
23 Winnipeg, we're going to say after a certain period of
24 time that you have to -- if you've got a Winnipeg
25 postal code on your license, you're going to drive

1 test in Winnipeg.

2 Now, this could raise some concerns.
3 This -- this is -- if we're talking about are your --
4 are your policies popular? We may -- we may offend a
5 certain -- certain groups. However, this is
6 appropriate for road safety.

7 And this also goes to a whole -- road
8 safety is holistic, it's got to be all of what we do
9 in terms of licensing, training, expectations, et
10 cetera.

11 The class 1 knowledge test requirement,
12 we now -- we now have a system in place that you must
13 have at least a class 5 road test done, you have to
14 have a class 5 license before we get you into a class
15 1 road -- knowledge test. So we've stopped that.

16 But should it be that you have a class
17 5 road test -- or sorry, a class 5 licence for six (6)
18 months, maybe nine (9) before you start your trucking?
19 And -- and these are questions that other
20 jurisdictions have said, yes, you should. And
21 Manitoba, we don't today, but we need to -- to take a
22 look at that stuff.

23 We also -- for example, you could --
24 you could be a great-grandfather or grandmother and
25 not have a motorcycle licence, but it just so happens

1 you may own a large motorcycle are large engine
2 motorcycle.

3 And you could actually insure that with
4 your highest driving discount in a household, and it
5 could be your great-grandson who drives this
6 motorcycle.

7 Now, in other jurisdictions, the way
8 you might stop some of these high-risk people or
9 someone new to motorcycle riding from getting on them
10 is that there's a fairly high cost.

11 For me to get a fairly large-engine CC
12 Harley Davidson in Ontario was almost triple or
13 quadruple the cost of the motorcycle I did choose in
14 the end, but that's because I was a fairly novice
15 driver.

16 Here, people can get around that rule.
17 So, again, you know, that's -- this is in development.
18 We -- we don't have an answer to this yet, but this is
19 a situation that we have today.

20 Increasing collaboration with the city
21 of Winnipeg, I -- I can't under emphasize that. I was
22 just over with them last week and found that even
23 their parking lot authority has a lot of licence plate
24 readers, and we don't coordinate with them on that.

25 They can determine who's unregistered

1 drivers and -- or unregistered vehicles and there
2 could be a lot more we can do with that group.

3 Conducting fall roadside survey, we
4 don't have a roadside survey. One (1) of the reasons
5 our budget was down twenty (20) -- or two hundred
6 thousand (200,000) this year is because we didn't do a
7 followup survey on drugs.

8 We're still waiting for CCMTA to do a
9 consistent approach to how we determine drug
10 prevalence in drivers. And there has been some push-
11 back by the various police entities around how we did
12 it last time, so we may have to -- we just want to do
13 -- however we do it, we want to do it coordinated
14 across other provinces so that we have consistent data
15 sets.

16 And then updating education resources,
17 we -- we're going to focus on an update on what we
18 provide to schools there. Future potential, as I
19 said, is telematics. I think there's a -- there's a
20 very good potential there.

21 Passive enforcement tools, we covered
22 this. I -- I -- if I may offer, British Columbia is
23 also a Crown area that's done a little more than this.
24 ICBC will know where the major intersections of risk
25 are. And they also fund portions of the cameras.

1 Some of the camera revenue comes back
2 to the road safety budget, and on it goes. That way,
3 you have different entities. And we talk about this
4 in the Provincial road safety committee.

5 It -- it's not just one (1) entity that
6 sets up these cameras, it may be the entity that knows
7 where the accidents are, plus the enforcement groups.
8 You know, there's -- there's a number of voices that
9 are involved in it.

10 Sharing data in Manitoba, it's a --
11 it's a big issue and it's number 1 on our road safety
12 committee, and then high-risk roadway or intersection
13 traffic analysis.

14 So, in summary, collisions and
15 fatalities in Manitoba are trending downward. There
16 may be any blips in any quarter or any annual year,
17 but, in general, they are trending downward, and we're
18 very appreciative of that.

19 The driver distraction, speed, and
20 impaired continue to be the big -- big ones. The
21 Provincial road safety committee has established road
22 safety priorities, and it's -- it's been a pleasure
23 working with that group. It is an engaged group at
24 the executive committee.

25 Our commitment here, our financial

1 commitment and resource commitment, has remained
2 consistent. And we encourage the allocation of
3 resources from other partners, as well.

4 If we think about having an aggregated
5 road safety Provincial fund, one (1) of my concerns
6 with that is whether different entities would lose
7 their engagement because they might engaged on
8 handling some of the issues that they know they can
9 control, and they do have control over it and they can
10 move on it.

11 If it becomes a big pie, I'm -- I'm not
12 sure how it could work. If it's a ti -- if it's a --
13 like, if it's a specific subject matter where we seem
14 to be struggling, any individual, to get a foothold,
15 like, maybe automated speed enforcement, maybe that's
16 something where there could be an effort.

17 So -- and alas, we -- we've made
18 progress and we continue to explore best practices.
19 But as I shared, we also know we have some gaps. And
20 there's some fundamental things that we want to make
21 sure that we tighten up as we go through the next
22 number of years.

23 And -- and once again, it's a -- it's a
24 pleasure to be here. And -- and we are entertaining
25 questions.

1 THE CHAIRPERSON: Thank you, Mr.
2 Wennberg. And is Mr. Eden making a presentation, as
3 well?

4 MR. CURTIS WENNBERG: No.

5 THE CHAIRPERSON: Okay. Thank you.
6 It's quarter after 12:00 right now, so I suggest that
7 we break for lunch and come back at quarter after
8 1:00. Thank you.

9

10 --- Upon recessing at 12:14 p.m.

11 --- Upon resuming at 1:16 p.m.

12

13 THE CHAIRPERSON: Good afternoon,
14 everyone. We'll start with cross-examination,
15 Ms. McCandless.

16 MS. KATHLEEN MCCANDLESS: Thank you,
17 Madam Chair.

18 MR. STEVE SCARFONE: Just,
19 Madam Chair, sorry. There was a couple questions that
20 MPIC had of the witness panel in further of
21 Mr. Wennberg's examination-in-chief.

22 THE CHAIRPERSON: Sorry. Please
23 proceed, Mr. Scarfone.

24 MR. STEVE SCARFONE: Thank you.

25

1 CONTINUED BY MR. STEVE SCARFONE:

2 MR. STEVE SCARFONE: Mr. Wennberg,
3 your presentation mentioned the enhanced enforcement.
4 And as I understand it, sir, from Mr. Keith's
5 testimony this morning that the efficacy of that
6 particular program seems to be -- it may be apparent,
7 he said, that it's working given the number of offence
8 notices that are being issued, but in fact, it's the
9 opposite in that the lessons aren't being learned, I
10 think he would say.

11 Are there any limitations to that
12 particular program that you're aware of, the enhanced
13 enforcement program?

14 MR. CURTIS WENNBERG: There's a
15 limitation in terms of how we expanded, and let me
16 first address whether there's efficacy of that
17 program.

18 So we do actually like the efficacy of
19 that program, and we have for years. It is, as Ward
20 was saying, a common tool used in other jurisdictions
21 as well. And what it allows us to do is actually take
22 police and RCMP when they're actually off duty and
23 dedicate them to certain enforcement actions, whether
24 it's dedicated to distracted driving or speed or road
25 watch or the school zones. So it's very specific, and

1 we can measure the results.

2 In fact, my colleague has actually
3 declined to refund certain police forces if their
4 ticket levels aren't up or if we just didn't like the
5 production output from certain forces.

6 So we do monitor it every year, and we
7 can adjust how we spend money on distracted or road
8 watch or et cetera. So it's a flexible tool. We can
9 use it.

10 So the question then is, one should
11 double it if you like it so much. And so there we do
12 have a limitation, and that is that we will often go
13 and seek for how many hours different forces can
14 actually provide because it is overtime. Therefore,
15 it is actually expensive for us. It's like double
16 time for these officers. And so there is a limitation
17 both in the dollar efficacy but then also the actual
18 time that you're given by these forces to do that
19 work.

20 MR. STEVE SCARFONE: Thank you, sir.
21 And on another issue that Mr. Keith raised this
22 morning on the technical conferences, he had thought
23 that the time between -- or that some time between
24 technical conferences was indicated to perhaps
25 allowing MPI's programs to percolate, I think was the

1 language he used.

2 In response to Mr. Gabor's questions on
3 that, what's MPIC's view on the suggestion or the
4 advice that was given by Mr. Keith this morning?

5 MR. CURTIS WENNBERG: I would agree
6 with -- I would agree with that statement. I think it
7 does take some time.

8 For example, in -- if we use the
9 prevalence of drugs, we've been -- we're over
10 eighteen (18) months since we did the last survey on
11 the streets of Winnipeg to determine the prevalence of
12 drugs, and we just simply have to wait for some of the
13 other jurisdictions to -- to also agree in the CCMTA
14 platform -- so in another committee group basically --
15 on how we're going to proceed with this so that we do
16 it consistently.

17 If we ended up having a technical
18 conference on, let's say, impaired driving and some,
19 you know -- or some topics like that where it hasn't
20 percolated enough, we simply wouldn't have the ability
21 to -- to have a meaningful conversation.

22 So it may depend on the topic, but
23 certainly, I wouldn't recommend a broad -- you know a
24 broad review too often.

25 MR. STEVE SCARFONE: Thank you. And

1 lastly, in your slide deck, Mr. Wennberg, we saw the
2 trend that the road safety budget has taken over the
3 past several years.

4 If you can, just from a high-level
5 perspective, describe for the Board how the budget is
6 determined and how the allocation of those monies is
7 determined by the corporation.

8 MR. CURTIS WENNBERG: The budget's
9 determined basically on the bottom up of all the
10 programs and the -- the people we have supporting this
11 program -- the road safety and general strategy -- and
12 therefore, there may not be a lot of shifts from a
13 year-to-year basis. You -- we've been doing bike
14 rodeos for decades, for example. We've been doing
15 high school driver ed for decades, for example.

16 Some of this shifts down that you saw
17 in -- in this year is a lot of that's basically due to
18 the counting of how we amortize the high school
19 driver's ed investment. So it's basically an
20 accounting charge on some project costs. There's a
21 few different offsets and things like that, but that's
22 your major issue.

23 Going up into '19/'20, we had almost a
24 million dollars on -- on increased awareness campaigns
25 that speed, distracted driving, and impaired driving

1 is almost a million extra, and we're putting a little
2 bit more money -- 400,000 -- on licence plate readers
3 for some of the uninsured driver concerns that we
4 have, and there's some project amortization coming
5 back online -- about 600,000 of it in there.

6 So, you know, those are some of the big
7 chunks that get us back to thirteen point nine (13.9)
8 and -- and then the reduction down to thirteen four is
9 just, you know, little bits and pieces that are coming
10 in and out.

11 But in general, you'll see a -- a
12 fairly flat budget unless we can identify certain
13 areas that need some injection of -- of new spending.
14 And by all means, we'll take a business decision on
15 that for sure.

16 MR. STEVE SCARFONE: Very good. Thank
17 you for your evidence, Mr. Wennberg. And those are
18 all my questions, Madam Chairperson.

19 THE CHAIRPERSON: Thank you,
20 Mr. Scarfone. Ms. McCandless...?

21

22 CROSS-EXAMINATION BY MS. KATHLEEN MCCANDLESS:

23 MS. KATHLEEN MCCANDLESS: Thank you,
24 Madam Chair. Mr. Wennberg, Mr. Eden, I'm going to
25 start with some questions about the road safety

1 framework in place at MPI.

2 First though, you would agree that
3 successful loss prevention and road safety strategies
4 can minimize economic and social costs to ratepayers?
5 Yes?

6 MR. CLIF EDEN: Yes.

7 MS. KATHLEEN MCCANDLESS: And we've
8 heard a bit about the road safety operational plan.
9 That's prepared every three (3) years by MPI?

10 MR. CLIF EDEN: Correct.

11 MS. KATHLEEN MCCANDLESS: And so we're
12 currently -- you're currently working within the 2017
13 to 2020 operational plan?

14 MR. CLIF EDEN: That is correct.

15 MS. KATHLEEN MCCANDLESS: And so I
16 understand that in 2020 in the spring you're targeting
17 for the new three (3) year plan -- the 2020/2023 plan?

18 MR. CLIF EDEN: That is right. Yes.

19 MS. KATHLEEN MCCANDLESS: And that
20 will be filed in the 2021 GRA then?

21 MR. CLIF EDEN: That is our intention.
22 Yes.

23 MS. KATHLEEN MCCANDLESS: Thank you.
24 And so the current road safety operational plan
25 identified high level goals and plans for road safety

1 programming for the corporation. Is that a fair
2 statement?

3 MR. CLIF EDEN: Yeah. What it I guess
4 does is it identifies our priorities that we're going
5 to look at and address. It also explains how we go
6 about our program development by looking at sort of
7 the programs that we currently have, as well as any
8 new program that we want to bring on based on best
9 practice and suggestions from others as well as our
10 evaluation. So that whole plan will be reviewed and
11 enhanced in the coming six (6) months, I guess.

12 MS. KATHLEEN MCCANDLESS: Thank you.
13 Kristen, could you please go to LP attachment
14 Appendix 5. So this document here comes from MPI's
15 road safety operational plan 2017 to 2020.

16 You're familiar with what we're looking
17 at before us here?

18 MR. CLIF EDEN: Yes.

19 MS. KATHLEEN MCCANDLESS: Okay. And
20 so if we scroll through the next few pages, we'll see
21 a number of goals here.

22

23 (BRIEF PAUSE)

24

25 MS. KATHLEEN MCCANDLESS: And if we go

1 back to the top of the document as well, we see the
2 top three (3) priorities at the very top there on the
3 right-hand side, the top three (3) priorities being
4 distracted driving, speed, and impaired driving. Yes?

5 MR. CLIF EDEN: That's correct. It's
6 been like that for a number of years. Yes.

7 MS. KATHLEEN MCCANDLESS: Okay. And
8 perhaps just at a high level, Mr. Eden, if you could
9 highlight for us, with reference to the document in
10 front of you -- explain what these goals are that
11 we're looking at.

12 MR. CLIF EDEN: So as a department,
13 what we did was we looked at where did we want to make
14 some enhancements from our previous operational plans.

15 So for this first goal, it is really
16 about implementing what's been presented to our senior
17 management and approved. One (1) of the things that
18 we, through that process of deter -- determining what
19 our -- our priorities and then our programs would be -
20 - one (1) of the things that came out, for instance,
21 is a distracted driving plan, so that was looking at
22 what the drivers of distracted driving were, what
23 current programs we were doing, and where we could
24 potentially improve our programming.

25 During that time, we also dev --

1 completed a distracted driving evaluation, which I
2 believe we've -- we've shared, to take a look at
3 exactly where do we -- what -- what items do we want
4 to do related to distracted driving, which ultimately
5 included increasing our enhanced enforcement funding,
6 going from one (1) month of dedicated funding to two
7 (2) months and now to three (3) months.

8 So we've really increased our enhanced
9 enforcement related to distracted driving, making it
10 moa -- more online with impaired driving. So that's
11 some of the things that we've -- we've looked at
12 within our drive -- distracted driving plan.

13 There was, I guess, an initiative to
14 work with Safe Work Manitoba in terms of looking at
15 the drivers of collisions as a result of driving for
16 work, so we've been working with them over the last
17 couple of years in terms of identifying opportunities
18 to work together and developing a strategy. Part of
19 that includes sharing of information and data, which
20 we're working through, so that's sort of what that
21 strategy is all about.

22 We wanted to expand our virtual reality
23 technology within high school driver education, which
24 we've done. Then there would be a parent-focussed
25 advertising campaign, so really looking at, when it

1 comes to distraction and impaired driving, is getting
2 parents more involved, because we know that younger --
3 younger Manitobans may be involved in those
4 situations. We encourage parents to get involved and
5 to talk to their children about that, so that's an
6 advertising campaign that -- that we had proposed.

7 We made improvements to our curriculum,
8 and -- as well as -- we -- when the non-medical use of
9 cannabis came into effect last year, we wanted to make
10 sure that we were ahead of that and providing an
11 awareness campaign talking about the risks associated
12 with -- with drug-impaired driving, so that was
13 included within our work plan.

14 So those are all examples of -- of
15 things that we wanted to achieve during that three (3)
16 year period.

17 MS. KATHLEEN MCCANDLESS: Thank you.
18 And the road safety operational plan contains a
19 priority setting framework within it. Is that right?

20 MR. CLIF EDEN: That's correct.

21 MS. KATHLEEN MCCANDLESS: And would it
22 be fair to say that the priority setting framework
23 informs how the road safety budget will be allocated
24 to different programs?

25 MR. CLIF EDEN: Yes, it -- well, what

1 it does is identify which priorities are most
2 important in terms of driving collisions and serious
3 injury, so what it does is when we're looking at our
4 budget and what our spend is, we ensure that we are
5 spending the appropriate amount of money for those
6 three (3) issues. It doesn't speak to the overall
7 budget, but it does speak to how we allocate budget
8 within that budget envelope.

9 MS. KATHLEEN MCCANDLESS: Right.

10 Okay.

11 MR. CLIF EDEN: Yeah.

12 MS. KATHLEEN MCCANDLESS: If we could
13 go to page 31, then, of this same document. There's a
14 graphic here on the screen, which I understand is the
15 priority setting framework for the road safety
16 operational plan. Is that right?

17 MR. CLIF EDEN: That is correct.

18 MS. KATHLEEN MCCANDLESS: Okay. And
19 perhaps just again, at a very high level, you could
20 explain to us what we see in front of us here.

21 MR. CLIF EDEN: Okay. So basically,
22 what this is saying is that to start off the process,
23 we're looking for information and data that's going to
24 drive our priority setting process.

25 So that's the first part, and that

1 happens -- actually, is happening right away, because
2 we've -- we're getting information from our traffic
3 collision statistics report, the TCSR, as well as
4 other information that we look -- gather for other
5 road safety issues. So that process is happening.

6 From there, we -- we get a -- an idea
7 of -- of -- for each road safety issue, kind of a
8 what's -- what's -- what's driving those collisions,
9 so that's a little bit of a deeper dive.

10 Then we summarize the insights and look
11 for emerging issues, because in some cases -- and why
12 we do this on an annual basis is that we want to make
13 sure that -- that if there is an emerging trend, that
14 is being considered in our rate set -- in our priority
15 setting process.

16 What we do then is we assign, based on
17 human toll, a relative cost, which now we'll use
18 social cost, as well as whether it's a national
19 priority or a highly important issue for our
20 stakeholders within Manitoba. We rate that, so we
21 give -- we give a rating for each of that. It's a
22 weighted summary that we then are allowed to -- or
23 determine a ranking of those priorities.

24 We then ensure that we get consensus
25 and do a review with our staff and -- and others in

1 loss prevention, and basically what comes out of that
2 is a -- a top ten (10) ranking of issues for the
3 Corporation.

4 MS. KATHLEEN MCCANDLESS: Thank you.
5 Now, on the issue of stakeholder engagement, we've
6 heard a fair bit already today on that. And MPI sits
7 on two (2) major -- a number of committees, but two
8 (2) of the major committees would be the External
9 Stakeholder Committee on Loss Prevention and the
10 Provincial Road Safety Committee.

11 MR. CLIF EDEN: Correct.

12 MS. KATHLEEN MCCANDLESS: And MPI co-
13 chairs the Provincial Road Safety Committee with
14 Manitoba Infrastructure. Is that...

15 MR. CLIF EDEN: Yes.

16 MS. KATHLEEN MCCANDLESS: Correct?
17 And that the major deliverable of the Provincial Road
18 Safety Committee is the Manitoba Road Safety Plan 2017
19 to 2020.

20 MR. CLIF EDEN: The Road to Zero, yes.

21 MS. KATHLEEN MCCANDLESS: Yes. And so
22 that is found at LP Attachment A, Appendix 4. And
23 perhaps just because we were looking at priority
24 setting frameworks, can you inform -- explain how the
25 Manitoba Road Safety Plan informs MPI's priority

1 setting framework within its own road safety
2 operational plan?

3 MR. CLIF EDEN: Right. So when we
4 look at our road safety priorities, we look at the --
5 it's sort of -- it's data-driven. So we look at
6 what's causing collisions, what's causing serious
7 injuries and fatalities.

8 And -- and when we look at the
9 priorities for the provincial document, there's also
10 other priorities that -- that -- that have emerged,
11 such as medically-at-risk Manitobans, and -- which is
12 -- is information or priority that are -- that are --
13 as we discuss it as a group, that come up and come to
14 the surface.

15 That's not necessarily driven by our
16 data, but it's also something that, provincially, has
17 been noted as a priority.

18 MS. KATHLEEN MCCANDLESS: Thank you.
19 And so if we go to page 11 of the PDF -- I believe
20 it's nine (9) of the report -- please, Kristen. Thank
21 you.

22 And so we see some of those emerging
23 road safety issues here.

24 MR. CLIF EDEN: Right.

25 MS. KATHLEEN MCCANDLESS: So one (1)

1 of them has been distraction or distracted driving,
2 yes?

3 MR. CLIF EDEN: Yes.

4 MS. KATHLEEN MCCANDLESS: And then if
5 we go on to the next page, another emerging issue is
6 impairment by drugs.

7 MR. CLIF EDEN: Correct.

8 MS. KATHLEEN MCCANDLESS: And at the
9 bottom of the page here, we see reference to the
10 roadside survey that was conducted in 2016, and that
11 was a partnership between MPI and MADD Canada.

12 Is that right?

13 MR. CLIF EDEN: Yes. So it's MPI,
14 MADD Canada, as well as support from Transport Canada.

15 MS. KATHLEEN MCCANDLESS: Right. And
16 the Board has heard evidence in previous GRAs about
17 the findings or the data from that roadside survey,
18 and we see in the pie chart in front of us that 10
19 percent of those surveyed tested positive for drugs.

20 And we heard from you, Mr. Wennberg,
21 this morning about the reference to MPI conducting a
22 follow-up to that roadside survey. I believe your
23 comment was that although it was planned to take place
24 in the fall of this year, MPI's no longer undertaking
25 that survey at this time. Is that right?

1 MR. CURTIS WENNBERG: Yes. It's -- we
2 want to do it, but we want to make sure that we have
3 our partners along with us. So we relied on the
4 police when they were actually pulling people over
5 for, like, a RoadWatch program. We would then ask
6 them if they wanted to volunteer to then do a swab.
7 The police had some concerns around the -- the
8 legalities of how that actually took place, and -- and
9 so they're -- they're a little less comfortable to do
10 the exact same approach.

11 We're trying to figure out what
12 approach works so that we don't do something in our
13 jurisdiction that isn't exactly the same type of
14 process that someone else does in another
15 jurisdiction, and that way we start combining
16 comparable analysis on these things across the -- the
17 jurisdictions of Canada.

18 So we want to make sure that we're both
19 consistent, and then we're complying with the spirit
20 and letter of the laws.

21 MS. KATHLEEN MCCANDLESS: So from
22 MPI's perspectives -- perspective then, what are the
23 next steps it will be employing to -- in order to try
24 to gather some updated data on the prevalence of drug
25 impairment in -- in drivers?

1 MR. CURTIS WENNBERG: So we -- we
2 actually did talk about this one (1) in the provincial
3 road safety side, and I -- I think from our
4 perspective, both in Manitoba and then elsewhere, in
5 Manitoba we're going to talk with the Winnipeg Police
6 Service and determine where are the specific areas of
7 discomfort.

8 And then also make sure at the CCMTA
9 level, so the Canadian Motor Transport Authority
10 level, they understand what we can do and just try and
11 -- try and see if we can break the ice on this,
12 because we don't want it to be too many years before
13 we get a follow-up survey.

14 MS. KATHLEEN MCCANDLESS: And that
15 leads into my next question then.

16 So do you have any sort of timeline as
17 to when these next steps will be undertaken?

18

19 (BRIEF PAUSE)

20

21 MR. CLIF EDEN: I can answer that
22 question. So, when we did the original bench mark
23 survey that was in September of 2016, so our plan as
24 of right now is to look at potentially doing that
25 again in September of 2020, because we want to make

1 sure that if there's any seasonality factors that
2 could influence the prevalence of drug -- drug in
3 Manitoba drivers, that we take that out of the
4 equation.

5 MS. KATHLEEN MCCANDLESS: Thank you.
6 Now, just quickly, Mr. Wennberg or Mr. Eden, whoever
7 is more comfortable answering the question, but it was
8 Mr. Wennberg's comment this morning in his -- in your
9 presentation, which is found at MPI Exhibit number 48,
10 slide 3.

11 So Mr. Wennberg, when you were speaking
12 about the statistics on motor vehicle collisions, you
13 made a comment that the line is flat. But just for
14 some historical perspective, if we look at collision
15 claims for the years 2013 and 2014, it looks like
16 there was a significant increase in those two (2)
17 years.

18 Do you see that in front of you?

19 MR. CURTIS WENNBERG: M-hm, yes.

20 MS. KATHLEEN MCCANDLESS: And do you
21 have any information as to why collision claims were
22 so high in those years?

23 MR. CURTIS WENNBERG: No.

24 MS. KATHLEEN MCCANDLESS: Is that
25 something that the Corporation could find out for us?

1 MR. CURTIS WENNBERG: We could
2 certainly do that.

3 MS. KATHLEEN MCCANDLESS: So that
4 would be an undertaking to provide an explanation for
5 the collision claims in 2013 and 2014, as set out at
6 slide 3 of MPI Exhibit Number 48.

7

8 --- UNDERTAKING NO. 9: MPI to provide an
9 explanation for the
10 collision claims in 2013
11 and 2014, as set out at
12 slide 3 of MPI exhibit
13 number 48.

14

15 (BRIEF PAUSE)

16

17 MR. STEVE SCARFONE: So I'm advised,
18 Ms. McCandless, that Mr. Johnston should be able to
19 answer your question, and if he can't, then we can get
20 that undertaking.

21 MS. MCCANDLESS: Thank you.

22 We've also heard a fair amount already
23 about contributing factors to serious collisions. And
24 if we look at page 5 of the PDF of MPI Exhibit Number
25 6, so that's the progress report for the Provincial

1 Road Safety Committee. And it's page 5 of the PDF.

2 Yes, that was good, if we scroll back up, Kristen,

3 thank you.

4 So as I understand this graphic, it
5 represents that four (4) contributing factors, so
6 distracted driving, speeding, impaired driving, and
7 losing control driving off the roadway that continue
8 to lead the way in fatal and serious injury crashes in
9 Manitoba.

10 And you would agree that's what we see
11 in front of us here, statistics for 2013 through to
12 2017?

13 MR. CLIF EDEN: Yes, we agree.

14 MS. KATHLEEN MCCANDLESS: And looking
15 at the percentage of those collisions that are the
16 contributing factors, distracted driving we see an
17 increase in -- significant increase from the 2016 to
18 2017. So 28 percent in 2016 and 41 percent in 2017,
19 yes?

20 MR. CLIF EDEN: Yes.

21 MS. KATHLEEN MCCANDLESS: And so does
22 MPI have any information as to whether that trend is
23 continuing in that direction at this time?

24

25 (BRIEF PAUSE)

1 MR. CLIF EDEN: Yes, we do have data
2 from our TCSR, Traffic Collision Statistics Report for
3 2018, and it looks like distracted driving overall --
4 for overall number of collisions is 28 percent. And
5 when we look at the fatal collisions, it's 28 percent
6 as well.

7 MS. KATHLEEN MCCANDLESS: Thank you.

8 So further on the issue of distracted
9 driving initiatives then, at LP attachment A, appendix
10 6, so this is part of the materials that were included
11 in Mr. Keith's report that were prepared by MPI for
12 the road safety technical conference, at page 81 of
13 the PDF.

14

15 (BRIEF PAUSE)

16

17 MS. KATHLEEN MCCANDLESS: Thank you,
18 Kristen.

19 So this -- this slide depicts what the
20 current initiatives are, from MPI's perspective, to
21 address distracted driving, or some of them?

22 MR. CLIF EDEN: Correct.

23 MS. KATHLEEN MCCANDLESS: Now, with
24 respect to the DRIVR-X virtual reality experience for
25 young drivers, can you give an update as to where that

1 program is at and where it might be headed?

2 MR. CLIF EDEN: So this program is
3 currently offered to high school Driver Ed students,
4 as well as we do community events throughout the
5 province where we offer this -- this virtual reality
6 experience as well.

7 So the focus has been primarily on
8 young drivers with this technology, and -- and it does
9 show what the risks are. So when we go to an event or
10 we're at a high school Driver Ed class, we actually
11 survey the students about their experience. And what
12 we've found is that they -- that it -- that about 80
13 percent of them understand the risk associated with
14 poor driving behaviour and the same percentage looks
15 at potentially whether they'll change their behaviour
16 after seeing it.

17 But I -- I just wanted to mention that,
18 because I think this is an opportunity of where we can
19 improve on our measures because we -- we survey
20 students right after taking this experience and get
21 their immediate feedback after taking it, and it's
22 relatively positive.

23 But the -- but there may be an
24 opportunity for us to -- to survey or reach out and
25 talk to the students prior to doing this initiative to

1 get their sense on what the risk is, and then deliver
2 the experience and then talk to them maybe down the
3 road to see if the message and the experience is long-
4 lasting.

5 So this would be an example of where we
6 continually try to improve how we measure and monitor
7 our programming.

8 MS. KATHLEEN MCCANDLESS: Thank you.
9 And we did hear a fair bit already about enhanced
10 enforcement.

11 And just to clarify, so would it be
12 fair to say that MPI allocates a certain amount of
13 funding to enhanced enforcement measures, and then
14 determines on a basis of priorities to which
15 programming that enhanced enforcement will be
16 allocated, so a portion may be allocated to RoadWatch
17 or to distracted driving enforcement depending on what
18 the operational plan is seeing in terms of priorities?

19 MR. CLIF EDEN: From the agency
20 perspective? Is that -- sorry?

21 MS. KATHLEEN MCCANDLESS: How -- how
22 MPI would allocate its funds to different enhanced
23 enforcement programming? So, there's RoadWatch. But
24 there's also distracted driving enforcement.

25 MR. CLIF EDEN: Right.

1 MS. KATHLEEN MCCANDLESS: Right.

2 MR. CLIF EDEN: Right. So, within our
3 enhanced enforcement budget we would look at spending
4 more money towards impaired driving and distracted
5 driving than we would for perhaps school zone funding,
6 for instance, and that's based on the priority setting
7 that we've done going into it.

8 And, again, as I think that Curtis and
9 -- and Ward has mentioned today, we work with our law
10 enforcement partners in terms of determining what that
11 ultimate budget will be.

12 And a lot of that is contingent upon
13 their resources available to conduct that enforcement
14 -- that off-duty enforcement for us.

15 MS. KATHLEEN MCCANDLESS: Thank you.
16 At the bottom of the slide, we see the, "Save the 100
17 (Last Day) campai -- campaign," yes?

18 MR. CLIF EDEN: Correct.

19 MS. KATHLEEN MCCANDLESS: And is that
20 also part of the traffic safety culture initiative?

21 MR. CLIF EDEN: Yes, it is. So, I was
22 just going to mention the Last Day. When we kicked
23 off the traffic safety culture campaign last fall
24 there were three (3) commercials that were part of
25 that -- that campaign. And Last Day was sort of the

1 mid-campaign where we -- we went out with numbers that
2 -- that explain the issue and -- and what we wanted to
3 -- to change.

4 Then we came out with a specific topic
5 about, in this case, distracted driving, which we are
6 currently -- or we just have redone, as well. And
7 then the last campaign was sort of encouraging people
8 to do the right thing and what they can do to do the
9 right thing.

10 So, it was part of that three (3)
11 commercial kickoff that we did last fall.

12 MS. KATHLEEN MCCANDLESS: Thank you.
13 And I understand that MPI has conducted some -- some
14 research into the effectiveness of the campaign to
15 date?

16 MR. CLIF EDEN: Yes. We've done a com
17 -- an advertising communication evaluation of that --
18 yeah, that campaign.

19 MS. KATHLEEN MCCANDLESS: And,
20 Kristen, if we could please go to CAC-MPI-1-65,
21 Appendix 2. So, is this the evaluation of the Save
22 the 100 campaign that we were just speaking about?

23 MR. CLIF EDEN: Yeah. So, this is the
24 awareness ad campaign evaluation.

25 MS. KATHLEEN MCCANDLESS: And if we go

1 to page 3 of this evaluation, at the very top of the
2 screen, on the left side, we see, "Campaign's impact
3 on driving behaviour."

4 And the respondents say just 18 percent
5 said campaign changed their driving behaviour. This
6 is lower than the corporate norm of 27 percent, yes?

7 MR. CLIF EDEN: That's correct.

8 MS. KATHLEEN MCCANDLESS: What percent
9 -- so the corporate norm is 27 percent. So, with
10 respect to this type of a response then, what are the
11 lessons learned, from the Corporation's perspective?

12 MR. CLIF EDEN: Well, maybe a couple
13 of things because I think -- I think Ward mentioned in
14 his presentation today that -- that, as Manitobans, we
15 feel that we're a good driver, but the person beside
16 us isn't a good driver.

17 And I think that's where some of this
18 response is coming from because when we asked the
19 question, will it change your driving behaviour, what
20 we found it a lot of people came back and said, no, it
21 won't because I am a good driver.

22 But -- but this is sort of built on our
23 traffic safety culture initiative, and that's -- which
24 is going to take time for people to -- to recognize
25 that they can be part of the solution and they can be

1 an active participant in improvement traffic safety
2 culture.

3 So, we would anticipate perhaps, once
4 people recognize that they are part of that solution,
5 this -- this data actually might go up. So, we'll
6 continue to -- to monitor and to -- to look at this
7 and do ad campaign evaluations on this, but we're
8 anticipating perhaps that number will go up.

9 MS. KATHLEEN MCCANDLESS: Thank you.
10 If we could go, please, Kristen, to EXP-39. So,
11 that's from the expenses section of the filing at page
12 53. Thank you.

13 So, this table shows the actual amount
14 spent in fiscal 2018/'19 on road safety and loss
15 prevention programming compared with the 2019/'20
16 forecast base, yes?

17 MR. CLIF EDEN: Correct.

18 MS. KATHLEEN MCCANDLESS: And so, of
19 note at line 3 would be an -- the increased amount
20 allocated to impaired driving strategies?

21 MR. CLIF EDEN: Yes.

22 MS. KATHLEEN MCCANDLESS: And could
23 you just explain where that increased funding is going
24 to?

25 MR. CLIF EDEN: So, some of that is

1 allocated for purchasing of automated speed -- or
2 sorry, automated licence plate readers with our police
3 partners.

4 What we've done is we've set aside some
5 money to do that, to help with their policing efforts,
6 and as well as there's money allocated for our Save
7 the 100 campaign that wasn't there before.

8 MS. KATHLEEN MCCANDLESS: At line 4 we
9 see an increase to speed management strategies --

10 MR. CLIF EDEN: Yes.

11 MS. KATHLEEN MCCANDLESS: -- eight
12 hundred and fifty thousand (850,000)? And can you
13 explain what that relates to?

14

15 (BRIEF PAUSE)

16

17 MR. CLIF EDEN: So, the majority of
18 that increase is for development of a speed campaign,
19 again, for Save the 100 as well as we had put some
20 money aside for -- seed money for automated speed
21 enforcement to -- in order to look at potentially how
22 we could support that.

23 So, that's the bulk of that -- that
24 budget increase.

25 MS. KATHLEEN MCCANDLESS: Thank you.

1 Just going back to impaired driving prevention
2 strategies, did you mention that that increase is in
3 part due to licence plate readers?

4 MR. CLIF EDEN: Yes.

5 MS. KATHLEEN MCCANDLESS: And -- and
6 can -- perhaps you could just explain how that's
7 related to impaired driving prevention?

8 MR. CLIF EDEN: Well, it's under our
9 enhanced enforcement budget. So, it's sort of --
10 that's -- when this is put together, that's included
11 within that line item.

12 So, it -- in some ways, there is the
13 opportunity -- so, the advantage of automated speed --
14 or sorry, automated licence plate reader is -- is for
15 police to be able to -- to stop a vehicle, looking for
16 an un -- unregistered vehicle or unlicensed driver.

17 So, from a -- from an impaired driving
18 perspective, there's always the opportunity to -- as
19 well, to -- to just stop that -- that individual and -
20 - and check for whether they're impaired or not.

21 MR. CURTIS WENNERBERG: Maybe just to
22 add a little bit on that. There's a couple of other
23 parts that were in that impaired driving. We did have
24 two hundred thousand dollars (\$200,000) that was part
25 of the roadside survey that we were just talking about

1 for drugs, but we are going to have to push it out of
2 this year's budget into next year so that it's in
3 there, but it's -- it's probably not going to show up
4 this year.

5 And then the other piece was taking its
6 portion of some increased advertising that we had done
7 from some of the traffic safety culture on impaired,
8 so those together is the -- is the -- is the extra.

9 MS. KATHLEEN MCCANDLESS: Thank you.
10 Then we see the decrease at line 6 to auto crime
11 prevention strategies. And I understand that's with
12 respect to the discontinuance of the immobilizer
13 program?

14 MR. CLIF EDEN: That's correct.

15 MS. KATHLEEN MCCANDLESS: Then line 9
16 we see, "Safety programming other," and a decrease of
17 four hundred and thirty-eight thousand (438,000). And
18 I understand that's for media cost related to the Save
19 the 100 campaign?

20 MR. CLIF EDEN: That's correct.

21 MS. KATHLEEN MCCANDLESS: And can you
22 explain why that amount is being -- or that item's
23 being reduced?

24 MR. CLIF EDEN: Well, in -- in 1819,
25 as I mentioned, the kickoff of the campaign was

1 significant. We had three (3) different campaigns.
2 Sorry, we had one (1) campaign but three (3) different
3 creatives developed for that campaign, and that --
4 there's an investment to that.

5 So, in 1920, we would not have the same
6 production costs as -- as we would have when we
7 launched the program.

8 MS. KATHLEEN MCCANDLESS: Thank you.
9 Now, just to touch briefly on the issue collisions on
10 rural roads. Kristen, could you please go to Appendix
11 6, page 118, of attachment A?

12

13 (BRIEF PAUSE)

14

15 MS. KATHLEEN MCCANDLESS: Again, this
16 is part of the documentation that was prepared by MPI
17 for the Road Safety Technical Conference. 118,
18 please. Thank you.

19 So this statistic shows -- or the --
20 the title of the slide is "Two-thirds of failed
21 crashes are in rural areas."

22 And if we scroll down now to page 121,
23 we see that the vast majority of unbelted fatalities
24 or serious injuries occur in rural settings. Yes?

25 MR. CLIF EDEN: That's correct.

1 MS. KATHLEEN MCCANDLESS: Now, MPI had
2 -- had mentioned at the technical conference that it
3 was going to undertake a review of its occupant
4 restraint programming. And is that review under way?

5 MR. CLIF EDEN: Yes, it is.

6 MS. KATHLEEN MCCANDLESS: Okay. And
7 so what's the status of -- of that?

8 MR. CLIF EDEN: Well, we're still
9 working through it. As -- as you can appreciate, it's
10 -- it's a lot of work in terms of pulling that
11 information together and -- because we also look at
12 what we've done as well as what other jurisdictions
13 have done. So we would anticipate that -- that review
14 to be done by the end of the calendar year or
15 potentially early in the -- in the next calendar year.

16 MS. KATHLEEN MCCANDLESS: Thank you.
17 And if we continue on to page 122 of this document,
18 there's mention of the gravel road enhanced
19 enforcement, and then in 2017 RCMP and MPI partnered
20 on a program to conduct enhanced enforcement on gravel
21 roads in rural areas. Yes?

22 MR. CLIF EDEN: Correct.

23 MS. KATHLEEN MCCANDLESS: And if we
24 scroll down to the next page, we see that speeding was
25 the most common offence with gravel road enhanced

1 enforcement, and that due to the success of the pilot,
2 that funding was provided for a second year.

3 So is that something that MPI envisions
4 it will continue in the future?

5 MR. CLIF EDEN: Yes, we do.

6 MS. KATHLEEN MCCANDLESS: When it
7 comes to allocating resources towards enhanced
8 enforcement, I appreciate your comments and Mr.
9 Wennberg's comments about the availability of police
10 resources.

11 I guess when you've got RCMP versus
12 police, is there an opportunity to increase your
13 enhanced enforcement because you're dealing with two
14 (2) different police forces?

15 MR. CLIF EDEN: Sorry, can you repeat
16 that question?

17 MS. KATHLEEN MCCANDLESS: Well, if
18 you've got -- so you've got the Winnipeg City Police,
19 and they've got a finite amount of resources they can
20 allocate towards enhanced enforcement.

21 MR. CLIF EDEN: Right.

22 MS. KATHLEEN MCCANDLESS: With RCMP,
23 this is a different police force, a different -- and
24 different resources. It's possible to increase
25 enhanced enforcement, so you've got more enhanced

1 enforcement in rural areas.

2 MR. CLIF EDEN: It's -- it's really up
3 to the agencies that we work with. So when we
4 collaborate on what programs we will do with them,
5 they will bring forward sort of any resource
6 constraints that they may have.

7 So is there an opportunity --
8 opportunity to increase rural enhanced enforcement?
9 Potentially, because they can look at potentially
10 adding addition -- additional detachments within the
11 area, so there is that potential opportunity but again
12 we would take direction on them, whether those
13 resources are available.

14 MS. KATHLEEN MCCANDLESS: Thank you.
15 On the issue of wildlife collisions -- just carry on
16 through this same document at page 141.

17 We see that MPI provided or purchased a
18 single variable message sign -- messaging signboard
19 for use by Riding Mountain National Park. Yes?

20 MR. CLIF EDEN: Correct, yes.

21 MS. KATHLEEN MCCANDLESS: And that's
22 in addition to the variable messaging system -- or
23 signage that MPI provides within the City of Winnipeg.

24 MR. CLIF EDEN: Correct.

25 MS. KATHLEEN MCCANDLESS: And so MPI's

1 provided what it's described as a cost-effective
2 approach for Riding Mountain with year-round usage of
3 this variable --

4 MR. CLIF EDEN: That's correct. So
5 the -- so by purchasing a board and having it up,
6 relaying messaging throughout the year, it was much
7 more cost-effective in doing that than it would be to
8 rent the boards for a period of time.

9 So they can take ownership of where the
10 boards are move them around within the park, and as
11 you can appreciate, there's a lot of wildlife that
12 travels across Number 10 Highway through the park.

13 MS. KATHLEEN MCCANDLESS: And is that
14 something that MPI has considered expanding to other
15 rural areas?

16 MR. CLIF EDEN: In terms of purchasing
17 a -- a board?

18 MS. KATHLEEN MCCANDLESS: Yeah.

19 MR. CLIF EDEN: So we work with
20 Manitoba Infrastructure when it comes to whether
21 boards can be placed, and so that's an ongoing
22 discussion with them.

23 So at this point in time, we haven't
24 considered purchasing a board to be used in other
25 locations with -- within the province. That would

1 have to be discussed and agreed to collaboratively and
2 collectively with Manitoba Infrastructure.

3 MS. KATHLEEN MCCANDLESS: Thank you.
4 Lastly, just some questions about action items from
5 the...

6

7 (BRIEF PAUSE)

8

9 MR. CLIF EDEN: If I could add one (1)
10 thing that we are proposing and wanting to -- looking
11 at doing, is -- so aside from the variable message
12 boards that we do with -- for speed, we also have a
13 program that we're working with other communities in
14 putting up a speed display side, which is slightly
15 different.

16 They're smaller but it provides the
17 driver feedback in terms what their speed is doing,
18 and -- and research has indicated that those boards
19 have a much -- have a really, really good effect in
20 terms of correcting people's behaviour, lowering your
21 speed. So that's something that we're working with
22 other rural communities and municipalities, but that's
23 outside of -- of the VMS boards that we're talking
24 about here.

25 MS. KATHLEEN MCCANDLESS: And that's a

1 discussion that's ongoing at this time?

2 MR. CLIF EDEN: Correct.

3 MS. KATHLEEN MCCANDLESS: And so has
4 that been implemented yet or is it in planning phase?

5 MR. CLIF EDEN: I think it -- we're
6 close, but it hasn't been implemented yet.

7 MS. KATHLEEN MCCANDLESS: Do you know
8 when that'll be implemented?

9 MR. CLIF EDEN: We're planning to go
10 out for RFP shortly, so I would think that it would be
11 within the next couple of months.

12 MS. KATHLEEN MCCANDLESS: Thank you.
13 So then lastly, just a few questions on some action
14 items from the technical conference.

15 MR. CLIF EDEN: Okay.

16 MS. KATHLEEN MCCANDLESS: If we could
17 go to page 6 of the Loss Prevention Section of the
18 filing, and -- and, Mr. Wennberg, you did speak about
19 this particular action item this morning. Just one
20 (1) question of clarification. So it's Part 7, Loss
21 Prevention, page 6, please.

22

23 (BRIEF PAUSE)

24

25 MS. KATHLEEN MCCANDLESS: Thank you.

1 That's right at the top there, Item 5 -- was:

2 "MPI to consider engaging MTA [so
3 that's Manitoba Trucking
4 Association] more directly on the
5 Provincial Road Safety Committee
6 and/or working groups related to
7 heavy commercial vehicle safety as
8 they are formed."

9 Yes?

10 MR. CURTIS WENBERG: Yes.

11 MS. KATHLEEN MCCANDLESS: You
12 mentioned this morning that -- that MPI has been
13 engaging with them with respect to MELT.

14 MR. CURTIS WENBERG: Yes, very
15 directly.

16 MS. KATHLEEN MCCANDLESS: And is that
17 the only initiative with -- you're engaging MTA at
18 this time or is there a -- is there a plan to engage
19 them further?

20 MR. CURTIS WENBERG: We would invite
21 them to our external stakeholder committee on loss
22 prevention and in there they -- their -- their voice
23 can -- can be heard and take place.

24 And then we're -- there also may be --
25 if there's other working groups or technical group on

1 heavy vehicles, if -- if there's -- if there's an
2 interest in having that, then they could participate
3 on that as well.

4 MS. KATHLEEN MCCANDLESS: And this
5 wasn't outlined specifically as an action item, but
6 Mr. Keith did mention it this morning, that in the
7 context of the technical conference that CAA had
8 offered to share its survey findings on its nash --
9 nationwide surveys on building traffic safety culture.

10 Has MPI engaged with CAA on that as
11 yet?

12 MR. CURTIS WENNBERG: Go ahead.

13 MR. CLIF EDEN: We have met with the
14 new representative from CAA, so we haven't
15 specifically asked for that piece of information but
16 that -- we will follow up on that.

17 MS. KATHLEEN MCCANDLESS: Thank you,
18 Madam Chair. Those are my questions. I apologize to
19 counsel for the Interveners, I was slightly over on my
20 time estimate.

21 THE CHAIRPERSON: Thank you, Ms.
22 McCandless. Ms. Dilay...?

23 MS. KATRINE DILAY: Thank you, Madam
24 Chair. Good afternoon, Mr. Wennberg and Mr. Eden.
25 Madam Chair, I do expect to be probably forty-five

1 (45) minutes, depending on how this goes, and so if
2 it's appropriate I could suggest an appropriate time
3 for a break around 2:30 if the Board wishes to -- to
4 do that.

5 THE CHAIRPERSON: I think that if
6 you're at forty-five (45) minutes, we can break at
7 quarter to 3:00. Thank you.

8 MS. KATRINE DILAY: Thank you.

9

10 CROSS-EXAMINATION BY MS. KATRINE DILAY:

11 MS. KATRINE DILAY: Mr. Wennberg and
12 Mr. Eden, I won't direct my questions to one (1)
13 person in particular, so feel free to answer depending
14 on whose best suited.

15 I'd like to start with a short
16 discussion about traffic fatality rates and serious
17 injury collisions in Manitoba.

18 Kristen, if we could look at Part 7,
19 Loss Prevention, Attachment A, which is the Summary
20 Report of the Technical Conference, and page 12.

21 And if we look here at the end of the
22 first paragraph, you'll agree that while the traffic
23 fatality rate in Manitoba over the ten-year period is
24 trending down, the fatality rate in Manitoba was
25 slightly higher than the Canadian average of 5.0

1 deaths per 100,000 population in 2017, correct?

2 MR. CURTIS WENNBERG: Correct.

3 MS. KATRINE DILAY: And in addition on
4 the same page, two (2) paragraph down, the one that
5 starts with, "With respect to serious injury
6 collisions," you'll agree that it says that:

7 "With respect to serious injury
8 colligen -- collisions, by that more
9 specifically, MPI data indicates the
10 rate of serious injuries per 100,000
11 population has trended upward over
12 the ten-year reporting period."

13 Correct?

14 MR. CURTIS WENNBERG: Yes.

15 MS. KATRINE DILAY: And the upward
16 trending is most pronounced since 2014 and is contrary
17 to the downward trending reported for Canada overall,
18 correct?

19 MR. CURTIS WENNBERG: Correct, except
20 if you look at the traffic fatality rate for us, it
21 did blip up recently, but where it's trended back --
22 sorry, are we talking about fatality or serious
23 injury, pardon me?

24 MS. KATRINE DILAY: Here, serious
25 injuries.

1 MR. CURTIS WENNBERG: Serious
2 injuries.

3 MS. KATRINE DILAY: And I believe you
4 referred to serious injuries in your presentation this
5 morning at Slide 6, if I'm not mistaken.

6 MR. CURTIS WENNBERG: Yes, that's
7 correct. So -- so if you look at the most recent data
8 on 2016 where we were at the highest peak of the most
9 recent years, then yes, it's higher than from 2008.
10 It went down slightly to 30.5 and it's less than 2008-
11 2009.

12 So, you know, depending on how you want
13 to look at that chart, you could say it's -- it's
14 roughly flat. In general though, Manitoba did trend
15 down for seven (7) years of that ten-year decade and -
16 - and then in the last three (3) years it's bumped
17 back up, would be the best way to describe that --
18 that piece, but it -- I would -- because of the nature
19 of this -- like we talked about before, this is
20 representing between three (3) and four hundred (400)
21 people that are admitted into hospital.

22 It's a very small number and so you end
23 up a small number of biases and -- and there's a
24 recent jump up there, but we can't explain what it is.

25 So we believe that will trend back down

1 into the mean of where it was, and we hope that's
2 where it's going to end up.

3 MS. KATRINE DILAY: But you can
4 confirm that the -- the upward trending has been more
5 -- most pronounced since 2014, correct?

6 MR. CURTIS WENBERG: That's exactly
7 right, yeah.

8 MS. KATRINE DILAY: Thank you. My
9 next questions will relate to one (1) of the
10 recommendations that CAC Manitoba made at the
11 technical conference on road safety. And if we could
12 turn, Kristen, to page 66 of this report. And if you
13 go down about -- in the bottom third. Thank you. And
14 the first bullet there.

15 You'll see that that was one (1) of the
16 recommendations from CAC Manitoba, correct?

17 MR. CURTIS WENBERG: The first item
18 you're referring to?

19 MS. KATRINE DILAY: Yes.

20 MR. CURTIS WENBERG: Yeah.

21 MS. KATRINE DILAY: And if we -- if we
22 take a look at it, you'll agree that it says:

23 "CAC recommends that as part of the
24 provincial road safety plan, a
25 provincial road safety budget be

1 made available to the public and be
2 included in a provincial strategy.
3 Doing so would help to align efforts
4 of all parties responsible for road
5 safety, including MPI, the Province
6 of Manitoba, municipalities, and
7 other relevant agencies, and doing
8 so would also assist the Board in
9 determining if MPI's portfolio is
10 being optimized from a rate-setting
11 perspective."

12 Correct?

13 MR. CURTIS WENBERG: Correct.

14 MS. KATRINE DILAY: And generally
15 speaking, and without necessarily elaborating on this,
16 you'll agree that MPI is not the only entity involved
17 in road safety efforts in Manitoba.

18 MR. CURTIS WENBERG: Yes. We tried
19 to reinforce that point at the technical conference.

20 MS. KATRINE DILAY: And this morning,
21 I believe, as well, correct?

22 MR. CURTIS WENBERG: Yes, correct,
23 yeah.

24 MS. KATRINE DILAY: So, Kristen, if we
25 could turn to Loss Prevention, Attachment B.

1 (BRIEF PAUSE)

2

3 MS. KATRINE DILAY: And you'll agree
4 that Attachment B is the Manitoba Road Safety Plan,
5 2017-2020 Progress Report from December 2018?

6 MR. CURTIS WENBERG: Yes.

7 MS. KATRINE DILAY: And if we turn to
8 page 6, we can see here that some of the -- or some of
9 these entities that are listed on this page would play
10 a role in addressing some of the province's road
11 safety issues, correct?

12 MR. CURTIS WENBERG: Yes, or raising
13 potential ideas for the Provincial Road Safety
14 Committee to consider and then potentially fund,
15 either individually or as a group, depending on what
16 it was.

17 MS. KATRINE DILAY: And so you did
18 anticipate part of my next question. So this would
19 mean that some or all of these agencies have a budget
20 that would be spent on initiatives relating to road
21 safety?

22 MR. CURTIS WENBERG: Potentially,
23 yes.

24 MS. KATRINE DILAY: So, generally
25 speaking and without elaborating on this, you'll agree

1 that governments and governmental organizations have
2 the responsibility to manage scarce resources?

3 MR. CURTIS WENNBERG: I agree.

4 MS. KATRINE DILAY: And that they have
5 to demonstrate returns on their investments?

6 MR. CURTIS WENNBERG: Agree, and it
7 depends on the common definition of returns. But I
8 think what you're meaning is that you need to make
9 sure you get value for money and you track -- you
10 track the -- the objectives of whatever it was you
11 were doing, yes.

12 MS. KATRINE DILAY: Thank you.

13 And you'll agree that generally
14 speaking, collectively, stakeholders working together
15 on an issue can experience synergies and the overall
16 expenditures could be less with the same measurable
17 outcome?

18 MR. CURTIS WENNBERG: That's a bit
19 more of a generic statement.

20 I think what I find is when it comes to
21 different items in business, generally, or in -- in
22 the road safety environment, you want to make sure
23 that the -- the players involved -- like as you see,
24 you've got -- you've got well over ten (10), you've
25 got -- you've got others that aren't mentioned here

1 that would maybe have a stake in -- or want to be a
2 seat at a table.

3 But maybe there is two (2) or three (3)
4 entities that really need to get together to combine
5 on forming a strategy and getting it out the door.
6 And I think what's important is to make sure you get
7 the right people at the table, so you have the right
8 people on point, and then they just move on.

9 Sometimes if you have too many folks in
10 a room, and I think that's what others may have said
11 in this room too, is if you have too many -- too many
12 voices, too many opinions, sometimes it can take too
13 long to actually get movement on things.

14 MS. KATRINE DILAY: But would you
15 agree that working together, stakeholders can often
16 achieve more in total than they may be able to do
17 individually?

18 MR. CURTIS WENBERG: Again, that
19 depends. I -- I know you're -- you're trying to -- to
20 get a -- a statement out of me like that, but it's
21 great when we can get involvement of stakeholders. I
22 really enjoyed working with the Bike Winnipeg group,
23 for example, on some of the bikes.

24 I really enjoyed our teams working with
25 CMMG on some of the motorcycle initiatives that we're

1 working on, like some of the pricing of the
2 motorcycles and -- and there's actually implications
3 of safety when we -- when we're going to get to that.
4 That's really important.

5 But what we did is we invited the CMMG
6 leadership or the Bike Winnipeg leadership to the
7 table and we didn't invite all twelve (12) groups,
8 simply because we wanted to have some very hard-
9 hitting impactful discussions at that table.

10 So -- so that -- generally how I think
11 we want to make sure we -- we get to these
12 initiatives.

13 I think in this -- in this morning
14 alone or in the afternoon we probably raised about
15 thirty (30) different initiatives that we were doing
16 in road safety in one aspect or another. There's
17 multiple, multiple areas and -- and so we want to make
18 sure they get the right people and the right ones.

19 MS. KATRINE DILAY: And just to pick
20 up on exactly those last few words, how do you ensure
21 or decide who are the right people?

22 MR. CURTIS WENNBERG: Well, at the
23 provincial road safety committee level, what we do, we
24 -- we will take a look at the suggestions that come up
25 by the different working groups or technical groups,

1 and they will suggest themes or projects that we
2 undertake.

3 We'll try to determine, and they
4 determine for us, what's the actual value at, what's
5 the business case of doing what they suggest. And we
6 then try with our different groups, both people
7 resources and budget resources, which ones are we
8 going to fund and which ones of those do we think are
9 high priority versus low priority.

10 Then once we have that list we'd say
11 okay, well who's -- who's going to be lead on this?
12 There's obvious leads on some, and then support
13 groups, and there's, you know, maybe not obvious leads
14 on others. And then it's up to that group to get
15 going and get started and move on.

16 And then, beyond the PRSE, like if it's
17 just MPI's areas, Clif and his team may focus on the
18 obvious choice, like for the bike programs or, you
19 know, for -- for whatever, we will pick and choose who
20 the right players are.

21 MS. KATRINE DILAY: Thank you.

22 And you'll agree that under the safe
23 systems approach, shared responsibilities -- shared
24 responsibility, pardon me, is one (1) of the key
25 components.

1 MR. CURTIS WENNBERG: Yes, shared
2 responsibility and for a common goal, like the -- the
3 view that Vision Zero is that any accident is actually
4 a fault of the system in some way.

5 So we all take accountability and
6 ownership that if someone is killed in an -- in a car
7 accident, it's either a failure of the -- of the --
8 the roads, it's a failure of maybe my licensing, it
9 could be a failure that we aren't -- we don't have the
10 right awareness and culture out there, it could be a
11 failure of our laws and -- and enforcement of those
12 laws.

13 But in -- what we all do, and we're
14 trying to get together in the meeting, is we say
15 that's the common goal, let's try and get our systems
16 around that.

17 We know going from eighty (80)
18 fatalities to zero is not going to happen over night,
19 but we will coalesce around the goals of fatalities
20 should be trending down, serious injuries should be
21 trending down over time and we know it's an over time
22 thing as well, so we have a mature view on that.

23 But -- but that's where we're all
24 driving for together.

25 MS. KATRINE DILAY: And you'll also

1 agree, and without necessarily elaborating, that a
2 safe systems approach requires commitment and
3 collaboration between all levels of government and
4 private sector stakeholders with a mutual interest in
5 road safety?

6 MR. CURTIS WENNBERG: In general
7 terms, yes.

8 MS. KATRINE DILAY: And for a possible
9 example of this cooperation, Kristen, can we turn to
10 attachment A, appendix 4 of loss prevention.

11 And this is the Manitoba Road to Zero
12 plan, 2017/2020, correct? Thank you.

13 MR. CURTIS WENNBERG: Yes.

14 MS. KATRINE DILAY: And if we turn to
15 page 17, the plan here outlines the type of data
16 collected by the various Manitoba organizations,
17 correct?

18 MR. CURTIS WENNBERG: Yes.

19 MS. KATRINE DILAY: And if we look --
20 if we go just a little bit down the page, Kristen,
21 sort of right in the middle of the page, do you see
22 the words "greater collaboration"?

23 MR. CURTIS WENNBERG: Yes.

24 MS. KATRINE DILAY: And so the plan
25 says a greater collaboration on what date as collected

1 and for what purposes needed, further to the extent
2 possible consolidating this data and storing it in one
3 place enables all stakeholders access to the same
4 information for decision-making, correct?

5 MR. CURTIS WENNBERG: Yes.

6 MS. KATRINE DILAY: And I'd like to
7 show you a couple of references from a previous Public
8 Utilities Board Order, 135 of 2014.

9 And I did advise counsel for MPI I may
10 be referring to this yesterday. Were you aware that I
11 may be referring to this Board Order today?

12 MR. CURTIS WENNBERG: Yes.

13 MS. KATRINE DILAY: Thank you. And
14 have you had a chance to review pages 63 and 64?

15 MR. CURTIS WENNBERG: Yes.

16 MS. KATRINE DILAY: So on page 63,
17 right under CAC, you'll see there that there's a
18 message from Ms. Mavis Johnson of the Canadian Traffic
19 Safety Institute that road safety expenditures should
20 be justified in terms of their cost effectiveness,
21 both financially and socially, at the program level,
22 the portfolio level, and within an integrated road
23 safety approach, correct?

24 MR. CURTIS WENNBERG: Yes.

25 MS. KATRINE DILAY: And if we turn to

1 page 64, under "Board findings," in the second
2 paragraph under "Board findings," you'll agree that
3 the Board stated that both road safety and loss
4 prevention are significant issues for the corporation
5 that effect basics revenue requirement in a direct and
6 material way, and thus impact rates. As such it is
7 imperative that the value for -- from these programs
8 be maximized, correct?

9 MR. CURTIS WENNBERG: Correct.

10 MS. KATRINE DILAY: And just below, if
11 you look at the first bullet under "the Board orders
12 that," the loss prevention and road safety framework
13 proposed by MPI be pursued in context -- in which
14 context the optimal size of the applicable budget must
15 be examined, correct?

16 MR. CURTIS WENNBERG: Yes.

17 MS. KATRINE DILAY: And so generally,
18 and without elaborating, you'll agree that maximizing
19 the value of road safety and loss prevention programs
20 is an important consideration for the Public Utilities
21 Board when it examines MPI's road safety and loss
22 prevention budget?

23 MR. CURTIS WENNBERG: Did you say
24 maximizing or optimizing?

25 MS. KATRINE DILAY: I said maximizing,

1 but we can do either maximizing or optimizing.

2 MR. CURTIS WENNBERG: The two (2) are
3 very different. So, in a -- in our perspective, let's
4 go back to a statement about twenty (20) minutes ago
5 where resources are finite and they need to be finite
6 in any -- in any well-functioning organization.

7 And so we'll operate with finite
8 resources and in that environment you have to optimize
9 it, you can't -- you can't maximize the amount of
10 spend on -- on road safety, we need to make sure that
11 we're optimal in -- in how we do it, and we try and
12 make sure that the frameworks and choices on what we
13 do has -- has strong returns.

14 MS. KATRINE DILAY: Thank you.

15 And I think that the word "maximize"
16 came from one (1) of the Board findings that the value
17 from those programs be maximized. So that was my
18 mistake. Thank you.

19 MR. CURTIS WENNBERG: Okay.

20 MS. KATRINE DILAY: Kristen, if we
21 could turn to the information request, CAC MPI1-65B?

22 And Mr. Wennberg or Mr. Eden, you'll
23 agree that CAC Manitoba in this IR asked for a
24 spreadsheet of programs and associated budgets
25 identifying the lead and supporting agencies and their

1 respective funding to assist in the determination of
2 whether the MPI investment is optimized, correct?

3 MR. CURTIS WENBERG: Correct.

4 MS. KATRINE DILAY: And if we go to
5 the answer which I believe is on this page -- thank
6 you -- you'll agree that MPI answered:

7 "The list of potential action items
8 or programs have been provided to
9 government, a review and discussion
10 with participating stakeholder
11 organizations, including any
12 proposed budget requirements is
13 still to be finalized."

14 Correct.

15 MR. STEVE SCARFONE: Just I don't mean
16 to be disruptive. To the extent that the witnesses
17 are going to be asked to confirm how a document reads,
18 MPIC will agree that a document reads as indicated on
19 the document.

20 MS. KATRINE DILAY: Thank you, Mr.
21 Scarfone. Just making sure that the witness knows
22 what I'm referring to before posing my next question.

23

24 CONTINUED BY MS. KATRINE DILAY:

25 MS. KATRINE DILAY: And so, Mr.

1 Wennberg, you'll agree that currently there is no
2 spreadsheet of road safety programs and associated
3 budget with -- which identifies the lead and
4 supporting agencies and their respective fundings?

5 MR. CURTIS WENNBERG: Correct.

6

7 (BRIEF PAUSE)

8

9 MS. KATRINE DILAY: And if we turn to
10 CAC-MPI-2-21...

11

12 (BRIEF PAUSE)

13

14 MS. KATRINE DILAY: And so, in this
15 Information Request, as a followup to the previous one
16 (1) we just looked at, CAC (Manitoba) asked MPI for
17 any available time lines with respect to that -- that
18 spreadsheet, correct?

19 MR. CURTIS WENNBERG: Yes.

20 MS. KATRINE DILAY: And you'll agree
21 that MPI did not provide a specific month or year in
22 which the Provincial plan with action items and budget
23 requirements would be ready, correct?

24 MR. CURTIS WENNBERG: Correct. We'll
25 have to work that through with the different groups.

1 MS. KATRINE DILAY: And if we look at
2 the next page, the first paragraph there... And I'll
3 just give you a second to look at that first
4 paragraph.

5

6 (BRIEF PAUSE)

7

8 MR. CURTIS WENBERG: Yes.

9 MS. KATRINE DILAY: Can you confirm
10 whether the Provincial road safety plan with action
11 items and budget requirements asked for in the
12 question is a high priority or not?

13 MR. CURTIS WENBERG: There's -- the
14 action items are actually divided by high priority and
15 low priority items for the Provincial road safety
16 committee, and -- and so they're -- they're done in
17 that way.

18 In terms of -- from MPI's perspective,
19 there's some of those that are fully within our
20 control and some of them -- well, actually, none of
21 them are fully within our control, but -- so we have
22 to work with other stakeholders to actually execute,
23 and that includes both developing the plan and the
24 working group that's going to be a part of the
25 development of them.

1 So, in that -- in -- for that reason,
2 some of these may take a little bit more time, and --
3 and there isn't actually some time lines done on
4 these.

5 It did take us a little while to get --
6 to get these agreed to by the -- the government and
7 proper stakeholders that are part of these action
8 items, and so it's been a bit of a delay there.

9 MS. KATRINE DILAY: So, I'm not sure
10 if -- if I heard an answer, and maybe I missed it.
11 But in terms of the Provincial road safety play with
12 action items and budget requirements, is that piece a
13 high priority?

14 MR. CURTIS WENBERG: The entire
15 Provincial road safety committee? Yes, we are
16 committed to actually following through, absolutely
17 committed to the -- to the items that are on that
18 list.

19 There's on that list high priority and
20 low priority items. So, whatever's high priority on
21 the PRSC list are going to be high priorities for MPI.

22 However, for some of those, we aren't
23 owning those completing, so in -- in those we're going
24 to have to work with other stakeholders.

25 MS. KATRINE DILAY: And so, I

1 understand -- I believe you're talking about the
2 initiatives contained with -- within the plan --

3 MR. CURTIS WENBERG: Yes.

4 MS. KATRINE DILAY: -- correct? So,
5 can we just go back, Kristen, to the question here?

6

7 (BRIEF PAUSE)

8

9 MS. KATRINE DILAY: So -- so,
10 specifically what I'm asking here is not about the
11 initiatives necessarily but the -- the plan itself.
12 Kristen, could we up a little bit more?

13 So, I'm -- I'm referring to what CAC
14 (Manitoba) asked in CAC-MPI-1-65(b) in terms of a list
15 or a spreadsheet that would have all the action items
16 and budget requirements.

17 Is that -- the production of that piece
18 of it a high priority?

19 MR. CURTIS WENBERG: Okay. Okay, so
20 I have -- I have something that is an action item list
21 for us. And the Provincial -- would it make sense if
22 I just read off some of them?

23 We don't have budgets formally done on
24 these, but -- so, there is a recommended action list.
25 Here's the high priorities. One (1) is creating a

1 central repository of road safety data. It's all
2 about building the database component that had been
3 talked about before.

4 Second is research in the use of
5 automated speed enforcement for Manitoba, and -- and
6 that's a very important part. And all of these are --
7 are much beyond just MPI.

8 Another one (1) is -- another one (1)
9 is identifying road safety research projects to
10 problematic issues in high collision locations. Some
11 of that's referring to some of the new camera
12 technologies that we've seen out there. We want to
13 really take a look at that.

14 The fourth is the answer for that drug
15 and alcohol survey piece because it's not entirely
16 clear. But not just we want to see the answers to
17 that, but the -- the police services, justice.
18 There's a number of groups that want to see that one,
19 so that one remains high.

20 The fifth is evaluating the recent
21 evolving legislative countermeasures against
22 distracted driving. So, we put in the six hundred and
23 seventy-two dollar (\$672) fee, plus the demerits. And
24 we want to understand what's the -- how's that
25 actually impacting.

1 And then the last high priority one is
2 exploring and developing recommendations for
3 Manitoba's graduated driver licence regime. So, we
4 have, for example, students that don't have -- that
5 don't have restrictions necessarily on how many kids
6 are in the car. And we find really hard correlations,
7 direct correlations, with accidents with that sort of
8 rule not being in place.

9 So -- so, those are the high, high
10 priorities for that committee, and there's a couple
11 low ones, as well. But is it -- the production of
12 this document is what you're looking for?

13 MS. KATRINE DILAY: So, what -- what
14 CAC (Manitoba) requested in their Information Request
15 was a list of action items with programs and budget
16 requirements specifically.

17 And so, does that document include
18 budget requirements from --

19 MR. CURTIS WENNBERG: No.

20 MS. KATRINE DILAY: -- various
21 entities?

22 MR. CURTIS WENNBERG: No, it doesn't.

23 MS. KATRINE DILAY: And I think that's
24 the portion I'm asking for in terms of is that a high
25 priority?

1 MR. CURTIS WENNBERG: Yes. So, what
2 we're going to have to do is actually send this to the
3 working groups and develop the proper working groups
4 for each of the six (6) priorities I mentioned. We
5 need a lead on them.

6 The last exec committee at the PRSC we
7 identified where is MPI going to be a lead and where
8 is somebody else. We -- we even had some suggested
9 names. Then they're going to have to create their
10 teams, so that's next, and determine -- each of the
11 groups have to determine their own budgets, for which
12 we'll then make those teams kick off.

13 MS. KATRINE DILAY: Thank you.

14 MR. CURTIS WENNBERG: Okay.

15 MS. KATRINE DILAY: And, Kristen, if
16 we could turn to loss prevention, attachment A, page
17 28.

18

19 (BRIEF PAUSE)

20

21 MS. KATRINE DILAY: Thank you. And
22 you'll agree here that MPI is explaining its current
23 priority setting process regarding road safety?

24 MR. CLIF EDEN: Yes, that's right.

25 MS. KATRINE DILAY: Generally and

1 without elaborating, you'll agree that MPI's priority-
2 setting process regarding road safety, as described on
3 this page, is currently being applied without
4 reference to a spreadsheet of Manitoba road safety
5 programs and associated budgets and their resp --
6 their respecting -- their respective funding, correct?

7 MR. CLIF EDEN: Correct.

8 MS. KATRINE DILAY: Because as I
9 believe we just heard, this document does not exist
10 yet, correct?

11 MR. CLIF EDEN: That is correct. So,
12 what this methodology does it determine what -- what
13 issues we want to focus on from the Corporation's
14 perspective, not what the priorities of the Provincial
15 road safety committee in terms of action items are.

16 MS. KATRINE DILAY: And I just have a
17 couple more questions on kind of this line of
18 questioning. Kristen, if we could turn to Bike
19 Winnipeg MPI-2-6.

20 And you'll agree that this is a
21 question from Bike Winnipeg about the methodology used
22 by MPI to set the appropriate funding level for road
23 safety?

24 MR. CLIF EDEN: Yes.

25 MS. KATRINE DILAY: And you'll agree

1 that MPI is anticipating completing the next three (3)
2 year operational plan by spring 2020?

3 MR. CLIF EDEN: Yes. That's the
4 intention, yes.

5 MS. KATRINE DILAY: And you'll agree
6 that a Provincial plan of Manitoba road safety
7 programs and associated budgets would assist MPI in
8 developing the methodology and setting of funding
9 level for the Corporation's road safety programs?

10 MR. CLIF EDEN: Potentially it could.
11 Whe -- when we develop our new operational plan,
12 obviously we'll look at what the priorities are from
13 the Provincial road safety plan and develop within
14 that methodology how we would incorporate that.

15 So, this was done prior to it, so the
16 next iteration, I would think, would include that.

17 MS. KATRINE DILAY: Thank you.

18 MR. CURTIS WENNBERG: There may be
19 some that aren't resolved by that point. If we think
20 about some of the work in front of us on passive
21 enforcement, speed enforcement, we may not have an
22 answer.

23 So, what we'll probably have is
24 flexible 2020 to 2023. It won't be a set-in-stone
25 three (3) year plan. It's something that we'll launch

1 with our new director of launch prevention.

2 And then we'll revisit it the following
3 year, as well.

4 MS. KATRINE DILAY: So, for the next
5 few questions I'd like to talk about MPI's work with
6 municipalities, and we heard some of that this
7 morning, as well.

8 So, generally speaking, you'll agree
9 that people live, drive, walk and cycle mostly in
10 municipalities?

11 MR. CLIF EDEN: Yes.

12 MS. KATRINE DILAY: It is, therefore,
13 key that municipalities play a key role in supporting
14 provincial and national road safety strategies?

15 MR. CLIF EDEN: Yes. Road safety is
16 important for all of Manitobans. Yes.

17 MS. KATRINE DILAY: And you'll agree
18 that municipalities can have responsibilities and
19 decision making powers over public transportation?

20 MR. CLIF EDEN: That is correct.
21 Yeah.

22 MS. KATRINE DILAY: Similarly, they
23 can have decision -- decisions on land use planning?

24 MR. CLIF EDEN: Yes, they can. Yeah.

25 MS. KATRINE DILAY: As well as street

1 design?

2 MR. CLIF EDEN: Yeah.

3 MS. KATRINE DILAY: And all these
4 decisions can have the potential of minimizing
5 exposure to unsafe road travel and subsequently
6 reduced collisions?

7 MR. CLIF EDEN: Yes, I would agree
8 with that. Yes.

9 MS. KATRINE DILAY: And I just have a
10 couple questions about MPI's work with the City of
11 Winnipeg in particular. Kristen, if we could turn to
12 Loss Prevention Attachment A page 21.

13

14 (BRIEF PAUSE)

15

16 MS. KATRINE DILAY: And if you look at
17 the last sentence of the first paragraph there, you'll
18 agree that the City of Winnipeg is reported starting
19 to develop its next ten (10) year transportation
20 master plan, and it invited input from all
21 stakeholders?

22 MR. CURTIS WENBERG: Yes.

23 MS. KATRINE DILAY: And MPI is clearly
24 an important stakeholder of the City off Winnipeg
25 regarding transportation. Correct?

1 MR. CURTIS WENNBERG: Yes.

2 MS. KATRINE DILAY: So is it fair to
3 assume that MPI has responded to this invitation from
4 the City of Winnipeg to provide input in its ten (10)
5 year transportation master plan?

6 MR. CURTIS WENNBERG: Yes. As I
7 mentioned earlier, Clif is -- had a couple of
8 conversations, and I've been involved with them as
9 well.

10 They are also part of our external
11 stakeholder group. They -- they were there with us
12 when we had our external stakeholder committee, and we
13 reviewed the survey, and how we're going to realign
14 our external stakeholder committee's terms of
15 references in the manner we spoke.

16 I also extended an invitation for the
17 chief administrative officer of the City of Winnipeg
18 to join the Provincial Road Safety Committee so that
19 we could be tied up and -- and follow potentially the
20 Road Zero.

21 My understanding is some of their RFP
22 work for someone to develop this transportation master
23 plan, I think -- I think some things changed for them,
24 and so now they're -- they're starting to develop it,
25 or they've just announced who's won that RFP. I'm not

1 a hundred percent sure where they are at that point.
2 But we're -- we hope to be working with them on that.

3 MS. KATRINE DILAY: And so are you
4 able -- are you confirming that MPI did provide input
5 to the City of Winnipeg about the ten (10) year
6 transportation master plan?

7 MR. CURTIS WENBERG: I'll confirm
8 that we didn't provide input yet. I don't think
9 that -- I would hope that in our overtures to working
10 with them that those are more overtures at this point,
11 and I don't think that there's any specific questions
12 that they've come to us with or we've affirmed with
13 them.

14 We had sent them -- or I sent them our
15 progress report that you've seen here today, the terms
16 of reference for the Provincial Road Safety Committee,
17 and we sent them the new terms of reference for our
18 external stakeholder committee. But that's -- that's
19 roughly it. I -- I don't know if this process has
20 actually kicked off yet.

21 MS. KATRINE DILAY: Thank you. And I
22 can bring you to our reference, if needed, but you'll
23 agree that no other municipality, apart from the City
24 of Winnipeg, participated in the technical conference
25 on road safety. Correct?

1 MR. CURTIS WENNBERG: I believe that's
2 correct.

3 MS. KATRINE DILAY: And you'll agree
4 that currently no municipalities are represented on
5 the Provincial Road Safety Committee?

6 MR. CURTIS WENNBERG: That's right.

7 MS. KATRINE DILAY: But I believe this
8 morning, you indicated that the City of Winnipeg has
9 been extended an invitation --

10 MR. CURTIS WENNBERG: Correct.

11 MS. KATRINE DILAY: -- to participate?
12 And the only municipal representative in the technical
13 working groups is the City of Winnipeg. Correct?

14 MR. CURTIS WENNBERG: Correct.

15 MR. CLIF EDEN: If I add, actually the
16 City of Brandon was invited to participate on the act
17 of transportation technical working committee, and
18 they did for a period of time.

19 MS. KATRINE DILAY: And they're not
20 anymore?

21 MR. CLIF EDEN: Well, that -- that
22 technical working group would have to be rebooted. So
23 I would assume that they would be approached again.

24 MS. KATRINE DILAY: Thank you.

25 MR. CURTIS WENNBERG: I -- I would

1 also -- just -- just a reminder that we did approach
2 the AMM -- so the Association of Manitoba
3 Municipalities. We believed that was the right place
4 to extend the invitation for them to participate with
5 us. And the suggestion for them was it's probably
6 best for them to be on our external stakeholder
7 committee on road safety.

8 In the discussion with a couple of the
9 senior people there, there was no clear -- I told them
10 that what -- what would probably be valuable is they
11 had a clear person that had an interest or something
12 related to their job could -- could participate or
13 some of the municipalities that are a bit more in
14 advance on this than others so that they could really
15 participate in it. It's -- it's not just, have a seat
16 at the table, but to really be a participant.

17 And -- so they're going to think about
18 that, and -- and the invitation's out there.

19 MS. KATRINE DILAY: Thank you. I'd
20 like to turn to the issue of road safety on
21 First Nations. Kristen, if we could turn to
22 Attachment A -- so I believe we're there already --
23 and page 45 and if we look at the second paragraph
24 from the bottom.

25 You'll agree that one (1) of CAC

1 Manitoba's comments at the technical conference was
2 requesting further segmentation of this statistical
3 data presented?

4 MR. CLIF EDEN: Yes.

5 MS. KATRINE DILAY: And one (1)
6 example included data separating crashes on and off
7 First Nations?

8 MR. CLIF EDEN: Yes.

9 MS. KATRINE DILAY: And you'll agree
10 that MPI confirmed that further segmentation of rural
11 collision data is reported with the exception of
12 collisions occurring in First Nations communities as
13 these are excluded from the traffic collision
14 statistics reporting? Correct?

15 MR. CLIF EDEN: Right. It's -- it's
16 excluded when completing a traffic accident report and
17 therefore not included in the traffic collision
18 statistics report.

19 MS. KATRINE DILAY: And I have one (1)
20 clarification question for you. So keeping this in
21 mind but if we turn to page 11 of this same report and
22 again the second paragraph from the bottom -- so if
23 you look at the last sentence of the second paragraph
24 from the bottom which says:

25 "Collision claims include collisions

1 involving Manitoba registered
2 vehicles operated outside of
3 Manitoba as well as collisions
4 occurring in parking lots, on
5 private roads and driveways, and in
6 First Nations communities off the
7 provincial trunk highway system."

8 Are you able to just reconcile the
9 reference to First Nations communities here?

10 MR. CLIF EDEN: Right. So when we
11 take a collision claim -- sorry -- what's reported
12 within the traffic collision statistics report
13 excludes collisions that occur on -- in parking lots,
14 private roads, driveways, and First Nation
15 communities.

16 So when we look at contributing factors
17 to a crash, those collisions aren't included. But
18 when you look at overall claims, then -- and under our
19 claims collision numbers, then it does include that.

20 MS. KATRINE DILAY: Okay. Thank you.
21 Can we turn to the GRA Part 1 Overview Attachment B.
22 And you'll agree that this is a mandate letter from
23 the Minister of Crown Services to Dr. Michael
24 Sullivan, chair of the Manitoba Public Insurance
25 Board, dated April 24th, 2019?

1 MR. CURTIS WENNBERG: Yes.

2 MS. KATRINE DILAY: And if we go to
3 the third page of this letter and the full first
4 paragraph, the letter includes that:

5 "Government is committed to
6 advancing reconciliation with
7 Indigenous Manitobans through the
8 renewal of its consultation
9 framework to ensure respectful and
10 productive consultations and all
11 government organizations are
12 expected to contribute to
13 reconciliation in their interactions
14 with Indigenous communities and
15 individuals."

16 Correct?

17 MR. CURTIS WENNBERG: Yes.

18 MS. KATRINE DILAY: And we can turn to
19 that IR if requested or if needed, but you'll agree
20 that CAC Manitoba had asked for efforts that are being
21 made to track collisions on reserve? And it's
22 CAC-MPI-1-65(f) and maybe we can just go to the
23 question itself.

24

25 (BRIEF PAUSE)

1 MS. KATRINE DILAY: So you'll agree
2 that CAC Manitoba asked for efforts that are being
3 made to track collisions on reserve?

4 MR. CURTIS WENNBERG: Yes.

5 MS. KATRINE DILAY: And it also made
6 reference to Alberta Aboriginal traffic safety plan
7 and the BC Aboriginal traffic safety plan? Correct?

8 MR. CURTIS WENNBERG: Yeah.

9 MS. KATRINE DILAY: And if we go to
10 page 4, we can see MPI's answer to these questions.

11 And so based on MPI's response to this
12 IR, you'll agree that MPI has not engaged First
13 Nations leaders and elders regarding road safety
14 challenges that may exist on First Nations?

15 MR. CLIF EDEN: We have in the past,
16 and we've also worked with MKO -- and forgive me.
17 I -- I forget exactly what that acronym stands for,
18 but it's -- it's the association of First Nation
19 groups in -- in -- I believe in southern part of -- of
20 -- or, in the northern part of the pro -- province.
21 So we've worked with that group in terms of our high
22 school driver education program and reaching out to
23 them in terms of developing a program that would work
24 for them.

25 So we are aware of the -- the strategy

1 -- the traffic strategy plan for both Alberta and BC,
2 and we have reached out to them with a few programs,
3 but more work would be needed there, yes.

4 MS. KATRINE DILAY: And, sorry, you've
5 reached out to who with more programs?

6 MR. CLIF EDEN: MK -- sorry, with MKO
7 for the high school driver education program.

8 MS. KATRINE DILAY: Okay. Thank you.
9 But you --

10 MR. CURTIS WENBERG: There's a little
11 bit more to that answer, I think, too. Last year, our
12 -- one (1) of our board chairs at MPI and I personally
13 flew up to the Island Lakes reserves. There's --
14 there's four (4) specific reserves around that area.
15 And it was upon invitation to -- to understand what's
16 happening in that -- in that area. There's fourteen
17 thousand (14,000) Manitobans.

18 We spoke with four (4) different band
19 councils when we were there over four (4) days and
20 identified what are some of their issues, because we
21 were wondering how do we expend -- acc -- expand high
22 school driver's ed, and they -- they were just on the
23 outside of MKO, actually.

24 What we found was very interesting.
25 There's -- there's maybe even eighty (80) -- up to 80

1 percent of the people are unlicensed. A number of the
2 cars -- over half of them don't have insurance and --
3 and don't have plates even, in terms of driving
4 around. And it seemed like roads were in rough
5 conditions, and some of the signage wasn't there.

6 So we talked to them about the real
7 issues, and -- and some of the feedback we got from --
8 from those grope -- those groups was very much that
9 they want help getting driver's licensing, because
10 they just can't seem to access to come down to
11 Winnipeg to get licensing.

12 So we actually made some changes in our
13 programming. We helped them -- to encourage them to
14 get signage where they needed signage, so it helps --
15 so they actually have a stop sign in certain
16 intersections. And these are for big -- these are big
17 communities. It's fourteen thousand (14,000) people.

18 We also then doubled down on sending
19 and flying in drive testers, and we allowed drive
20 testers to go to that community and get people
21 licensed. What we find is that they're actually
22 passing our road tests, and they're doing -- they're
23 doing solid road tests up there, and they're passing
24 them with a pretty high degree.

25 So that -- that was the primary concern

1 of the Aboriginal groups that we spoke to up there.
2 Now we're also extending that similar type of
3 approach, where we're going to be -- a lot more access
4 to our services at -- at MPI and getting more of them
5 licensed.

6 And we're also seeing renewals in those
7 licences now in this years too, which we really like
8 to see, and -- and then we hope to see even more
9 insurancing and licensing situations up there.

10 MS. KATRINE DILAY: But you'll agree
11 that currently, Manitoba Public Insurance does not
12 have a road safety or traffic safety plan specifically
13 relating to First Nations people in Manitoba?

14 MR. CURTIS WENBERG:: That's correct,
15 and at the Provincial Road Safety Committee level, we
16 also spoke about not having a voice here. And one (1)
17 of the -- one (1) of the groups we suggested we'd
18 absolutely need get involved is City of Winnipeg, and
19 that was -- that's invitation extended.

20 We also wanted to get a rural voice,
21 and we wanted to get the AMM voice, the Association of
22 Manitoba Municipalities. And the Aboriginal voice was
23 another one that we wanted to try and identify.

24 On the -- the rural and the Aboriginal
25 voice, we haven't -- we don't know who to invite at

1 this point in time. We haven't settled on that yet.

2 MS. KATRINE DILAY: But that is
3 something you're looking into.

4 MR. CURTIS WENBERG: It's on the
5 plate.

6 MS. KATRINE DILAY: Thank you. And
7 just -- just to con -- just to follow up on one (1)
8 item you mentioned. So some of the efforts that you
9 are making with MKO, or Manitoba Keewatinowi
10 Okimakanak, the Northern Chiefs organization -- are
11 those efforts outlined in any MPI plan anywhere?

12 MR. CURTIS WENBERG: The -- the high
13 school driver's ed with the MKO, it -- we have
14 highlight that in certain of the plans, but I can't
15 remember exactly which specific ones. I -- I believe
16 it might have been outlined in our annual reports, but
17 it -- it was a specific effort. We've been talking
18 about it for about two (2) or three (3) years now.

19 MR. CLIF EDEN: Yeah.

20 MS. KATRINE DILAY: Thank you. Moving
21 on to pedestrians and other vulnerable road users, I'd
22 like to talk briefly about some 2019 statistics, which
23 I don't believe were fi -- were filed on the record.
24 But in advance of today, we distributed a Winnipeg
25 Free Press article to MPI legal counsel. We are not

1 proposing to file this article on the record of this
2 proceeding given that Winnipeg Free Press articles are
3 access by subscription only.

4 So what I'd propose to do is ask a few
5 questions to see if we can confirm some of the
6 statements that were made in that article. I do have
7 some physical copies if the Board would like to review
8 afterwards. And --

9 MR. STEVE SCARFONE: I -- sorry, I can
10 confirm that counsel has provided those, and we have
11 no objection to -- to what Ms. Dilay has proposed.

12

13 CONTINUED BY MS. KATRINE DILAY:

14 MS. KATRINE DILAY: Thank you. And so
15 I believe, based on Mr. Scarfone's comment, you were
16 informed today that I would -- that I may pose some
17 questions about this article today?

18 MR. CLIF EDEN: Yes.

19 MS. KATRINE DILAY: And you'll agree
20 that the title of the article is "MPI Issues Alert as
21 Annual Pedestrian Fatality Number Nears Record Pace"?

22 MR. CLIF EDEN: Correct.

23 MS. KATRINE DILAY: You'll agree that
24 this article reports that Manitoba has seen twelve
25 (12) pedestrian deaths on public roadways so far in

1 2019?

2 MR. CLIF EDEN: That's right.

3 MS. KATRINE DILAY: And this is the
4 same number as the annual average over the past five
5 (5) years and the highest nine (9) month count in the
6 past twenty (20) years, correct?

7 MR. CLIF EDEN: That is correct.

8 MS. KATRINE DILAY: And is this
9 newspaper report consistent with the understanding of
10 MPI regarding the number of pedestrian deaths in 2019
11 so far?

12 MR. CLIF EDEN: Yes.

13 MS. KATRINE DILAY: And you'll agree
14 that this article also reports that the City of
15 Winnipeg has adopted a towards zero fatalities
16 approach?

17 MR. CLIF EDEN: Yes.

18 MS. KATRINE DILAY: And this refers to
19 a traffic safety approach that recognizes pedestrian
20 deaths are preventable, while driver error is
21 unavoidable, so traffic infra -- traffic
22 infrastructure must be forgiving of that?

23 MR. CLIF EDEN: That is the approach,
24 yes.

25 MS. KATRINE DILAY: And you'll agree

1 that this article reports that the City of Winnipeg
2 was seeking applications for a contract to develop a
3 five (5) years and beyond plan to assess road safety?

4 MR. CLIF EDEN: Yes.

5 MS. KATRINE DILAY: And is this
6 consistent with MPI's understanding of the City of
7 Winnipeg's activities?

8 MR. CLIF EDEN: Yes, I believe that's
9 the -- the -- what Mr. Wennberg was talking about
10 before in terms of going out and -- and having a RFP
11 for a strategy. I believe that's what that is.

12 MS. KATRINE DILAY: And so you may,
13 then, have already touched on this in earlier
14 comments, but to the extent that you -- that you
15 haven't, what would be MPI's involvement,
16 specifically, with this City of Winnipeg's towards
17 zero approach and its five (5) year and beyond plan
18 referred to in this article?

19 MR. CURTIS WENNBERG: The -- the City
20 needs to determine its strategy. We would be willing
21 participants both providing information and also
22 letting them know what's worked and also extending the
23 -- the offer to join us from a provincial level to the
24 Road to Zero.

25 The Vision Zero, Road to Zero is a very

1 common type of approach that's been used in other
2 jurisdictions such as the Scandinavian ones that Mr.
3 Keith was referring to earlier. So it's a -- it's a
4 common approach. It's not just in our province where
5 it -- where it exists. And -- and as a systems view,
6 it would -- they would just fit in very, very nicely
7 with that, so I would just rec -- recommend that they
8 move down that path. But they are their own unique
9 group, and they would have to def -- define their own
10 -- their own strategy.

11 MS. KATRINE DILAY: Thank you. And if
12 we take a look at Loss Prevention Attachment A, page
13 48, Kristen. And so if we look at the second
14 paragraph, or the last paragraph that we see on the
15 page currently, which starts with "CAC also noted,"
16 you'll agree that here, CAC referred to growing
17 evidence that active transportation infrastructure,
18 including the separation of laneways for vulnerable
19 road users, is the most effective way of addref --
20 addressing collision risk?

21 MR. CLIF EDEN: Yes.

22 MS. KATRINE DILAY: And are you aware
23 of what is a pedestrian scramble?

24 MR. CLIF EDEN: Yes.

25 MS. KATRINE DILAY: Would you agree

1 that this refers to intersections where traffic is
2 stopped in all directions to allow people to cross any
3 way, including diagonally?

4 MR. CLIF EDEN: Correct.

5 MS. KATRINE DILAY: And are you aware
6 that scrambles are used in cities with heavy foot
7 traffic internationally and in Canada, including
8 Banff, Alberta, and Toronto?

9 MR. CLIF EDEN: Yes.

10 MS. KATRINE DILAY: And are you aware
11 that the City of Winnipeg is considering this idea as
12 one of many as part of its road safety strategy?

13 MR. CLIF EDEN: Yes, we are.

14 MS. KATRINE DILAY: And I have a few
15 questions just to follow up on a comment that was --
16 or, a question that was made earlier regarding
17 seatbelts. And do you recall the Chairperson's -- or
18 Mr. Gabor -- Board Member Gabor's comments on -- with
19 Mr. Keith regarding seatbelt use?

20 MR. CLIF EDEN: Yes.

21 MS. KATRINE DILAY: And so you'll
22 agree that there are significant social and financial
23 costs from fatalities or serious injuries from not
24 using seat belts; correct?

25 MR. CLIF EDEN: Yes.

1 MS. KATRINE DILAY: And my
2 understanding from this morning was that MPI's
3 conducting a review on the use of seat belts?

4 MR. CLIF EDEN: We're doing an issue
5 evaluation. I believe that's what you're referring
6 to. So, that's what we're -- we're conducting. We're
7 looking at the issue of non use of seat belts, both
8 within Canada as well as international, what other
9 groups have done, how big of an issue it is in other
10 areas, and what some of the successful strategies
11 they's had in those -- in those jurisdictions and
12 we're putting that all together in a -- in an issue
13 evaluation plan, yes.

14 MS. KATRINE DILAY: Thank you. And do
15 you expect that that issue evaluation report would be
16 distributed to stakeholders?

17 MR. CLIF EDEN: Yes, it would, when
18 it's completed.

19 MS. KATRINE DILAY: And I believe you
20 indicated that would be either later in 2019 or early
21 2020?

22 MR. CLIF EDEN: That is correct.

23 MS. KATRINE DILAY: Thank you.

24 MR. CLIF EDEN: The completion of the
25 document; distribution would, therefore, be later than

1 that.

2 MS. KATRINE DILAY: Understood, thank
3 you. Madam Chair, I -- I'm -- I do still have about
4 twenty (20) minutes to go so I'm at the Board's
5 discretion in terms of whether we should take a break
6 now.

7 THE CHAIRPERSON: I think we should
8 probably take a break but let's come back right at
9 3:00.

10 MS. KATRINE DILAY: Thank you.

11

12 --- Upon recessing at 2:51 p.m.

13 --- Upon resuming at 3:04 p.m.

14

15 THE CHAIRPERSON: Okay. Thank you,
16 everyone. Ms. Dilay, can you continue, please?

17 MS. KATRINE DILAY: Thank you, Madam
18 Chair.

19

20 CONTINUED BY MS. KATRINE DILAY:

21 MS. KATRINE DILAY: And welcome back,
22 Mr. Wennberg and Mr. Eden. Kristen, can we turn to
23 loss prevention attachment A, Appendix 5, which is
24 MPI's 2017/2020 operational plan and frameworks
25 updated February 2019, correct?

1 MR. CLIF EDEN: Correct.

2 MS. KATRINE DILAY: And if we turn to
3 page 42, we see there the Corporations road safety
4 development process, correct?

5 MR. CLIF EDEN: That's correct.

6 MS. KATRINE DILAY: So, for the
7 purposes of my next two (2) questions, I'm hoping that
8 we can agree on a couple of definitions.

9 Would you agree that 'stakeholder
10 engagement' means engaging with organizations who have
11 relevant expertise and experience and interest in an
12 issue?

13 MR. CLIF EDEN: Yeah, I -- I agree
14 with that, yeah.

15 MS. KATRINE DILAY: And would you
16 agree that public engagement refers to engagement that
17 is done directly with citizens?

18 MR. CLIF EDEN: With Manitobans, yes.

19 MS. KATRINE DILAY: With Manitobans.

20 MR. CLIF EDEN: Yeah.

21 MS. KATRINE DILAY: Thank you. And
22 are you aware that there is a wealth of literature on
23 good practice public engagement?

24 MR. CLIF EDEN: You're talking about
25 public consultation information. Is that what you're

1 referring to?

2 MS. KATRINE DILAY: Well, there's
3 literature on public engagement. Public consultation
4 I guess could be a synonym, yes?

5 MR. CLIF EDEN: Yes.

6 MS. KATRINE DILAY: And are you
7 familiar with this literature, generally speaking?

8 MR. CLIF EDEN: Generally speaking,
9 yes.

10 MS. KATRINE DILAY: So, if we look
11 back to the page that's in front of us, you'll agree
12 that, as part of the road safety program development
13 process, stakeholder engagement is contemplated at
14 various stages of the process?

15 MR. CLIF EDEN: That's correct.

16 MS. KATRINE DILAY: But you'll agree
17 that the terms 'public engagement' do not appear in
18 this diagram, correct?

19 MR. CLIF EDEN: Yes.

20 MS. KATRINE DILAY: And I can bring
21 you to a reference, if needed, but you'll agree that
22 at the technical conference CAC (Manitoba) expressed
23 support for the importance of developing and reporting
24 publically on success measures under the Provincial
25 road safety play as a means to keep Manitobans engaged

1 in the committee and its work?

2 And if you'd like to go to the
3 reference, we can. It's attachment A of loss
4 prevention, page 22.

5

6 (BRIEF PAUSE)

7

8 MS. KATRINE DILAY: And you'll see
9 there the second paragraph that starts with, "CAC."
10 Do you see that?

11 MR. CLIF EDEN: Yes, I do.

12 MS. KATRINE DILAY: And CAC also
13 questioned the extent to which Manitobans are being
14 consulted directly on road safety issues and
15 priorities and encouraged the Provincial road safety
16 committee to consider ways to directly engage
17 Manitobans on the priorities that are important to
18 them, correct?

19 MR. CLIF EDEN: That is correct.

20 MS. KATRINE DILAY: And are you aware
21 that we heard from Ms. Janis Lukes, city councillor
22 for the Waverly West ward, on Monday October 7th?

23 MR. CLIF EDEN: Ye -- yes.

24 MS. KATRINE DILAY: And she spoke to
25 the issue of road safety and the importance of public

1 engagement, correct?

2 MR. CLIF EDEN: Correct.

3 MS. KATRINE DILAY: Can you advise
4 what steps MPI is taken -- taking to conduct
5 engagement directly with consumers and the public on
6 the issue of road safety, especially as it relates to
7 the use of innovative solutions?

8 MR. CLIF EDEN: With -- within our
9 program development process we wouldn't be consulting
10 with Manitobans. However, we do talk -- we do poll
11 Manitobans. We do ask Manitobans their opinions or --
12 or thoughts on different road safety items through our
13 -- our polling process and whether it's an important
14 issue to them or not, those types of things.

15 But when we develop our programs, no,
16 we're not talking to Manitobans directly.

17 MS. KATRINE DILAY: And does MPI plan
18 to undertake that type of public engagement?

19 MR. CLIF EDEN: As we develop our new
20 operational plan and we take a look at our -- our
21 framework for program development, that will be
22 something that we'll consider, yes.

23 MS. KATRINE DILAY: Thank you.

24 MR. CURTIS WENBERG: One (1) example
25 could be, let's say, telematics. If we have certain

1 form factors, like, a mobile phone for a telematics
2 device versus maybe one (1) or two (2) other methods
3 that seem to be really working for insurance companies
4 around the globe, we may take one (1) or two (2) of
5 those and get a panel of Manitobans together to help
6 inform us on what that looks and feels like here.

7 And so, it would be more like a new --
8 new product launch, new -- new type of thing like
9 that.

10 MS. KATRINE DILAY: And are you saying
11 that is something MPI is doing now?

12 MR. CURTIS WENNBERG: No.

13 MS. KATRINE DILAY: That's something
14 MPI is considering doing?

15 MR. CURTIS WENNBERG: We would
16 consider that, yeah, depending on the -- the program.
17 Other than that, we do bespoke reviews of the people
18 for which our programs are affecting.

19 So, for example, even the Save the 100
20 campaign, we'd be going out and soliciting the opinion
21 of Manitobans of did they remember it, didn't they.
22 But we wouldn't solicit from Manitobans should we do
23 an advertising campaign on say cannabis or something.
24 We just knew there were certain requirements, and so
25 that's -- we -- we stepped up and did that.

1 We also may not poll Manitobans on
2 let's say passive speed enforcement or those sorts of
3 things; it just -- it just may not be quite there.
4 And we wouldn't poll them on things, like, should we
5 do a certain percentage of distracted driving,
6 enhanced enforcement or school zones.

7 There's -- there may be -- there may be
8 some biases on people's opinions on that sort of
9 activity, and so we wouldn't do that in a public sense
10 either.

11 MS. KATRINE DILAY: And --

12 MR. CURTIS WENBERG: And it's not to
13 avoid the public opinion. It's more that the -- the
14 quality of the response. They may not be trained in
15 what's working in el -- elsewhere, and -- and so we
16 would take the expert response or what's working in
17 another environment as primary.

18 MS. KATRINE DILAY: But you would
19 agree that in best practice public engagement, there
20 is value in engaging the public for education purposes
21 --

22 MR. CURTIS WENBERG: Yes.

23 MS. KATRINE DILAY: -- as well as to
24 get buy-in from consumers or the public?

25 MR. CURTIS WENBERG: Yes, can be

1 depending on the -- the subject, yeah.

2 MR. CLIF EDEN: And we do focus test
3 our advertising campaigns. So, if one -- for
4 instance, Save the 100, we did have focus groups where
5 we would present concepts and ideas to them and get
6 their feedback.

7 MR. CURTIS WENBERG: Or the MELT.
8 The Mandatory Entry Level Trucking, we had two (2) or
9 three (3) dif -- two (2) different sessions where we
10 invited members of the public in mostly to -- relevant
11 to trucking.

12 But we have full rooms of people to
13 give consultation on that whole program.

14 MS. KATRINE DILAY: Thank you. I now
15 have a few questions regarding the high school driver
16 education program. And I believe we heard this
17 morning, but can you confirm that this program has
18 been re-branded as driver's ed?

19 MR. CLIF EDEN: Yes.

20 MS. KATRINE DILAY: And detailed
21 business case on this initiative was filed with the
22 Board and discussed in detail during the 2019 GRA?

23 MR. CLIF EDEN: I believe so, yes.

24 MS. KATRINE DILAY: Kristen, could we
25 turn to the IR response PUB-MPI-1-86, Appendix 1?

1 And you'll agree that this document
2 consists of minutes from an MPI board of directors
3 meeting of September 27th --

4 MR. CURTIS WENNBERG: Yes.

5 MS. KATRINE DILAY: -- 2018? Sorry?

6 MR. CURTIS WENNBERG: Yes.

7 MS. KATRINE DILAY: Thank you. And as
8 part of the recommendation here, we see that the
9 members approve the revised budget for the high school
10 driver education program, or Driver's Ed, to 7.1
11 million?

12 MR. CURTIS WENNBERG: Correct.

13 MS. KATRINE DILAY: And if we look
14 under, "Project scope and budget," I'll just give you
15 a second to take a look at that first paragraph there.

16

17 (BRIEF PAUSE)

18

19 MR. CURTIS WENNBERG: Yeah.

20 MS. KATRINE DILAY: And so, you'll
21 agree that the approved budget initially was 5
22 million?

23 MR. CURTIS WENNBERG: Correct.

24 MS. KATRINE DILAY: The budget was
25 then reduced to 4 million?

1 MR. CURTIS WENNBERG: That's right.

2 MS. KATRINE DILAY: And later,
3 restored to 5 million?

4 MR. CURTIS WENNBERG: Yeah.

5 MS. KATRINE DILAY: And if we turn to
6 the top of page 2, Kristen. You'll agree there that
7 it states that the business case has a negative net
8 present value of 1.6 million?

9 MR. CURTIS WENNBERG: Yes.

10 MS. KATRINE DILAY: Can you explain
11 the change from a revised budget of 5 million to a
12 budget of 7.1 million?

13 MR. CURTIS WENNBERG: Yes. So, I -- I
14 inherited this with the loss prevention mandate within
15 MPI a little over a year ago. And before my time, it
16 was project to be a \$5 million project.

17 I -- I think there was a requirement to
18 -- to look at shaving down this program, as well as
19 others, at a certain period of time. And it was just
20 -- it was probably a stretch goal for the team to
21 agree that, yes, we could do it for 4 million.

22 So, I think then very shortly after, it
23 was brought back up to the original \$5 million
24 estimate. When I took it over, as -- as some of the --
25 - the Board here knows, I -- I come to business cases

1 with a different perspective sometimes with my
2 external history.

3 And so, we took a look at this project
4 and what it would actually take to implement the high
5 school Driver's Ed, and some of the implementation
6 costs were not involved, and so there was just -- we
7 just weren't going to do it for 5 million.

8 If we did it for 5 million, then the
9 operational side of the business would take a hit to
10 actually get it in and implement it and that -- really
11 when you're looking a project, you want to have the
12 all-in costs of the project right to the
13 implementation side.

14 And so that's what we did, and that's
15 where the full MPV is of this project. Well, there
16 wasn't really an MPV on it really either before. So
17 we forced that -- we forced that best practice.

18 If you remember, we talked about
19 optimizing the dollars that we spend. We -- you need
20 to have the right -- the right economics and the right
21 numbers when you're doing that optimization procedure.

22 MS. KATRINE DILAY: And can you advise
23 why MPI is still proceeding with the project despite a
24 negative net present value of 1.6 million?

25 MR. CURTIS WENBERG: Yes. This

1 project was kicked off a number of years ago. So by
2 the time we looked at the move from five (5) to seven
3 point one (7.1), it was -- a lot of those costs were
4 already sunk costs. So your decision at that point is
5 that you have to look at the marginal costs of
6 completing it and what you get for it.

7 In the end, we knew -- we know we have
8 to actually have a new high school driver's ed type of
9 an application. We were getting a lot of feedback
10 from Manitobans and our -- the teachers that provide
11 the program, and we just knew it was time to change
12 it. So in the end, you go and you finish it even
13 though it's a negative MPV.

14 We may also have projects that are
15 technology-related projects that never do quite get to
16 a positive MPV, and we'll have to take the strategic
17 move to actually do that anyway to make sure that we
18 stay relevant.

19 MS. KATRINE DILAY: Thank you. I have
20 a few questions regarding the DRIVR-X program, not
21 Driver's Ed. So to start with generally speaking and
22 without elaborating on this, you'll agree that student
23 driver education in general is important.

24 MR. CLIF EDEN: Yes, it is.

25 MS. KATRINE DILAY: And MPI is

1 committed to providing driver education that delivers
2 good value for students and ratepayers?

3 MR. CLIF EDEN: Yes, we are.

4 MS. KATRINE DILAY: And you'll agree
5 that as a result, it is critical for MPI to be
6 familiar with the literature regarding student driver
7 education?

8 MR. CLIF EDEN: Yes.

9 MS. KATRINE DILAY: And you'll agree
10 that MPI's DRIVR-X program is a virtual reality
11 experience that allows participants to experience the
12 consequences of unsafe driving choices within a
13 virtual environment?

14 MR. CLIF EDEN: That is correct.

15 MS. KATRINE DILAY: And one (1) of the
16 goals of the program is changing attitudes of drivers
17 and future drivers?

18 MR. CLIF EDEN: Correct.

19 MS. KATRINE DILAY: And to date, MPI's
20 evaluation of the DRIVR-X program has been by inviting
21 participants to provide feedback by completing an
22 online survey. Correct?

23 MR. CLIF EDEN: There's a -- there's a
24 survey during the activity itself as well, so the --
25 they can provide feedback after completing the

1 experience.

2 MS. KATRINE DILAY: Thank you. And
3 MPI provided the results to date from the feedback
4 received in an answer to CAC-MPI-1-65(e)?

5 MR. CLIF EDEN: That is correct.

6 MS. KATRINE DILAY: And to date, the
7 feedback received from MPI has been generally positive
8 and similar across all scenarios that respondents
9 experienced? Correct?

10 MR. CLIF EDEN: That is correct.

11 MS. KATRINE DILAY: And on page 6 of
12 this document, essentially MPI concludes that the VR
13 experience was an effective tool for demonstrating
14 driving safety risks?

15 MR. CLIF EDEN: That's what we
16 concluded based on the comments that we were getting
17 from participants. And again, as I mentioned earlier,
18 this may be where we want to take a look further at
19 our evaluation and -- and our -- the measures that
20 we're doing and potentially improve by looking at
21 their thoughts to the experience and then a little
22 ways after the experience to see if that's changed.

23 MS. KATRINE DILAY: And MPI is also
24 planning to expand the DRIVR-X program to include
25 other scenarios? Correct?

1 MR. CLIF EDEN: We are looking at --
2 at -- yes. We are looking to include work-related
3 scenarios.

4 MS. KATRINE DILAY: And I'd like to
5 refer you to a document that we provided to your
6 counsel yesterday and is an evaluation from a
7 driver -- a young road user education intervention
8 from Scotland prepared in 2019.

9 And we would propose to file this
10 document as an exhibit, and I've spoken with MPI
11 counsel, and my understanding is that there is no
12 objection to filing this on the record.

13 MR. ANTHONY GUERRA: That is correct.
14 Any concerns that might be raised would go the issue
15 of weight.

16 MS. KATRINE DILAY: Thank you. So we
17 would propose that this report be filed as CAC
18 Exhibit 15, and just for sake of saving paper, I only
19 provided physical copies of the executive summary
20 because we will only be referring to that portion of
21 the report.

22

23 --- EXHIBIT NO. CAC-15: Young road user education
24 intervention evaluation
25 from Scotland, 2019

1 CONTINUED BY MS. KATRINE DILAY:

2 MS. KATRINE DILAY: And Mr. Wennberg
3 or Mr. Eden, were you familiar with this document
4 prior to today?

5 MR. CLIF EDEN: Personally, no. Just
6 after receiving it today.

7 MS. KATRINE DILAY: But you have
8 received it -- you have -- sorry -- reviewed it in
9 preparation for today?

10 MR. CLIF EDEN: I have looked at it.
11 Yes.

12 MR. CURTIS WENNBERG: Yes.

13 MS. KATRINE DILAY: Thank you. And
14 you'll agree that the DRIVR -- D-R-I-V-R -- program is
15 similar to MPI's DRIVR-X program in the sense that
16 this resource also engages virtual reality to engage
17 pupils with road safety messages?

18 MR. CLIF EDEN: Yes. That's my
19 understanding.

20 MS. KATRINE DILAY: And is your
21 understanding that this is an evaluation of that
22 program from Scotland?

23 MR. CLIF EDEN: Yes.

24 MS. KATRINE DILAY: And it was
25 prepared in 2019? Correct?

1 MR. CLIF EDEN: Yes.

2 MS. KATRINE DILAY: And if we look at
3 page 1 of this document, Kristen, in the executive
4 summary and if you see about halfway down the page,
5 there's a paragraph there that says:

6 "Results of the evaluation found
7 that VR is an engaging and enjoyable
8 tool for engaging with young people.
9 It also found no evidence to suggest
10 that the resource causes any harm.
11 This should always be established
12 prior to the roll out of any public
13 health intervention."

14 Correct?

15 MR. CLIF EDEN: Yes.

16 MS. KATRINE DILAY: And two (2)
17 paragraphs down from that, you'll see that it states:

18 "Evaluation of these attitudinal
19 themes found no evidence that there
20 were any attitudinal improvements as
21 a result of receiving the driver
22 intervention?"

23 Correct?

24 MR. CLIF EDEN: Yes.

25 MS. KATRINE DILAY:

1 "Pre-driver interventions have
2 rarely demonstrated effectiveness,
3 although a lack of quality
4 evaluation has previously limited
5 knowledge in this area."

6 MR. CLIF EDEN: Yes. Correct.

7 MS. KATRINE DILAY: And then a number
8 of reasons for this have been discussed previously and
9 are listed there. Correct?

10 MR. CLIF EDEN: Yes.

11 MS. KATRINE DILAY: Then if we move to
12 the bottom of this page and the top of page 2, we'll
13 see that three (3) recommendations are made in this
14 evaluation report? Correct?

15 MR. CLIF EDEN: Yes.

16 MS. KATRINE DILAY: Can MPI reconcile
17 the findings from this evaluation with its own DRIVR-X
18 evaluation results and the methodology it has
19 employed?

20 MR. CLIF EDEN: Well, I think it's
21 similar in terms of -- that they look at the tool as
22 being something that they enjoy doing, and that's sort
23 of what -- as well as providing information.

24 Again, we would have to take a look at
25 our evaluation of this program and make modifications

1 in terms of comparing our results to the results that
2 they would have had in Scotland. So we're not
3 comparing apples to apples at this point, but that is
4 something that we could consider. Yes.

5 MS. KATRINE DILAY: And taking a look
6 at their recommendations that are before us on these
7 two (2) pages, would MPI consider implementing some of
8 these recommendations from the evaluation?

9 MR. CLIF EDEN: We would consider
10 that, yes.

11 MS. KATRINE DILAY: Thank you. I just
12 have a few more questions, and this may be for
13 Mr. Wennberg. It has to do with your comments this
14 morning in response to questions regarding geo
15 mapping.

16 MR. CURTIS WENNBERG: Okay. Yeah.

17 MS. KATRINE DILAY: And I believe you
18 gave an update in terms of that action item. Are you
19 able to clarify what has been done to date?

20 MR. CURTIS WENNBERG: When you're
21 referring to geo mapping, you're referring to which
22 piece of it?

23 MS. KATRINE DILAY: So if it's -- if
24 it would help, I can take you to that action item or
25 that discussion from the technical conference. So

1 it's page 43 of Attachment 8 of the loss prevention
2 section of the GRA.

3

4 (BRIEF PAUSE)

5

6 MS. KATRINE DILAY: And so the first
7 paragraph under "stakeholder input," that's where CAC
8 inquired if MPI had done any geo mapping of
9 speed-related fatalities and injuries. Correct?

10 MR. CLIF EDEN: That is correct.

11 MS. KATRINE DILAY: And then the last
12 sentence of that paragraph MPI agreed to take the
13 suggestion away for consideration to determine if
14 mapping of speed-related collisions is possible with
15 current data?

16 MR. CLIF EDEN: That is correct. Yes.

17 MS. KATRINE DILAY: And are you able
18 to advise what has been done to date on this item?

19 MR. CLIF EDEN: Well further to what
20 Curtis had talked about earlier today, the -- in terms
21 of geo mapping speed-related collisions, we really
22 need to know the location information.

23 So we're limited in terms of -- of
24 where that information is, and it's currently only in
25 Winnipeg and Brandon. So we -- we could look at geo

1 mapping speed-related collisions in Winnipeg and
2 Brandon. We don't have the level of location detail
3 required to map that anywhere else in the province at
4 this time.

5 MS. KATRINE DILAY: And is that
6 something that would be possible or considered by MPI?

7 MR. CLIF EDEN: To geo map Winnipeg
8 and Brandon?

9 MS. KATRINE DILAY: That and expanding
10 the -- the known locations to other areas of the
11 province.

12 MR. CLIF EDEN: Maybe I should
13 explain. When we -- when we get information in terms
14 of the location of a crash, the location information
15 within -- it is -- it's the nearest intersection. So
16 within Winnipeg and Brandon, that information is
17 pretty good.

18 Outside of -- of those two (2)
19 locations, it could be Number 1 Highway. We don't
20 know exactly where on Number 1 Highway, so it would
21 make geo coding that information actually impossible.
22 So we'd have to collect data differently, which we're
23 not at this point.

24 MS. KATRINE DILAY: And in terms of
25 Winnipeg and Brandon?

1 MR. CLIF EDEN: We could, yes. Sorry.

2 MS. KATRINE DILAY: Okay. And is that
3 something MPI is -- is planning to do?

4 MR. CLIF EDEN: Yes. We -- we looked
5 into it, and we -- we can do that, yes. And we would
6 plan to do that, yes.

7 MS. KATRINE DILAY: And is that
8 something you would expect would be filed, for
9 example, in the next GRA?

10 MR. CLIF EDEN: We could do that,
11 yeah.

12 MS. KATRINE DILAY: My last few
13 questions -- probably only a few minutes -- is to
14 clarify a -- a topic that Mr. Wennberg touched upon
15 earlier this afternoon regarding ICBC.

16 Mr. Wennberg, can you clarify what you
17 were referring to regarding the activities that ICBC
18 has undertaken I believe relating to cameras?

19 MR. CURTIS WENNBERG: Okay. Yeah, so
20 ICBC in British Columbia buys and positions the
21 traffic cameras for speed -- basically, automated
22 speed enforcement, and there's a revenue share that
23 happens in that province. They -- they take a revenue
24 share, but then they also -- they can determine which
25 intersections and areas, stretches of highway, that

1 they want to place those cameras.

2 And I -- I -- I'm just -- I'm not a
3 hundred percent familiar with exactly how that program
4 works. And then they can also use that monies for
5 some of the road safety programming that they do.

6 MS. KATRINE DILAY: And are you aware
7 whether ICBC makes any investments or spending on
8 infrastructure?

9 MR. CURTIS WENNBURG: Yes.
10 Apparently, they spend a portion on it for some
11 roadworks where they find -- for example, if there's
12 some roadways that have -- I don't know if it's
13 specifically pothole infrastructure or other issues
14 that's causing them claims -- they can go and take a
15 look at that, and they'll spend some money on that
16 part of the roadworks.

17 MS. KATRINE DILAY: And typically, or
18 the way it would work in Manitoba, as I understanding,
19 infra -- infrastructure spending would be government,
20 whether it be provincial or municipal, correct?

21 MR. CURTIS WENNBURG: Correct. That's
22 right. Right now, there -- MPI has no stake in any of
23 the cameras, the positioning or any of them. We also
24 don't have any connection in terms of filling potholes
25 or any -- anything else like that or any

1 infrastructure spending.

2 And -- and even if I talk to the City
3 of Winnipeg, at this point in time, there -- there's
4 no dual partnership. Like, if we think about a day
5 like today, where we might have sleet, and maybe the
6 bridges going over the river are going to be a problem
7 -- they -- they may not be, but, you know, there --
8 there's no -- for a winter city like us, there's no
9 agreement on, you know, how much sanding or salting
10 should be on the roads. Should it be two (2) hours
11 after a -- a freeze event, or...

12 There -- there's not that specificity,
13 and I think that's one of the things that I -- I
14 really want to start getting us into.

15 MS. KATRINE DILAY: Okay. And just in
16 terms of collaboration between MPI and, potentially,
17 City of Winnipeg or other provincial organizations, is
18 one of the considerations that MPI would be looking at
19 is how to determine a prudent investment from MPI
20 versus the investment coming from taxpayer money?

21 MR. CURTIS WENBERG: That would
22 definitely be a big consideration because even -- some
23 of the question for us for the enhanced enforcement
24 would be why is a ratepayer, for example, in MPI
25 paying for traffic enforcement, which should be coming

1 from another -- another fully funded source?

2 And -- and this is -- is exactly an
3 extension of that. So we would have to be -- we would
4 have to be working very -- very closely with other
5 stakeholders and making sure that we get the right
6 answers on the table for this. And we can't subsume
7 other people's budgets.

8 Same true, actually, when we talk about
9 the BEST Program for bicycle training with schools.
10 I'd like us to do seed funding for -- for projects
11 that we see that help road safety in other
12 jurisdictions and get them going, but maybe over time,
13 some of that funding is done by the schools themselves
14 if this is a program they want to perpetuate for
15 forever.

16 So there's no one (1) answer for any of
17 these different things, but I think the most important
18 thing is that best practices around the world get done
19 in Manitoba, and then we sort out how they get funded
20 over time properly.

21 MS. KATRINE DILAY: And you'd agree
22 that some of the tradeoffs would have to be considered
23 before any -- this approach would be undertaken in
24 terms of any duplication of governmental function
25 versus value for ratepayers?

1 MR. CURTIS WENNBERG: Yes.

2 MS. KATRINE DILAY: Thank you. Madam
3 Chair, if you just allow me one (1) minute to check
4 with my client and my co-counsel, I believe I -- I
5 will be done my questioning. Thank you.

6

7 (BRIEF PAUSE)

8

9 MS. KATRINE DILAY: Thank you very
10 much. Those are our questions.

11 THE CHAIRPERSON: Thank you, Ms.
12 Dilay. Ms. Meek...?

13

14 CROSS-EXAMINATION BY MS. CHARLOTTE MEEK:

15 MS. CHARLOTTE MEEK: Thank you, Madam
16 Chair. Thank you for your presentation earlier today.
17 Similarly to Ms. Dilay, I won't pose my questions to
18 either Mr. Wennberg or Mr. Eden specifically, but
19 whoever is able is invited to respond.

20 There was some discussion earlier about
21 the social cost of cra -- crashes. Kristen, if we
22 could go to Part 7, Loss Prevention, Attachment A,
23 page 13. And if you scroll down a little bit, there's
24 a chart there. Thank you.

25 So MPI has recently adopted evaluating

1 social cost of collisions. Using this methodology, a
2 fatality results in a cost over eight (8) times that
3 of a serious injury, so we understand that there are
4 many more factors that are taken into consideration
5 when using the social cost methodology.

6 Could you explain how that works?

7 MR. CLIF EDEN: Explain how what
8 works, sorry?

9 MS. CHARLOTTE MEEK: How using the
10 social cost methodology can change the way MPI --

11 MR. CLIF EDEN: Oh.

12 MS. CHARLOTTE MEEK: -- assesses road
13 safety priorities.

14 MR. CLIF EDEN: Sorry, thank you.

15 Yes, so, well, looking at -- so if we use the social
16 costing method, then human tolls such as fatalities or
17 serious injuries would therefore become a higher
18 priority and would likely rise up our priority
19 ranking.

20 MS. CHARLOTTE MEEK: And what -- what
21 does that do?

22 MR. CLIF EDEN: What does that do?

23 MS. CHARLOTTE MEEK: Yeah.

24 MR. CURTIS WENBERG: We would assign
25 more funds or spend more time working on an issue.

1 So, for example, I think we mentioned earlier that the
2 idea of seatbelts in rural areas -- previously, we
3 hadn't assigned a social cost to the fatalities.
4 Fatalities didn't -- didn't have such an extreme cost
5 in our -- in our previous methodology.

6 Now, our previous methodology actually
7 did have some of the other components. Like, we would
8 -- we would, just generally, if it was serious injury
9 or fatality related, we would give it a higher
10 weighting, but it just wasn't done on dollar value.
11 But we firm up that it's done on dollar value, and --
12 and we, actually -- I think we found that the
13 seatbelts one does trigger into one of the major
14 issues that we need to take a look at.

15 Potentially from, say, a motorcycle or
16 Bike Winnipeg, the -- the view is that the bicycles
17 don't have a -- they don't cost as much to fix a
18 bicycle as a car, and so are they being treated
19 equally in our previous methodology's framework? This
20 would -- this would create the injuries of -- of -- of
21 pedestrians or -- or bicyclists and -- and assign them
22 some -- some serious costs.

23 MS. CHARLOTTE MEEK: Thank you. Does
24 this use of methodology affect any premium rates for
25 any of the insured?

1 MR. CURTIS WENNBERG: No. This is
2 really just how we effect the road safety budget at
3 this time.

4 MS. CHARLOTTE MEEK: Thank you. Ms.
5 Dilay already covered some of my questions regarding
6 serious injuries, but you indicated in your answer
7 that spikes in serious injuries could be affected by a
8 small-number bias.

9 Could you clarify what that means and
10 how it -- it affects our understanding of the data
11 that you provided?

12 MR. CURTIS WENNBERG: Yeah. So when
13 you're dealing with small numbers like our fatalities
14 of seventy (70) to a hundred (100) in any given year,
15 and -- and also you get fluctuations in fatalities,
16 for example, to a -- a hundred and twelve (112), a
17 hundred -- you know, a hundred and twenty (120) -- you
18 can look at the previous chart.

19 The -- there's a -- a natural standard
20 deviation, and the standard deviation of a series of
21 data is always higher and wider when you have a
22 smaller number. And when you have larger number, like
23 if you see the Canadian chart for any of those
24 fatalities, serious injuries, and collisions, it's a
25 much flatter -- flatter, straighter curve because of

1 the -- you -- you just have a lot larger numbers, and
2 so it's -- it's -- it takes out the extremes.

3 MS. CHARLOTTE MEEK: Thank you. As we
4 discussed earlier, distracted driving is highlighted
5 as a leading cause of fatal and serious injury
6 collisions, contributing -- being a contributing
7 factor in as many as 34 percent of fatalities and
8 serious injuries.

9 Kristen, could we please turn to -- I
10 think we're on the right thing so far. We just need
11 to go to page 11, maybe. Sorry, maybe I should just
12 double-check. We're at Loss Prevention Attachment A,
13 Appendix 4. Maybe we're in a different -- thank you.

14 So if we just -- so right in the middle
15 of the page, it says -- so scroll up a tiny little
16 bit. Thank you.

17 Do you see in the middle column it
18 says:

19 "Common internal distractions
20 include handling of hand-held
21 electronic devices and vehicle
22 digital technology, interacting with
23 passengers, eating, grooming, or
24 reading."

25 These are identified as some of the

1 things that relate to distracted driving. You would
2 agree me, and perhaps Mr. Wennberg can speak to this
3 being a motorcyclist himself, but it's less likely
4 that a motorcyclist could be distracted by these type
5 of distractions seeing as it requires both hands to
6 operate a motorcycle?

7 MR. CURTIS WENNBERG: I know that's
8 true in my case. I don't often drive my motorcycle
9 while I'm looking at texts, although --

10 MS. CHARLOTTE MEEK: Or grooming?

11 MR. CURTIS WENNBERG: Or grooming. Or
12 grooming, no. However, there are some -- there are
13 some inventions within motorcycles that fellow riders
14 will have to watch out for, and -- so there's helmets
15 you can get where you're mic'd up with another riding
16 partner beside you and you can be talking back and
17 forth, and what we have in some of our datasets, my
18 colleagues would remind me is that apparently even
19 that idea of Bluetooth and just having that
20 conversation, even though you're on a motorcycle and a
21 helmet, can be quite a -- can be quite a distraction.
22 So we're not really free from -- from that idea of
23 either careless driving or being distracted either.

24 MS. CHARLOTTE MEEK: Absolutely. I
25 agree that we're not free from it, but would you agree

1 that it's less likely that there's less distractions
2 perhaps that motorcyclists could be distracted by as
3 compared to those in a vehicle?

4 MR. CURTIS WENBERG: I would agree.
5 In my -- in what we train people with motorcycles and
6 in general, your life is at stake and there's not --
7 there's not a lot of motorcyclists that really take
8 that -- take -- take that risk.

9 MS. CHARLOTTE MEEK: Right. Would you
10 also agree that distracted driving disproportionately
11 poses a greater risk to vulnerable road users who are
12 not protected by things such as vehicle design, some
13 cyclists, pedestrians, and motorcyclists?

14 MR. CURTIS WENBERG: It's a risk,
15 yeah.

16 MS. CHARLOTTE MEEK: So based on the
17 statistics currently available, would you then agree
18 that distracted driving rates have been on an upward
19 trend in the last number of years?

20 MR. CURTIS WENBERG: Yes, and it --
21 it's interesting with the 2018 findings that we
22 discussed on distracted, being a slightly smaller
23 percentage, but again they are fluctuating, and so we
24 have to watch a longer-term trend on this.

25 MS. CHARLOTTE MEEK: So would you

1 agree with distracted driving increasing and
2 motorcyclists being part of the vulnerable user group
3 that is affected by distracted driving, that loss
4 claims resulting from distracted driving collisions
5 have the potential to disproportionately negatively
6 affect motorcycle premium rates for collisions where
7 motorcyclists are not at fault?

8 MR. CURTIS WENNBERG: Your logic being
9 that if there's more distracted driving not caused by
10 motorcycle users, but motorcycles are a vulnerable
11 road user, then they are disproportionately affected?

12 MS. CHARLOTTE MEEK: Yes.

13 MR. CURTIS WENNBERG: I understand the
14 logic, yeah.

15 MS. CHARLOTTE MEEK: Do you agree with
16 that?

17 MR. CURTIS WENNBERG: I haven't seen
18 the data to necessarily prove it, but I understand the
19 logic you're using.

20 MS. CHARLOTTE MEEK: Okay. Regarding
21 distracted driving, you mentioned the use of
22 technologies to support MPI's efforts in these areas
23 to reduce distracted driving.

24 Does MPI have a plan to partner with
25 phone companies or any similar stakeholders to promote

1 the use of technology such as do not disturb or, as
2 you mentioned earlier, telematics, automatic --
3 automatically coming on while driving?

4 MR. CLIF EDEN: Yes. We're currently
5 looking at, as -- as Curtis had talked about our
6 telematics, initiative in the coming year, and we're
7 not sure exactly what that looks like at this moment,
8 but with that there is a cell blocking option as well,
9 so that would be something that we would consider.

10 MS. CHARLOTTE MEEK: So you'll be
11 hoping to promote those activities and work with those
12 stakeholders to promote those activities?

13 MR. CLIF EDEN: Yeah. We haven't got
14 that far yet, but that would be something that we
15 would consider.

16 MR. CURTIS WENNBERG: One -- one (1)
17 of the things that we're learning at MPI is that we
18 are still a -- a smaller province in terms of
19 population size, and so we're not trying to invent
20 anything here either, so if people have technology
21 available or other approaches, we will look at lifting
22 that and shifting it for our marketplace.

23 MS. CHARLOTTE MEEK: Thank you. CMMG
24 notice -- notes that there was little to no discussion
25 within the road safety conference regarding

1 construction zones or road conditions.

2 Would you agree that issues relating to
3 construction zones and road repair, the conditions,
4 have a greater impact on vulnerable road users such as
5 motorcyclists?

6 MR. CLIF EDEN: Potentially, yeah.

7 MS. CHARLOTTE MEEK: Are you --

8 MR. CURTIS WENNBERG: I would say yes,
9 being one of those -- yes. Yes, they do, and -- and
10 that's where we -- it's a -- it's an all in -- we --
11 we need infrastructure in the municipalities who
12 control most of that budget for the infrastructure to
13 be part of that overall conversation.

14 MS. CHARLOTTE MEEK: Thank you. Is
15 there any data that you're aware of that MPI would
16 have that would relate to construction zones or road
17 conditions or repairs and how they affect vulnerable
18 rows -- road users such as -- I would assume cyclists
19 as well, and motorcyclists specifically in causing
20 collisions or falls?

21 MR. CLIF EDEN: Within our traffic
22 collision statistics report information, there is
23 information on collisions that happen at work zones,
24 and those numbers are traditionally low.

25 MR. CURTIS WENNBERG: I'm not sure if

1 this group knows, one (1) of our worst accidents, it
2 was almost a Humboldt-like accident, happened in
3 Alberta about two (2) weeks ago, and I know we're --
4 we're busy here to -- today, but we had a Manitoba
5 driver in a Manitoba semi-truck going on the highway
6 in Alberta and there was a line of vehicles stopped at
7 a -- on a highway. It's a highway construction zone.
8 And there was a line of vehicles stopped at that.

9 The -- the semi-truck driver said he
10 was distracted. There was smoke going into the cab of
11 the vehicle, and he barrelled into that line of
12 vehicles at 85 kilometres an hour. There was a number
13 of fatalities, serious, serious injuries. The
14 fireball alone was well over two hundred (200) feet on
15 either side, and they va -- vacated a town nearby.

16 There wasn't a school bus in the
17 lineup, but, you know, what you're talking about is,
18 it could be one (1) of the most significant
19 components. If there was a school bus or two (2), it
20 would have been a Humboldt times two (2).

21 So that's how close we are sometimes,
22 and -- and so that's how serious the construction zone
23 issues are that you're talking about.

24 MS. CHARLOTTE MEEK: Thank you.

25 MR. CURTIS WENBERG: And actually,

1 and -- and if the story be true, it's a form of
2 distraction, if the person wasn't on a phone or had
3 other reasons.

4 MS. CHARLOTTE MEEK: Now looking to
5 training, I had mentioned this earlier with Mr. Keith,
6 CMMG highlighted the importance of training programs
7 at the conference and had some specific concerns
8 regarding the Experienced Rider Program that is
9 offered.

10 We understand that there's been low
11 registration numbers for this program the last few
12 years, and Mr. Keith confirmed that there's not
13 currently any discount or incentive that is provided
14 to encourage registration in this program.

15 Does MPI have any plan to promote this
16 program in any way going forward?

17 MR. CLIF EDEN: Currently the -- the
18 program that you're talking about is offered by Safety
19 Services Manitoba, and they promote that -- that
20 course. As well, we have information on our website
21 related to motorcycle training that links to Safety
22 Services Manitoba's website, but beyond that, there is
23 no plans at this moment, no.

24 MS. CHARLOTTE MEEK: So there's no
25 plans to offer kind of a financial reward to, for

1 example, the 21-hour training program for
2 motorcyclists as a discount once you complete the
3 program? There's nothing like that proposed for the
4 Experienced Rider Program?

5 MR. CLIF EDEN: At this point, no.

6 MS. CHARLOTTE MEEK: Thank you.

7 MR. CURTIS WENBERG: There -- there
8 have only been twelve (12) people sign up for that
9 course in the last four (4) years, so I just -- I know
10 we say sometimes there's low en -- enrolment rates,
11 but what's interesting is that there's almost no
12 enrolment rates for that course, so it probably makes
13 sense -- there's got to be something -- there's got to
14 be something done if we feel like that's an important
15 and critical piece. There's -- it's essentially --
16 it's a -- it's a non event at this point.

17 MS. CHARLOTTE MEEK: Absolutely, and
18 that -- that is our concern, and I think CMMG is -- is
19 noting the fact that a lot of riders are aging up and
20 continuing to ride, yet haven't taken any sort of
21 refresher course for quite a lengthy period of time,
22 and so, you know, there's concerns about the aging
23 population and aging motorcyclists and them having the
24 opportunity to come back in or having an incentive
25 maybe to come back in and -- and maybe we can have

1 some collaboration about what opportunities we can
2 pursue there to encourage people to come and attend
3 the Experienced Rider Program.

4 Does MPI have any plans to modify any
5 of the motorcycle training courses?

6 There was some mention earlier about
7 the regular driving courses that have been modified,
8 for example, including gravel training.

9 Is there any plan to make any
10 modifications to the motorcycle training courses that
11 already exist for high risk factors such as gravel
12 roads?

13 MR. CLIF EDEN: No. Those -- those
14 courses offered by Safety Services Manitoba are built
15 on -- on programs that were developed by the Canadian
16 Safety Council and -- and so MPI does not have plans
17 to -- to re -- to look at those courses and to update
18 them at this point, no.

19 MS. CHARLOTTE MEEK: Thank you. Mr.
20 Wennberg, in your testimony earlier today, you brought
21 up the issue of drivers transferring registration of a
22 motorcycle to another family member in order to
23 benefit from kind of policy reductions.

24 This is something that is of interest
25 to CMMG, and we're wondering if your comments about

1 that would be relating to all vehicle classes, so not
2 just motorcyclists, of the issue of people
3 transferring their registration to other family
4 members in order to receive a better discount.

5 CMMG has some specific concerns about
6 road users who are higher risk due to accidents that
7 they've had in the past, being able to avoid higher
8 premiums by transferring.

9 If you could provide some comments on
10 that, I'd appreciate it.

11 MR. CURTIS WENBERG: Yeah, we -- we
12 welcome working with the CMMG executive. And we -- we
13 were together talking about how do we -- how do we
14 work together on some of the -- some of the licencing
15 or other related issues that affect the -- the safety,
16 and then, therefore, maybe the claims costs for -- for
17 us riders.

18 And one (1) -- one (1) of the aspects
19 is that. When we can't underwrite the driver and we -
20 - we underwrite the owner instead of the driver, as it
21 is today, we -- there's -- there's some missed
22 opportunities in terms of how motorcycles are
23 underwritten in other provinces which then have this
24 safety implication.

25 One (1) of the other issues that we

1 talked about is that we also charge a lot of the
2 premium over the summer months, and we end up having a
3 fair number of motorcycles on dangerous shoulder
4 season periods, like the April/May or the
5 October/November period, where you can have a lot of
6 gravel, or maybe even weather like this.

7 And some people, because it's cheaper,
8 may end up riding a lot in some of these fairly
9 sometimes dangerous seasons. In fact, when we turned
10 on this pricing regime, the -- our actuary was telling
11 me that he saw a bump up in the claims percentages in
12 that shoulder season.

13 So -- so, we wanted to talk with the
14 CMMG group about how that -- how the licensing options
15 actually affect some of the claims costs. Maybe one
16 (1) of the things that we look at doing is -- is
17 offering someone a summer only type of a policy, and
18 so they don't get the shoulder seasons in there, or
19 repricing it in certain ways.

20 MS. CHARLOTTE MEEK: Right. And --
21 and would this consideration be spread across outside
22 of the motorcycle class to vehicle owners, as well?

23 MR. CURTIS WENNBERG: It -- it's
24 interesting. For the motorcycle, it's -- it's very --
25 it's pronounced. And the safety issues of the

1 shoulder -- shoulder season are more pronounced for
2 the motorcycles, so that -- that comes through.

3 But, at this point, I -- I don't have a
4 comment on the owner versus driver underwriting.

5 MS. CHARLOTTE MEEK: Okay. Thank you.
6 Kristen, could you take us to part 7, attachment A,
7 Appendix 6, pages 6 and 7, please? So, we'll start at
8 page 6 if possible.

9

10 (BRIEF PAUSE)

11

12 MS. CHARLOTTE MEEK: So, page 6 talks
13 about fatal crashes. And then if we could go to page
14 7, please. It talks about traffic fatality rate.

15 Can you tell me what the distinction is
16 between those two (2) classes is?

17 MR. CURTIS WENBERG: Go ahead.

18 MR. CLIF EDEN: The -- the previous
19 slide was counts and this is a rate-based meas --
20 measure, I believe. Is -- is that your question?

21 MS. CHARLOTTE MEEK: Yes. So, could
22 you say that again, the first --

23 MR. CLIF EDEN: So, if you go back...

24

25 (BRIEF PAUSE)

1 MR. CLIF EDEN: So, those are actual
2 counts.

3 MS. CHARLOTTE MEEK: I see. And then
4 the page 7?

5 MR. CLIF EDEN: Would be a rate-based
6 --

7 MS. CHARLOTTE MEEK: I understand.
8 Thank you for that clarification.

9 MR. CLIF EDEN: Yeah, no problem.

10 MR. CURTIS WENNBERG: We use the rate
11 base for a comparison across other jurisdictions.
12 It's a general thing with Road to Zero, is that you
13 want to do it per hundred thousand or per ten thousand
14 (10,000) of population so that you can compare your
15 jurisdictions to many others.

16 MS. CHARLOTTE MEEK: Thank you. Kind
17 of on that topic a little bit then, CMMG noted that
18 statistics for casualties for serious injury
19 vulnerable road users was provided to stakeholders in
20 the road safety conference based on actual victims.

21 Is MPI be -- able to provide this
22 information as a rate-based analysis in order to
23 provide us a more actual portrayal of the statistics?

24 MR. CLIF EDEN: We could, yes.

25 MS. CHARLOTTE MEEK: Thank you.

1 MR. CURTIS WENNBERG: I'm -- I'm
2 sorry, just to confirm that. So, we might be able to
3 for licenced vehicles, but I'm sure -- you're not
4 meaning us to put a rate base on pedestrians and
5 cyclists, are you?

6 MS. CHARLOTTE MEEK: No, just for
7 motorcyclists.

8 MR. CURTIS WENNBERG: I see what you
9 mean.

10 MS. CHARLOTTE MEEK: Thank you.

11 MR. STEVE SCARFONE: Was that an
12 undertaking, Counsel? Was that --

13 MS. CHARLOTTE MEEK: I --

14 MR. STEVE SCARFONE: Are you wishing
15 the Corporation to take an undertaking?

16 MS. CHARLOTTE MEEK: I would like to
17 make it so, yes, please, if I could.

18 MR. STEVE SCARFONE: So, maybe just to
19 --

20 MS. CHARLOTTE MEEK: Clarify?

21 MR. STEVE SCARFONE: -- make it clear,
22 put it on the record as to what the undertaking would
23 be.

24 MR. CURTIS WENNBERG: Is -- is that an
25 -- for the next GRA you would like us to file

1 something like that?

2 MS. CHARLOTTE MEEK: If you have the
3 information available, we'd appreciate it earlier so
4 that we can include that review for our closing
5 arguments, if possible.

6 MR. CURTIS WENNBERG: I think we can
7 do that.

8 MR. CLIF EDEN: We can do that.

9 MR. CURTIS WENNBERG: Yeah.

10 MR. CLIF EDEN: Yeah.

11 MR. STEVE SCARFONE: Okay. Mr.
12 Wennberg's saying, "Yes."

13 MS. CHARLOTTE MEEK: Would like me to
14 restate the undertaking?

15 MR. STEVE SCARFONE: Yes, please.

16 MS. CHARLOTTE MEEK: An undertaking to
17 provide a rate-based analysis of serious injury of
18 vulnerable road users, specifically motorcyclists, in
19 order to have a portrayal of the statistics, a better,
20 more accurate portrayal of the statistics.

21 MR. CURTIS WENNBERG: If my -- if it
22 might help, for fatalities and serious injury?

23 MS. CHARLOTTE MEEK: Sure. Yes,
24 please.

25 MR. STEVE SCARFONE: Very good. We'll

1 make that undertaking.

2

3 --- UNDERTAKING NO. 10: For MPI to provide a rate-
4 based analysis of serious
5 injury of vulnerable road
6 users, specifically
7 motorcyclists, in order to
8 have a portrayal of the
9 statistics, a better, more
10 accurate portrayal of the
11 statistics

12

13 CONTINUED BY MS. CHARLOTTE MEEK:

14 MS. CHARLOTTE MEEK: Thank you.

15 Kristen, if we could turn to loss prevention,
16 attachment A, page 46, please. And at the very
17 bottom, the last paragraph starts with:

18 "In terms of motorcycle safety, MPI
19 continues to deliver public
20 awareness campaigns using various
21 traditional and social media --
22 media channels."

23 Can you provide some information as to
24 what these campaigns look like at the moment that MPI
25 is providing?

1 MR. CLIF EDEN: So, this is typically
2 the awareness that we would do in May, I believe.
3 That's when it's slated to go in. And it's -- it's
4 really about looking twice for motorcyclists, and it's
5 -- so, it's aimed at drivers to -- to look at -- or to
6 be aware of motorcycles -- motorcyclists while on the
7 road.

8 One (1) thing I wanted to mention, as
9 well, is this is the first time that we've included a
10 Save the 100 tag line to that messaging, because it's
11 really about safety of -- of all road users, and
12 that's what our traffic safety culture is -- is trying
13 to achieve.

14 And we've purposely included that for
15 motorcyclists so that drivers recognize that they are
16 part of -- of reducing the one hundred (100)
17 fatalities every year in Manitoba.

18 MS. CHARLOTTE MEEK: Thank you. Does
19 MPI pursue any input from stakeholders regarding the
20 public awareness campaign for vulnerable road users?

21 MR. CLIF EDEN: We have in the past,
22 but we haven't recently. That -- that could be
23 something that we could consider. We could meet with
24 -- for instance, we could meet with your client to
25 review that prior to the ca -- campaign, yes.

1 MS. CHARLOTTE MEEK: Great. Thank
2 you. You kind of described some of what the campaigns
3 do, for example, reminding motorists that
4 motorcyclists are on the road and to be aware of them
5 and to watch out for them.

6 MR. CLIF EDEN: Yeah.

7 MS. CHARLOTTE MEEK: Does your public
8 awareness ever focus on reminders to motorcyclists,
9 for example, talking about the shoulder seasons and
10 the concerns that motorcyclists should be aware of,
11 such as leaves, snow, slippery conditions?

12 MR. CLIF EDEN: Traditionally, with
13 the advertising that we -- or the awareness that we've
14 done, it's to a mass audience, so we've -- we've --
15 and -- and, therefore, the audience becomes the motor
16 -- the motorists, in the most part.

17 But that could be something that we
18 could consider in terms of looking at specific
19 messaging to motorcyclists. It would -- there would
20 be a different format likely in terms of how we would
21 go about that, but we can definitely look at that.

22 MS. CHARLOTTE MEEK: Thank you. Those
23 are my questions.

24 THE CHAIRPERSON: Thank you very much,
25 Ms. Meek.

1 Mr. Scarfone, do you have any questions
2 of followup?

3 MS. KATHLEEN MCCANDLESS: Madam Chair
4 --

5 THE CHAIRPERSON: Oh, sorry. Yes?

6 MS. KATHLEEN MCCANDLESS: Just to --
7 to give you an update on the order of proceedings, we
8 do have some changes to the procedural outline. So,
9 we had some offline discussions at the previous break.

10 Mr. Monnin has roughly an hour of
11 questions for the road safety panel that we won't be
12 able to get to today. So, what was discussed among
13 counsel was we would start tomorrow morning with the
14 driver safety rating panel, as is scheduled, then move
15 into the rate-making RSR, CMP, et cetera, panel.

16 And when Mr. Wennberg's available in
17 the afternoon, he will return with Mr. Eden to
18 complete the road safety portion of the evidence if
19 that suits the panel.

20 THE CHAIRPERSON: Yes, that's --
21 that's fine. Thank you. Do we have any idea what
22 time the road safety panel will continue?

23 MS. KATHLEEN MCCANDLESS: I think the
24 plan is to -- immediately after lunch to have Mr.
25 Wennberg come back, if that makes sense, because the

1 rate-making and CMP panel will continue into next week
2 in any event, so there's no chance that it'll get up
3 and down tomorrow anyway, so.

4 THE CHAIRPERSON: Okay. Thank you.
5 Thank you very much. We'll adjourn for the afternoon
6 now and reconvene tomorrow morning at nine o'clock as
7 Ms. McCandless has outlined.

8

9 --- Upon adjourning at 3:54 p.m.

10

11 Certified Correct,

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14 _____

15 Donna Whitehouse, Ms.

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