

## Chapter 17

# Saskatchewan Government Insurance—Monitoring Automated Speed Enforcement Fines

### 1.0 MAIN POINTS

Saskatchewan Government Insurance (SGI), on behalf of the Auto Fund, operates the Automated Speed Enforcement Program under *The Traffic Safety Act* and related regulations.

By February 2022, SGI implemented all four recommendations we made in our 2019 audit about monitoring automated speed enforcement fines.

SGI updated all contracts with key parties for the Automated Speed Enforcement Program. It also enforced provisions in its contracts, leading to all police services and the service provider consistently issuing fines to out-of-province vehicles.

Moreover, SGI periodically monitored rejected violations to check whether the service provider and police services follow its policies. SGI also received audit reports annually to confirm that its service provider effectively maintained the integrity of data in the IT system used to process Program fines.

### 2.0 INTRODUCTION

The Saskatchewan Auto Fund registers vehicles, licenses drivers, and provides related services to about 800,000 drivers and approximately 1.2 million vehicles and trailers in Saskatchewan.<sup>1</sup>

Since June 2014, Saskatchewan Government Insurance, on behalf of the Auto Fund, operates the Automated Speed Enforcement Program under *The Traffic Safety Act* and related regulations. *The Traffic Safety Act* allows for the use of vehicle photographs from speed monitoring devices, as well as places restrictions on the use of those photographs and speed monitoring devices.<sup>2</sup> *The Traffic Safety (Speed Monitoring) Regulations* set requirements about the use of speed monitoring devices in Saskatchewan.<sup>3</sup>

SGI has contracts with various parties (e.g., police services, municipalities) in four different regions of the province to use speed monitoring devices (i.e., cameras). See **Figure 1** for the number of cameras in each region and the number of fines issued.

<sup>1</sup> 2020–21 Saskatchewan Auto Fund Annual Report, p. 6.

<sup>2</sup> *The Traffic Safety Act*, s. 259.1.

<sup>3</sup> Enforcement (e.g., policing) of traffic safety laws is the responsibility of law enforcement—not SGI.

**Figure 1—Speed Monitoring Devices in Saskatchewan and Fines Issued**

Region	Cameras	Locations in Rotation	Fines Issued (for 12-months ended November 30, 2021)
Moose Jaw	3	4	24,010
Regina	3	10	19,871
Saskatoon	2	10	23,353
Wakaw	1	2	2,318
<b>Total</b>	<b>9</b>	<b>26</b>	<b>69,552</b>

Source: Adapted from information provided by Saskatchewan Government Insurance.

This chapter describes our follow-up audit of management's actions on the recommendations we made in 2019. Our *2019 Report – Volume 1*, Chapter 11, concluded that for the 12-month period ended September 30, 2018, SGI had, other than the areas of our recommendations, effective processes to monitor that fines issued from its Automated Speed Enforcement program were accurate and reliable. We made four recommendations.

To conduct this audit engagement, we followed the standards for assurance engagements published in the *CPA Canada Handbook—Assurance (CSAE 3001)*. To evaluate SGI's progress toward meeting our recommendations, we used the relevant criteria from the original audit. SGI's management agreed with the criteria in the original audit.

To carry out our follow-up audit, we interviewed SGI staff responsible for the Automated Speed Enforcement Program. We examined and assessed relevant documents including the updated contracts with key parties, management's violation rejection analysis, meeting minutes with key parties, and tickets issued during the 12-months ended November 30, 2021.

## 3.0 STATUS OF RECOMMENDATIONS

This section sets out each recommendation including the date on which the Standing Committee on Crown and Central Agencies agreed to the recommendation, the status of the recommendation at February 15, 2022, and SGI's actions up to that date.

### 3.1 Written Contracts with Key Parties Maintained and Enforced

***We recommended Saskatchewan Government Insurance maintain enforceable formal written contracts with each party that is key to delivering its automated speed enforcement program. (2019 Report – Volume 1, p. 179, Recommendation 1; Standing Committee on Crown and Central Agencies agreement August 23, 2021)***

**Status—Implemented**

***We recommended Saskatchewan Government Insurance consistently enforce all provisions of its automated speed enforcement program contracts with participating municipal police. (2019 Report – Volume 1, p. 181, Recommendation 2; Standing Committee on Crown and Central Agencies agreement August 23, 2021)***

**Status—Implemented**

Saskatchewan Government Insurance updated and enforced all contracts with key parties for the Automated Speed Enforcement Program.

At February 2022, SGI had enforceable written contracts with all municipalities and police services that deliver the Program. SGI and key party representatives signed each contract.

Since the 2019 audit, SGI changed the third-party service provider responsible for maintaining and operating the technology for the Program, and for processing violations (photographs taken). SGI signed a contract with a new service provider in January 2020.

Overall, we did not note any significant changes to its contracts, except the inclusion of additional provisions enabling SGI to better monitor the service provider (i.e., periodically receive IT-related audit reports on processes to maintain data), and requiring the service provider to process violations within five business days. See **Section 3.2** for more details on the IT-related audit reports.

To monitor whether contracted key parties fulfil their obligations, SGI held regular meetings with them since March 2020. During these meetings, management discussed a variety of issues, including issues with camera equipment, maintenance, and processing times.

Furthermore, since March 2020, SGI performs a semi-annual review of processing times to monitor that police services issue tickets within six months of the violation.<sup>4</sup> We found that all police services issued tickets within six months of the violation date (average of 27 days) for the 12-months ended November 30, 2021. Additionally, we found all police services consistently issued tickets to out-of-province vehicles in accordance with SGI's policies. We note Moose Jaw had the highest percentage of out-of-province tickets at 77% of total tickets issued due to the location of the cameras.

By having up-to-date and enforceable contracts with key parties, SGI can monitor that key parties are fulfilling obligations of each contract. Consistently issuing tickets to all registered owners of out-of-province vehicles caught speeding provides equitable treatment of registered owners of in- and out-of-province vehicles.

## 3.2 Speed Enforcement IT System Monitored

***We recommended Saskatchewan Government Insurance periodically determine whether its service provider sufficiently maintains the integrity of data in the IT system the service provider uses to process automated speed enforcement program fines.*** (2019 Report – Volume 1, p. 182, Recommendation 3; Standing Committee on Crown and Central Agencies agreement August 23, 2021)

**Status**—Implemented

Starting in 2020, Saskatchewan Government Insurance receives audit reports annually to monitor its service provider's IT system used to process Automated Speed Enforcement Program fines, including the integrity of data.

<sup>4</sup> The *Summary Offences Procedure Act, 1990*, s. 4(3) requires agencies to issue tickets within six months of the violation date.



We found SGI reviewed the audit report from its service provider to assess whether the service provider sufficiently maintained the integrity of data in the automated speed enforcement system. We confirmed that for the 12-month period ended June 30, 2021, the service provider had effective controls over the IT system according to the independent audit report.

By periodically assessing the integrity of data in the automated speed enforcement IT system, SGI can confirm whether the service provider sufficiently protects this data.

### 3.3 Rejected Violations Monitored

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***We recommended Saskatchewan Government Insurance periodically determine whether its service provider or police services of participating municipal governments rejected automated speed enforcement program photograph violations in accordance with its policies. (2019 Report – Volume 1, p. 184, Recommendation 4; Standing Committee on Crown and Central Agencies agreement August 23, 2021)***

**Status**—Implemented

Saskatchewan Government Insurance periodically monitors rejected violations to check whether the third-party service provider and police services follow its policies.

A rejected violation is where a violation occurs (motorist exceeds the speed threshold and a photograph of the motorist's vehicle is taken), but the service provider or police services does not issue a ticket to the registered owner of the vehicle.

Since the 2019 audit, SGI provided a listing of possible rejections to the service provider and police services. The list includes controllable rejects (e.g., clarity of plate, equipment issue) and uncontrollable rejects. Uncontrollable rejects are out of SGI, its service provider, and police services' control (e.g., missing or damaged plates, obstructed plates due to snow or mud). When the service provider or police services reject a violation in the system, they now document one of the reasons from the list in the system.

Starting in January 2020, SGI analyzes violation rejections quarterly to identify any unexpected trends. In our review of SGI's rejection analysis, we noted that rates for controllable rejects declined in 2021 compared to 2020 (e.g., over 400 controllable rejects in 2021 third quarter; 2020 third quarter: over 1,900 controllable rejects).

SGI meets biweekly with key parties from each region responsible for the Program. We tested five biweekly meetings and found that for all five meetings, SGI discussed issues related to equipment and rejected violations.

By improving its monitoring of rejected violations, SGI better understands whether the service provider and applicable police services issue all tickets that should be issued and whether they comply with SGI's Program policies. Better monitoring also helps ensure equitable treatment of violations.