

# Unified Governance: a human strategy for better law enforcement in road safety matters.

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# Introduction

- What is this presentation about?
  - A quick overview of the latest road safety measures in Québec, the results and their limits
  - The prosecutor's point of view
    - How do we think we can be part of the solution to road safety problems with a new type of «corporate governance» built on the human factor...

# The things we did

- Over the past years...
  - Campaigns to raise public awareness
    - Shocking advertisement on television
    - Publication of annual road safety results
- 2007: Year of the road safety
  - Legislative and regulatory modifications
    - "New" speeding offences
    - Specifically designed tires for winter driving
    - Hand-held device that includes a telephone function
  - New technologies
    - Photo radar devices and red light camera systems
    - Speed limiter (for heavy vehicles)

# The results

Road safety results 2006-2013*								
	2006	2007	2008	2009	2010	2011	2012	2013
<b>Death</b>	717	608	557	515	481	479	436	359
<b>Seriously injured</b>	3 714	2 866	2 363	2 253	2 311	2 036	1 966	1 607
<b>Lightly injured</b>	46 012	44 466	41 203	40 814	41 062	39 388	37 139	32 447
<b>TOTAL</b>	<b>50 443</b>	<b>47 940</b>	<b>43 566</b>	<b>43 582</b>	<b>43 854</b>	<b>41 903</b>	<b>39 541</b>	<b>34 413</b>

\* Preliminary statistical data for 2013.

# Unfortunately...

- Driver's behaviour is still the cause of **80%** of the accidents
- Young drivers are still overrepresented
- Two major factors in accidents
  - **Alcohol and speed**
  - More than **50%** of the accidents
- **Extremely high costs**
  - Indemnity given to the victims of car accidents
    - 800 million \$
  - Social costs (including material repairs)
    - 3.2 billion \$

# THE big questions

- What else can we do?
  - Campaigns, legislative modifications and technologies have their limits
    - Costs \$
    - Impossibility to reach everyone
- How can we improve?
  - Different points of view
    - The subject in itself (Road safety and other statutory offences)
    - The actors (including the DCPP)
    - The human factor

# Who we are and what we do

- The Director of criminal and penal prosecutions (DCPP)
  - In charge of all criminal and penal proceedings in the province of Québec
- Penal affaire bureau
  - The expert in statutory (penal) offences
  - Prosecutors who work with police organizations, departments, ministries and other governmental organizations
  - Legal representation in court

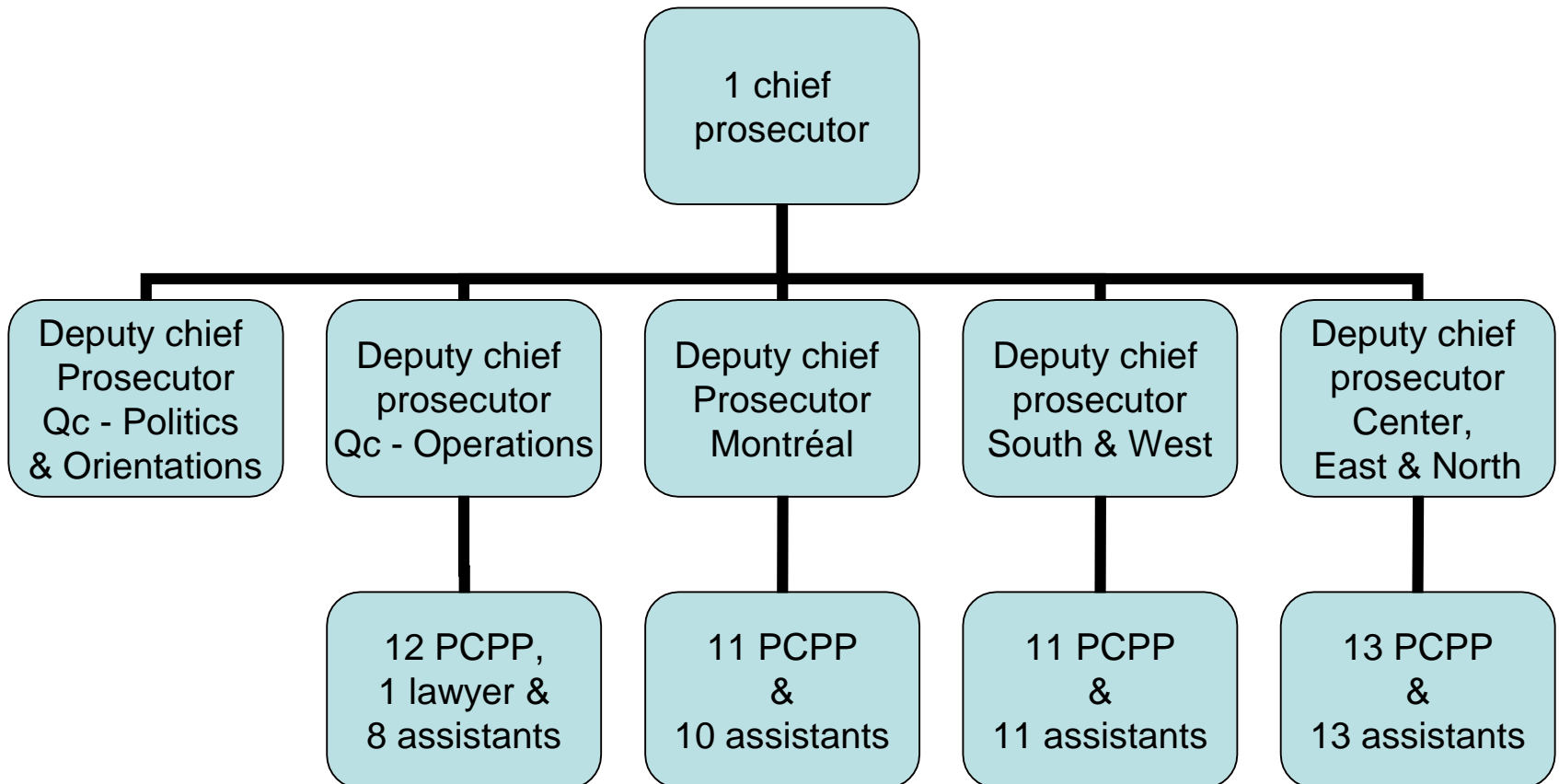
# Our vision

- Statutory offences (like the ones in the Highway safety code) should not be seen as second-rate offences
  - Mass litigation
    - More than 3 million statements of offence/Year
    - Only for the DCPP 550 000 statements (400 000 related to road safety) & 100 000 trials
  - Direct impact on the population
    - A lot of court decisions
    - On all aspect of life
    - Ordinary defendants

# Our solution

- Unified Governance
  - Recommended by both the Treasury Board and the «Rapport Dicaire»
  - Announced by the DCPP on May 1<sup>st</sup> 2012
  - Confirmed by the General Auditor in 2013
- One office: one direction
  - All the prosecutors acting in statutory offences in the province

# Our model



# The advantages

- Interested and motivated people
  - Recruitment and retention of the human resources
- Increased abilities in road safety
  - In-house training, teamwork, discussions and exchanges
- Respect of the guidelines and internal politics
  - One direction, one message and one priority
- Resulting in a coherent action that directly increase the road safety on an everyday basis

# Expected results

- Standardization of the practices
  - Specialized prosecutors
  - Direct and consistent orientations on the best practices (especially in road safety)
- Standardization of the file processing
  - Administrative staff under our authority
  - Harmonization in the treatment
  - Our files as priority
- Better relationship with our «clients»

# What has been done

- On May 1st 2012
  - Announcement by the DCPD
  - Recruitment of 3 new deputy chief prosecutors (for a total of 5)
- September 2012 to today
  - Negotiations with other offices
  - Partial transfer of human resources
    - Prosecutors
    - Administrative and technical staff
  - Partial transfer of budget \$

# Our challenge

- Persuade our colleague deputy chief prosecutors to transfer the resources
  - Particular context
    - Understaffed bureau
    - Budget restrictions
- Territory to cover
  - Distances between the different offices
    - Time and costs \$
    - Retention of the resources
    - «Loneliness»

# Conclusion

- The timeline
  - One year left to complete the implementation of our unified governance
- The results
  - Positive impacts on the road safety results in the future
- Questions or comments?

# Thank you!

To the 24<sup>th</sup> Canadian Multidisciplinary Road Safety Conference and the Canadian Association of Road Safety Professionals for giving me the opportunity to present our Unified Governance project and, of course, thanks to you for listening.