



ᑲᑯᑎᑯᑯ ᑲᑯᑯᑯ ᑲᑯᑯᑯ ᑲᑯᑯᑯ
Building *Nunavut* Together
Nunavut liuqatigiingniq
Bâtir le *Nunavut* ensemble



Traffic Safety Act Annual Report 2022

ᑲᑯᑯᑯ ᑲᑯᑯᑯ ᑲᑯᑯᑯ ᑲᑯᑯᑯ
Department of Economic Development and Transportation
Pivalliyuliqiyikkut Ingilrayuliqiyitkullu
Ministère du Développement économique et des Transports

Contents

Message from the Minister	2
Introduction.....	3
Key findings from the 2022 calendar year include:	3
A Note on Data Quality	4
Administration of the Act.....	5
Licences.....	5
Number of licences issued in 2022 by class and age	5
Number of licences issued in 2022 by class and community.....	6
General Identification Cards.....	7
Number of GICs by type by age in 2022.....	7
Vehicle Registrations	7
Number of vehicle registrations in 2022 by vehicle type.....	8
Driver's Abstract Reports	9
Number of abstracts produced in 2022 by age	9
Number of accident reports	9
Exams	10
Number of exams in 2022 by class, and examiner type	10
Transactions, Revenue, Processing Times, Accident Reports.....	11
Number of transactions and revenue in 2022.....	11
Processing times for Driver's Licence and General Identification Card in 2022	11
Traffic Safety	13
Traffic Incidents.....	13

Number of traffic incidents in 2022 by age	13
Number of traffic incidents by community	14
Number of traffic incidents in 2022, causes by age	14
Number of traffic incidents in 2022, causes by community	14
Traffic Convictions	15
Number of traffic convictions and administrative sanctions in 2022, by age	15
Number of traffic convictions and administrative sanctions in 2022, by community	16
Demerit Discipline	17
Number of driver demerit discipline situations in 2022, by age	17
Appendix A: Other Matters	18
Nunavut Drivers Outside of the Territory	18
Number of traffic incidents	18
Number of traffic convictions and administrative sanctions	18
Organizational Developments	19

Message from the Minister

I am pleased to present the Government of Nunavut's first *Traffic Safety Act* Annual Report. This report has been prepared by the Department of Economic Development and Transportation in accordance with section 328 (1–3) of the *Traffic Safety Act* and presents data from January 1–December 31, 2022.

Our operations and services provided to Nunavumiut continue to improve. The department has begun to implement additional examiners throughout the territory, improving the accessibility for Nunavumiut to training and examinations. The wait times for both Drivers License and General ID Cards has improved again and will continue to improve over the next year while the department works to bring the last remaining communities online. The department remains committed to providing efficient service delivery and promoting traffic safety in the territory. The department is also committed to improving the quality of data presented in future reports by working with its enforcement and administrative partners such as the RCMP and municipalities to standardize data collection methods. This standardization is expected to be completed by 2025 and will benefit the department in the quality of the data provided. Thank you to all the departmental and partner staff involved in the day-to-day operations of this critical GN function.

Sincerely,

David Akeeagok
Minister of Economic Development and Transportation

Introduction

Nunavut's *Traffic Safety Act* establishes the framework for the safe and effective provision of traffic safety and motor vehicle services in the territory. The Department of Economic Development and Transportation is further responsible to report annually on objectives as laid out in the *Act*.

Reporting requirements are established in section 328 as follows:

“328.1. (1) Within the first nine months of each calendar year, the Registrar shall prepare and submit to the Minister an annual report for the previous calendar year on the following matters:

- (a) the administration of this Act by the Government of Nunavut;*
- (b) traffic safety in Nunavut;*
- (c) any other matters requested by the Minister.*

Personal information

(2) The report referred to in subsection (1) shall not include any personal information as defined in the Access to Information and Protection of Privacy Act.

Report to be tabled

(3) The Minister shall table the report submitted under subsection (1) in the Legislative Assembly during the first sitting of the Assembly after the report is submitted that provides a reasonable opportunity for tabling the report. S.Nu. 2017,c.28,s.1.”

As such, the 2022 *Traffic Safety Act* Annual Report provides summary data, and no identifiable individual data regarding the overall administration of motor vehicle services and traffic safety. The report is divided into two main sections: the administration of the act, and traffic safety.

Key findings from the 2022 calendar year include:

- The department issued 3,056 drivers' licences across the territory;
- 69.7% of drivers' licences and general identification cards were processed within 30 days or less;

- 92.5% of drivers' licences and general identification cards were processed online and the remainder (7.5%) were processed offline;¹
- 74.5% of online transactions were completed within 30 days; 2.3% took 90 days or longer to complete;
- 9.1% of offline transactions were completed within 30 days; 35.3% took 90 days or longer to complete;
- The department administered 726 practical exams and 2,322 theoretical exams between GN staff and third-party examiners;
- Speeding and DUIs comprised 47.3% and 23.3% of the total 146 in-territory traffic convictions respectively; and
- Speeding comprised 63% of the total 27 out-of-territory traffic convictions.
- There was 1 traffic related fatality reported in Nunavut in 2022.

A Note on Data Quality

Some enforcement and administrative partners have varied data collection techniques. For these reasons, some of the data presented in this report should be interpreted with caution.

¹ See Section on Organizational Development for definitions of 'Online' and 'Offline' document processing.

Administration of the Act

The Department of Economic Development and Transportation (EDT) is responsible for the administration of the *Traffic Safety Act*. This includes the provision of driver licencing services, general identification cards, vehicle registration, driver examinations, and maintaining driver abstracts for Nunavut licensees, among other administration functions.

Licences

Nunavut's *Driver's Licence Regulations* establishes seven licence classes as per Schedule A (subsection 2(1)). The most common licence types issued are Class 5 licences, which permit the holder to operate private passenger vehicles, and Class 7 licences, which permit the holder to operate any vehicle in Class 5 or 6, while the driver is learning to operate it. The department tracks the issuance of licences by age, community, and vehicle type annually; this data has been presented in table form below.

Number of licences issued in 2022 by class and age²

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	Total
Class 1	1	6	5	14	4	10	7	9	2	5	63
Class 2	0	0	1	4	6	6	5	1	3	10	36
Class 3	1	5	21	29	35	29	42	44	25	39	270
Class 4	0	1	6	17	11	8	17	7	8	10	85
Class 5	111	174	248	269	246	190	162	151	153	295	1999
Class 6	0	0	0	0	0	0	0	0	0	0	0
Class 7	125	96	70	71	47	29	25	17	4	8	492
Class 1, 6	0	0	0	1	2	0	0	0	2	2	7
Class 2, 6	0	0	0	1	0	0	0	0	1	0	2
Class 3, 6	0	0	2	0	0	0	0	1	2	1	6
Class 4, 6	0	0	0	1	0	4	0	2	3	3	13
Class 5, 6	0	3	6	12	5	7	9	5	16	20	83

² Individuals may hold multiple licence types. Categories “1,6”, “2,6”, “3,6”, “4,6”, and “5,6” refer to individuals who were issued both a licence (class 1–5) and a class 6 licence in 2022. A class 6 licence permits the holder to operate a motorcycle.

Number of licences issued in 2022 by class and community³

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 1,6	Class 2,6	Class 3,6	Class 4,6	Class 5,6
Arctic Bay	0	1	7	0	17	0	2	0	0	0	0	0
Arviat	0	1	19	3	70	0	21	0	0	0	0	0
Baker Lake	9	0	16	0	67	0	25	0	0	0	0	3
Cambridge Bay	0	4	19	6	122	0	34	0	0	1	0	3
Chesterfield Inlet	0	0	4	0	16	0	0	0	0	0	0	0
Clyde River	0	0	12	0	34	0	1	0	0	1	0	0
Coral Harbour	0	0	4	0	22	0	11	0	0	0	0	0
Gjoa Haven	0	0	7	1	20	0	23	0	0	1	0	1
Grise Fiord	1	0	4	1	3	0	0	0	0	0	0	0
Igloolik	0	1	3	1	18	0	9	0	0	0	0	2
Iqaluit	10	13	48	59	989	0	211	4	2	3	12	62
Kimmirut	0	0	6	0	9	0	0	0	0	0	0	0
Kinngait	0	1	3	0	34	0	11	0	0	0	0	0
Kugaaruk	0	1	1	0	2	0	0	0	0	0	0	0
Kugluktuk	0	0	9	1	51	0	3	1	0	0	1	1
Naujaat	0	0	2	0	13	0	1	0	0	0	0	0
Pangnirtung	0	2	17	0	49	0	18	0	0	0	0	4
Pond Inlet	0	3	13	0	39	0	2	0	0	0	0	0
Qikiqtarjuaq	0	0	4	1	3	0	0	0	0	0	0	0
Rankin Inlet	43	7	51	12	371	0	86	2	0	0	0	7
Resolute Bay	0	0	1	0	2	0	0	0	0	0	0	0
Sanikiluaq	0	1	2	0	12	0	8	0	0	0	0	0
Sanirajak	0	1	9	0	11	0	4	0	0	0	0	0
Taloyoak	0	0	5	0	20	0	21	0	0	0	0	0
Whale Cove	0	0	4	0	5	0	1	0	0	0	0	0
Total	63	36	270	85	1999	0	492	7	2	6	13	83

³ Individuals may hold multiple licence types. Categories “1,6”, “2,6”, “3,6”, “4,6”, and “5,6” refer to individuals who were issued both a licence (class 1–5) and a class 6 licence in 2022. A class 6 licence permits the holder to operate a motorcycle.

General Identification Cards

General Identification Cards (GICs) are commonly used as photo identification for airline travel in lieu of a passport or driver's licence. Part VIII.1 of the *Traffic Safety Act* discusses GICs and s. 307.1 of the Act, states that the Registrar may issue GICs.

Number of GICs by type by age in 2022

	New	Renewal	Replacement
< 15	340	0	10
15–19	600	14	16
20–24	445	21	11
25–29	368	22	15
30–34	295	16	9
35–39	224	20	9
40–44	175	7	7
45–49	150	8	4
50–54	179	6	2
55–59	184	5	2
60+	320	5	7
Total	3280	124	92

Vehicle Registrations

Sections 5–30 of the *Traffic Safety Act* discuss vehicle registration requirements in Nunavut. Generally, in order for an individual to operate a vehicle on roadways in Nunavut, the vehicle must be registered (s. 5 (a–b)).

Number of vehicle registrations in 2022 by vehicle type

	New	Renewed	Duplicated
All-Terrain Vehicle	128	638	18
All Trailers	7	34	0
Commercial Trailer	27	128	0
Commercial Vehicle 4501 kg and over	46	269	6
Commercial Vehicle Under 4500 kg	74	1060	32
Construction	26	237	0
Forces ATV	0	1	0
Government ATV	4	86	0
Government Construction Vehicle	18	189	1
Government Trailer	0	25	0
Government Vehicle	119	1103	12
Motorcycle	7	49	6
Motorhome Class A	0	1	0
Motorhome Class B	0	1	0
Motorhome Class C	1	1	0
No Plate Registration	10	1	3
Passenger – Private	231	2088	66
Public Service 4501 kg and over	0	16	0
Public Service Under 4500 kg	5	76	10
Rental Vehicle	70	168	0
School Bus	4	21	0
Society Vehicle Under 4500 kg	8	14	1
Total	785	6206	155

Driver's Abstract Reports

A driver's abstract report is a record of a person's driving history and includes information such as accident reports. Section 3 (1) of the *Driver's Licence Demerit Point Regulations*, states that the Registrar of Motor Vehicles⁴ shall maintain a driving record for every driver for whom the Registrar issues a driver's licence. Nunavummiut can apply for a copy of their driver's abstract report by going to a MVD office in select communities. In all other communities, Nunavummiut can apply for their driver's abstract report at the local Municipal Liaison Office (MLO) or Government Liaison Office (GLO). The current fee for the Nunavut driver's abstract report is \$15.00.

As indicated in the table below, 995 abstracts were produced in 2022. Although marginal, the age groups 30–34 and 25–29 requested the highest portion of these requests.

Number of abstracts produced in 2022 by age

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	<i>Total</i>
Abstracts Produced by Driver Age	24	62	138	143	117	119	111	99	86	96	995

Number of accident reports

In 2022, 21 accident reports were entered. Of these 21 accident reports, 1 accident report was printed by request.

⁴ The Registrar of Motor Vehicles is appointed under subsection 315(1) of the *Traffic Safety Act*. The Registrar's powers are detailed under subsection 316(2–3) of the Act.

Exams

Section 68 of the *Traffic Safety Act* indicates that persons, such as new drivers or drivers wishing to upgrade their licence, must pass the applicable theoretical and practical driving exams. Examiners are appointed under subsection 319(1) of the *Traffic Safety Act* and include MVD staff or third-party examiners.

As indicated in the next table, 726 practical exams and 2,322 theoretical exams were administered in 2022. MVD staff performed 79.3% of these exams while third-party examiners performed the remaining 20.7%.

Number of exams in 2022 by class, and examiner type⁵

Nunavut			Class	Class	Class	Class	Class	Class	Class	SB	AB	Total
			1	2	3	4	5	6	7			
	MVD Staff	Theory	110	33	123	89	150	30	1072	25	129	1761
		Practical	53	13	37	30	400	13	0	22	88	656
	Third Party	Theory	0	1	3	0	19	1	536	0	1	561
		Practical	0	0	0	0	70	0	0	0	0	70

⁵ Road tests for class 1–6 (class 7 is not applicable as it does not have a road test. “SB” represents school bus endorsement and “AB” represents air brake endorsement.

Transactions, Revenue, Processing Times, Accident Reports

Among other data, the Motor Vehicle Information System (MVIS) is used to collect and store the number of transactions and revenue for: driver's licences (DL), general identifications cards (GIC), registrations, and exams. The MVD records the processing times of driver's licences and GICs. Additionally, the MVD records the number of accident reports entered and printed.

Number of transactions and revenue in 2022⁶

		DL	GIC	Registrations	Exams
Nunavut	Number of Transactions	7,032	8,772	19,944	11,311
	Revenue (\$)	239,041	0	943,920	102,778

Processing times for Driver's Licence and General Identification Card in 2022⁷

		0–30 Days	31–60 Days	61–90 Day	91+ Days	Total Requests
Arctic Bay	Offline	0	0	0	0	0
	Online	87	28	0	1	116
Arviat	Offline	52	183	136	58	429
	Online	85	1	0	2	88
Baker Lake	Offline	0	0	0	1	1
	Online	355	31	2	2	390
Cambridge Bay	Offline	0	0	0	0	0
	Online	325	99	18	0	442
Chesterfield Inlet	Offline	0	0	0	0	0
	Online	68	15	0	1	84
Clyde River	Offline	0	0	0	0	0
	Online	128	80	3	0	211
Coral Harbour	Offline	0	2	0	1	3
	Online	137	47	0	1	185
Gjoa Haven	Offline	0	0	0	1	1
	Online	127	5	3	2	137

⁶ Total number of exams includes written (Theory) test for each Class; Signs Test; Vision Test; Road Test(s); Air Brake Endorsements; etc.

⁷ 'Online' indicates that the applications were processed via internet connection between the community and the regional headquarters (Iqaluit, Rankin Inlet, or Gjoa Haven). 'Offline' indicates that the application was mailed from the community where the request was initiated to the regional headquarters.

Grise Fiord	Offline	0	0	0	0	0
	Online	15	4	8	0	27
Igloolik	Offline	0	0	0	0	0
	Online	141	56	35	10	242
Iqaluit	Offline	0	0	0	0	0
	Online	1,921	420	6	2	2,349
Kimmirut	Offline	0	0	0	0	0
	Online	45	10	9	6	70
Kinngait	Offline	0	0	0	0	0
	Online	137	51	18	13	219
Kugaaruk	Offline	0	1	1	141	143
	Online	13	1	1	0	15
Kugluktuk	Offline	0	0	0	0	0
	Online	135	63	47	6	251
Naujaat	Offline	0	0	0	1	1
	Online	153	52	6	5	216
Pangnirtung	Offline	0	0	0	0	0
	Online	159	94	39	31	323
Pond Inlet	Offline	0	0	0	0	0
	Online	130	68	23	54	275
Qikiqtarjuaq	Offline	0	0	0	0	0
	Online	33	16	22	1	72
Rankin Inlet	Offline	1	1	0	2	4
	Online	824	1	2	0	827
Resolute Bay	Offline	0	0	0	0	0
	Online	15	8	3	1	27
Sanikiluaq	Offline	0	0	0	0	0
	Online	86	39	26	0	151
Sanirajak	Offline	0	0	0	0	0
	Online	53	52	33	6	144
Taloyoak	Offline	0	0	0	0	0
	Online	105	77	18	21	221
Whale Cove	Offline	0	0	0	1	1
	Online	72	11	0	0	83
Totals	Offline	53	187	137	206	583
	Online	5,349	1,329	322	165	7,165

Traffic Safety

EDT is responsible for certain aspects of Traffic Safety under the *Traffic Safety Act*. This includes recording information regarding traffic incidents, convictions and using a demerit-based system to impose suspensions or cancellations of drivers licences.

Traffic Incidents⁸

Section 261 (a–d) of the *Traffic Safety Act* define reportable incidents as

“...an incident on or adjacent to a highway involving a vehicle that results in

(a) the injury or death of a person;

(b) a collision with an unattended vehicle resulting in visible damage to the unattended vehicle;

(c) a collision with an inanimate object or with an animal where the driver reasonably believes or ought to believe that there may be ongoing danger to the public; or

(d) a collision with an animal where the driver reasonably believes or ought to believe that the animal has an owner.

S.Nu. 2017,c.20,s.36.”

Number of traffic incidents in 2022 by age⁹

	<15	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	Total
Injury	0	1	0	0	1	0	0	1	0	1	2	6
Other	0	5	1	3	7	5	2	3	3	3	2	34
Fatality	0	0	0	1	0	0	0	0	0	0	0	1

⁸ Data within this section should be interpreted with caution. Inconsistent or incomplete reporting from partners may result in underestimates/overestimates or discrepancies between table totals.

⁹ “Other” refers to individuals involved in an accident, but who had no recorded injuries. Due to data limitations, this table could not be geographically disaggregated; the table includes all available data on traffic incidents involving Nunavut Drivers, regardless of their location in Canada.

Number of traffic incidents by community

	Injury	Other	Fatality
Arctic Bay	0	0	0
Arviat	0	0	0
Baker Lake	0	0	0
Cambridge Bay	1	3	0
Chesterfield Inlet	0	0	0
Clyde River	0	0	0
Coral Harbour	0	0	0
Gjoa Haven	1	1	0
Grise Fiord	0	0	0
Igloolik	0	0	0
Iqaluit	2	14	0
Kimmirut	0	0	0
Kinngait	0	1	0
Kugaaruk	0	0	0
Kugluktuk	0	0	0
Nauyasat	0	0	0
Pangnirtung	2	5	1
Pond Inlet	0	1	0
Qikiqtarjuaq	0	0	0
Rankin Inlet	2	6	0
Resolute Bay	0	0	0
Sanikiluaq	0	0	0
Sanirajak	0	0	0
Taloyoak	0	0	0
Whale Cove	0	0	0
Total	8	31	1

Number of traffic incidents in 2022, causes by age

In 2022, incident reports were often blank or didn't correspond with National Collision Database 2 (NCDB2) specifications. As a result, these unreliable data are not presented in this report. Subsequent reports will endeavour to include these data.

Number of traffic incidents in 2022, causes by community

In 2022, incident reports were often blank or didn't correspond with NCDB2 specifications. As a result, these unreliable data are not presented in this report. Subsequent reports will endeavour to include these data.

Traffic Convictions¹⁰

Section 336 of the *Traffic Safety Act* states that individuals who contravene this Act or the regulations are guilty of an offence liable on summary conviction to the punishment set out in the Act.

Number of traffic convictions and administrative sanctions in 2022, by age¹¹

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	<i>Total</i>
DUI	2	2	7	9	3	5	3	1	2	0	34
Roadside Suspension – 24 hours	0	0	0	0	0	0	0	0	0	0	0
Roadside Suspension – 30 Days	0	0	0	0	0	0	0	0	0	0	0
Roadside Suspension – 90 Day	0	0	0	0	0	0	0	0	0	0	0
Unlicensed	1	2	3	0	0	0	0	0	0	0	6
Unregistered	4	3	2	5	3	3	2	1	4	2	29
Uninsured	2	2	0	1	0	0	1	0	1	0	7
Speeding	5	8	4	9	6	7	7	3	7	13	69
Distracted Driving	0	0	0	0	1	0	0	0	0	0	1
All others	0	0	0	0	0	0	0	0	0	0	0

¹⁰ Data within this section should be interpreted with caution. Inconsistent or incomplete reporting from partners may result in underestimates/overestimates or discrepancies between table totals.

¹¹ Due to data limitations, this table could not be geographically disaggregated; the table includes all available data on traffic incidents involving Nunavut Drivers, regardless of their location in Canada.

Number of traffic convictions and administrative sanctions in 2022, by community

	DUI	Roadside Suspension - 24 hours	Roadside Suspension - 30 Days	Roadside Suspension - 90 Day	Unlicensed	Unregistered	Uninsured	Speeding	Distracted Driving	All others
Arctic Bay	1	0	0	0	0	0	0	0	0	0
Arviat	1	0	0	0	0	0	0	0	0	0
Baker Lake	0	0	0	0	0	0	0	0	0	1
Cambridge Bay	2	0	0	0	0	0	0	0	0	0
Chesterfield Inlet	0	0	0	0	0	0	0	0	0	0
Clyde River	0	0	0	0	0	0	0	0	0	0
Coral Harbour	0	0	0	0	0	0	0	0	0	0
Gjoa Haven	1	0	0	0	0	0	0	0	0	0
Grise Fiord	0	0	0	0	0	0	0	0	0	0
Igloolik	1	0	0	0	0	0	0	0	0	0
Iqaluit	16	0	0	0	6	29	6	52	0	48
Kimmirut	2	0	0	0	0	0	0	0	0	0
Kinngait	0	0	0	0	0	0	0	0	0	0
Kugaaruk	0	0	0	0	0	0	0	0	0	0
Kugluktuk	1	0	0	0	0	0	0	0	0	0
Naujaat	0	0	0	0	0	0	0	0	0	0
Pangnirtung	0	0	0	0	0	0	0	0	0	0
Pond Inlet	3	0	0	0	0	0	0	0	0	0
Qikiqtarjuaq	1	0	0	0	0	0	0	0	0	0
Rankin Inlet	4	0	0	0	0	0	0	0	0	0
Resolute Bay	0	0	0	0	0	0	0	0	0	0
Sanikiluaq	0	0	0	0	0	0	0	0	0	0
Sanirajak	0	0	0	0	0	0	0	0	0	0
Taloyoak	0	0	0	0	0	0	0	0	0	0
Whale Cove	0	0	0	0	0	0	0	0	0	0
Total	33	0	0	0	6	29	6	52	0	49

Demerit Discipline

Section 3(2) of the *Driver's Licence Demerit Point Regulations* states that the Registrar shall add demerit points to an individual's driving record as the Registrar becomes aware of the convictions of the driver. The Regulation's Schedule provides a list of offenses and the number of demerits they represent.

Section 5(1–3) of the Regulations detail that when a driver has accumulated 12 or more demerit points, the Registrar shall provide a warning letter to the driver and arrange a telephone or personal interview between the driver and a driver examiner or driver's licence review officer. If the driver fails to attend the interview, the Registrar may suspend the individual's driver's licence and prohibit the driver from operating a motor vehicle until the driver attends the necessary interview.

Where a driver has accumulated 15 or more demerit points, the Registrar shall suspend the driver's licence of the driver and prohibit the driver from operating a motor vehicle for a period of one month.

Number of driver demerit discipline situations in 2022, by age

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	<i>Total</i>
Driver Suspension	0	0	2	3	1	0	3	0	0	0	9

Appendix A: Other Matters

Nunavut Drivers Outside of the Territory

The below tables summarize available data for traffic incidents, traffic convictions and administrative sanctions involving Nunavummiut driving outside of the territory.

Number of traffic incidents

	Injury	Other	Fatality
Outside of Nunavut	0	0	0

Number of traffic convictions and administrative sanctions

	Outside of Nunavut
DUI	1
Roadside Suspension - 24 hours	0
Roadside Suspension - 30 Days	0
Roadside Suspension - 90 Day	0
Unlicensed	0
Unregistered	0
Uninsured	0
Speeding	17
Distracted Driving	1
All others	8

Organizational Developments

'Online' indicates that the applications were processed via internet connection between the community and the regional headquarters (Iqaluit, Rankin Inlet, or Gjoa Haven). 'Offline' indicates that the application was mailed from the community where the request was initiated to the regional headquarters.

In late 2019 the department launched a pilot project in Taloyoak to connect Government Liaison Offices to MVD offices to streamline the processing of driver licence and other services. This transforms "offline" communities into "online" communities by making use of the GN's Core Business Network to connect GLOs directly to the Motor Vehicles Information System.

The process of connecting additional communities to the MVIS continued throughout 2022 but was not completed in 2022. Client service improvements can be expected in 2023 as additional communities are connected.

Operations of the MVD were severely impacted by the onset on the COVID-19 pandemic in March 2020. Travel restrictions implemented by the chief public health officer to limit transmission of the virus posed challenges for department staff. With the exception of third-party examiners in a small number of communities, the department's driver examiners were based in Iqaluit and Gjoa Haven. At various times, their ability to complete the high volume of exams required across the territory was diminished due to pandemic travel restrictions.

The department made many efforts to provide motor vehicles services online during this period, including offering online registration and licence renewal services. These services were well-received by Nunavummiut and the department continues to expand these offerings to improve overall service delivery across the territory.