



Saskatchewan Safety Council

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"Working Together To Achieve A Safe Saskatchewan"

# 1995 Annual Report



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# Saskatchewan Safety Council: Our History and Objectives

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On November 15, 1955 the Saskatchewan Safety Council was formed in Regina, Saskatchewan. Beginning as the Saskatchewan Highway Safety Council, the fledgling safety agency was developed primarily to help curb the growing number of deaths and injuries on Saskatchewan streets and highways.

The Honourable C.M. Fines was the Minister in Charge of the Highway Traffic Board and S.G.I.O., two government agencies that had a direct interest in reducing the fatalities and economic cost of traffic collisions. He was convinced of the need for a safety agency that was independent from the government agency and able to tap into a broader range of expertise.

Mr. Fines called a meeting of select individuals who, besides being directly involved in safety, were active in the enforcement, education and engineering fields. This meeting, in Room 218 of the Saskatchewan Legislative Building, marked the birth of the Saskatchewan Safety Council. Mr. Fines served as interim chairman and Leonard Bowman, safety director for the Saskatchewan Motor Club and a 25-year veteran of the RCMP, was elected the first president and general manager.

By 1962, it became clear that other safety areas needed to be addressed. An all inclusive Council was officially launched on June 1, 1963. The Saskatchewan Safety Council expanded to include two new divisions, Farm and Home & Community. A fourth division, Occupation, was added in 1970. Each division actively adapted and developed programs to meet Saskatchewan needs and increase public awareness..

Today the Council is a central voice wherever safety education and promotion is concerned. The Council continues to operate as a non-profit charitable organization and now has over 450 members representing Saskatchewan business, industry, government, organizations, and many other groups and individuals. In recent years the Council has expanded by establishing more regional councils in Saskatchewan which promote safety within their respective communities. The Council offers over thirty comprehensive safety education programs throughout Saskatchewan at all levels of expertise. Expert training is provided by Council staff, industry specialists, on-call consultants, and executive members from a variety of backgrounds.

The Saskatchewan Safety Council is supported financially by annual membership contributions, corporate and government sponsorship and through the distribution of safety programs and materials. Funds are used to research, develop, promote and sponsor safety programs to educate the public and other sectors on safety. Council policies are set by its Board of Directors. Council programs are administered by a staff in Regina, Saskatchewan.

The Council is a co-operating agency of the Canada Safety Council in Ottawa and the National Safety Council in Chicago, acting as their respective agents in Saskatchewan. .

# Saskatchewan Safety Council Programs

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For further information please contact the:

Saskatchewan Safety Council  
445 Hoffer Drive  
Regina, Saskatchewan  
S4N 6E2  
Phone: (306)757-3197  
Fax: (306)569-1907

## **Traffic Division:**

Annual Traffic Safety Seminar  
Defensive Driving Course  
DDC Instructor Course  
Driving Enhancement (In Vehicle)  
55 Alive  
55 Alive Instructor Course  
Motorcycle Training  
Operation Lifesaver  
Professional Driving Improvement Course  
PDIC Instructor Course  
School Bus Driver Training Course  
Seat Belt/Child Restraint Program  
Students Against Drinking and Driving  
Winter Survival

## **Farm Division:**

Babysitter Training Course  
Bicycle Safety  
Block Parent  
Buckle Up Baby  
Elmer the Safety Elephant  
Home Safety for Seniors  
Metric Mile Swim  
On Your Own  
Playground Safety

## **Occupation Division:**

Accident Investigation  
Annual Industrial Safety Seminar  
Back Power  
Back Power Instructor Course  
Basic Occupational Health and Safety  
Fire Control School  
Firefighting with Hand Portables  
Forklift Training  
Forklift Instructor Course  
Safety Audits  
WHMIS Training  
WHMIS Instructor Course  
Work Zone Traffic Safety Course

## **Home and Community Division:**

Child Safety on the Farm  
Farm Safety for the Family  
Farm Safety School Presentations  
Farm Safety Speakers Bureau  
Farm Safety Workshops for Women  
Pesticide Safety Information Sessions

# 1995-96 Executive and Board of Directors

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**President:**

Naidene Thompson  
IPSCO Inc.  
Regina, Saskatchewan

**Past President:**

Don Grant  
Saskatchewan Health Care Association  
Regina, Saskatchewan

**1st Vice President:**

Dave Abbey  
Saskatchewan Highways and Transportation  
Regina, Saskatchewan

**2nd Vice President:**

Helga Fellehner  
Hafford, Saskatchewan

**Treasurer:**

Nick Antonishyn  
Regina Police Service  
Regina, Saskatchewan

**Secretary:**

Harley Toupin  
Saskatchewan Safety Council  
Regina, Saskatchewan

**Executive Members:**

Marjorie Linwood  
University of Saskatchewan  
Saskatoon, Saskatchewan

Rick Murray  
Carl Brady Trucking  
Midale, Saskatchewan

Dr. Ronald Ailsby  
Saskatchewan Medical Association  
Regina, Saskatchewan

Jim Berg  
University of Saskatchewan  
Saskatoon, Saskatchewan

Nester Brunwald  
City of North Battleford  
North Battleford, Saskatchewan

Garry Byers  
Saskatoon, Saskatchewan

Alan Cockman  
Saskatchewan Government Insurance  
Regina, Saskatchewan

Debbie Ferguson  
Regina Police Service  
Regina, Saskatchewan

Jack Lax  
Regina, Saskatchewan

Gordon McGregor  
Regina, Saskatchewan

Al Popoff  
Saskatchewan Highways and Transportation  
Regina, Saskatchewan

Ann Schulman  
Sask. Institute on Prevention of Handicaps  
Saskatoon, Saskatchewan

Jack Mathieson  
IPSCO Inc.  
Regina, Saskatchewan

Byron Pointer  
SaskTel  
Regina, Saskatchewan

Ruth Robinson  
Saskatoon, Saskatchewan

## Council Staff

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Executive Director:

Harley Toupin

Program Director:

Bill Missal

Accounts Manager:

Dianne Molnar

Office Manager:

Dianne Wolbaum

Communications Co-ordinator:

Linda Saliken

Farm, Home and Community Safety Co-ordinator:

Monica Zasada

SADD Co-ordinator:

Mike Fedyk

SADD Administrative Assistant:

Laurel Johnson

Occupational Safety Co-ordinator:

Steve Wallace

Traffic Safety Co-ordinator:

Don McMorris

Traffic Safety Promotions:

Sherry Nelson

Operation Lifesaver Co-ordinator:

Bob Mitchell

Receptionist/Secretary:

Phyllis Shull

Instructors:

Lynn Dionne  
Delphine McKaeff  
Will Putz  
Gord Waldbauer



## President's Message

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In June, 1995 I had the honour of going from Acting President to elected President of the Saskatchewan Safety Council and it is in that capacity that I am pleased to present to you the 1995 Annual Report.

This past year marked the 40th anniversary of the Council and we certainly have come a long way in the past 40 years. From our humble beginnings as the Saskatchewan Highway Safety Council we have grown and prospered to what we are today - a central voice in Saskatchewan wherever safety education and promotion is concerned.

Once again, the four divisions did an excellent job of responding to the needs and requests of their clients and members. Enrollment in courses was up in some areas and down in others but the overall picture remained positive.

The Occupation Division again had record attendance at the Industrial Safety Seminar and the demand for occupational safety courses continued.

The Traffic Division also had a successful Seminar with increased attendance over 1994. All of the programs offered by this division were active with the Motorcycle Training Program. Students Against Drinking and Driving (SADD) continued to maintain a high profile in its fight against impaired driving. Over 25 presentations were made to the government's Select Driving Committee. SADD hosted 8 regional conferences with attendance totalling over 1000 students.

The Farm Division was extremely active in 1995. In co-operation with Morris Industries and the Children's Health Foundation, a children's Farm Safety Speakers bureau was established so children can teach other children about farm safety. The number of requests for these young speakers was more

than we could accommodate.

The Home and Community Division flourished in 1995. Funding was secured to produce a fire safety video for babysitters. Eight Home Safety for Seniors courses are being delivered in the Regina Health District to help prevent injuries in this age group and help maintain seniors' independence. In addition this division participated in a Childhood Injury Prevention conference in Ottawa and child injury prevention steering committee in Saskatoon.

The Council's Memorial Trust Fund sponsored a number of projects in 1995. These included a bicycle helmet promotion in Saskatoon, a safety essay contest in Weyburn, a children's safety project in Regina, and provincially, a scholarship for a grade twelve SADD student.

Efforts continue in the area of Regional Safety Councils. 1995 saw the first meeting of members from all of the Regional Councils which provided an excellent opportunity for those attending to network and to receive information about how the Council might be able to assist them with their various endeavours. The feedback was very positive and we are hoping to make this an annual event.

The all too familiar words of "downsizing" and "reorganization" loom before us from every walk of life and in times of fiscal restraint, funding for organizations such as ours is closely scrutinized. In addition, times of restraint often mean a decrease in requests for training. As we forge ahead in this period of employment unrest, I see a need for us to become more creative than ever before in developing and marketing new programs as well as the existing ones and maintaining a high, well respected profile.

The key to our success in the past has been

a dedicated and hardworking staff and a strong supportive group of volunteers, members and stakeholders who have invested both time and money in the Council and I wish to thank them. This commitment of human and financial resources is more important than ever if we are to continue to grow and prosper in our fight against accidental injury and death.

On behalf of the Board of Directors and the Executive Committee, I would like to applaud the efforts of the staff over this past year. The dedication and professionalism they bring to their jobs makes them great ambassadors of the Council. I would like to take this opportunity to thank the board of Directors and the Executive Committee for all their help and support they have extended to me - you have made the President's position easy and enjoyable. To everyone who is involved in the Council in any capacity, I wish to say that, together, we can take pride in our accomplishments and together, we can work towards achieving a safe Saskatchewan.

*Naidene Thompson, President*

## **Executive Director's Message**

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Once again I am pleased to address the annual meeting of the Saskatchewan Safety Council. 1995 marked our 40th year of operation and each year has brought the Council many challenges. However, we continued to work consistently to fulfill our mandate and to become a central voice wherever safety is concerned. We have come a long way since 1955 and look forward to the next forty years.

Our mission statement, "Working Together To Achieve A Safe Saskatchewan", has served us well in 1995. We have forged new partnerships with several organizations on programs of mutual interest. This included active participation in a railway safety

committee that proposed various initiatives and putting forth recommendations on snowmobile safety.

Interest in the Council increased in 1995. We responded to more requests for membership and program information, which reaped benefits including financial assistance, new volunteers, and a higher profile for the Council.

We experienced record attendance at both Traffic and Occupational safety seminars. They have proven to be ideal forums for meeting other counterparts in safety and exchanging safety information.

New sources of funding were accessed to promote farm safety. As a result, we formed a youth farm safety speakers team to help keep the next generation of farmers alive and "safety savvy".

Our regional councils had a positive impact in their respective communities this year. These organizations support our goals at the grassroots level where they can have the greatest impact on local health and safety efforts. We commend their drive and enthusiasm, and wish them continued success.

It is perhaps difficult to visualize the amount of effort which goes into every initiative undertaken by the Council, and without a dedicated staff, we could not be successful. They put in action the words of our mission statement, balancing their day to day tasks with the long-term objectives of the Council. I also wish to thank our Board of Directors, Executive Committee, and volunteers. The efforts of one and all are needed each year to ensure that our work is carried forward and achieved. By working together, we **are** achieving a safe Saskatchewan.

*Harley Toupin, Executive Director*



# Traffic Division Report

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The traffic safety problem in Saskatchewan continues to be a major health, social, and economic drain on our economy. In 1995 there were 156 fatalities and 7,427 injuries in 26,425 collisions.\* (\* The minimum reporting limits for property damage collisions changed from \$500 to \$1000 as of January 1, 1993.) Although these numbers are staggering, we must take some comfort in the fact that the traffic safety movement is making a difference. Ten years ago, in 1985, there were 214 fatalities and 8,465 injuries in 32,699 collisions.\* Although progress seems slow, we should take time to reflect on our accomplishments:

## **Defensive Driving Courses**

- In 1995, 89 DDC courses were conducted for a total of 930 students. The Council offered 22 courses, with private industry conducting the rest.
- The number of companies training their own instructors in defensive driving continues to grow, accounting for the reduced number of courses instructed by the Council.

## **Professional Driving Improvement Courses**

- 103 PDIC courses were held in 1995 with 1089 students. We conducted few of these courses but remain the supplier of course materials.
- With the increase in the trucking industry, a shortage of qualified drivers is being experienced. An increased use of PDIC is anticipated.

## **PDIC/DDC Instructor Courses**

- Three driver improvement instructor

development courses were held in 1995 with 19 candidate instructors. These numbers are comparable to the previous year.

- Instructor certification and recertification will undergo changes in 1996. The Canada Safety Council is concerned with the low number of videos being leased compared to the number of instructors. Starting in 1996 each instructor must lease a video in order to be recertified. The exact procedure has yet to be determined.

## **Driving Audit**

- The partnership formed in 1994 with Advance Driving Systems remains in place. Lynn Dionne purchased Advance Driving Systems from Clayton Hack.
- SaskTel suspended their driver evaluation program in 1995, so the number of courses dropped significantly.

## **55 Alive**

- This course continues with limited success although a few courses are offered through the University of Regina's Senior Extension department.
- The major drawback is price. Most seniors' organizations feel the \$25/student fee is too much. This price is set at a cost recovery basis.

## **School Bus**

- Five sessions continue to be offered:

professional driving skills, creating a safe school bus environment, basic first aid (non-certification), CPR, and introduction to fire extinguishers.

- 6 courses were conducted in 1995. CPR and first aid were popular.

### **Winter Survival**

- Demands for this course dropped significantly from 1994 levels. A number of contracts that terminated in 1994 were not renewed in 1995.

### **Operation Lifesaver**

1995 was a disastrous year in Saskatchewan in regard to collisions, injuries and fatalities involving trains and vehicles. Fourteen deaths at crossing meant a 100% increase over 1994 while serious injuries were up a staggering 325%. Operation Lifesaver continued its efforts to make the public more aware of the dangers associated with rail crossings and trespassing on railroad property:

- A dramatic simulated crash between two CNR locomotives and a vehicle was staged at a level crossing in Saskatoon. The media highly publicized this event.
- Credit card sized windshield scrapers imprinted with "Cross Tracks Safely" and the OL logo and name were distributed to help keep the safety message in front of individuals.
- Reflectorization concerns were directed to Transport Canada, the Railway Association of Canada, and the national office of Operation Lifesaver.
- A formal submission was made to Transport Canada for funding of a safety video which would be

distributed Canada wide to all safety councils, driver educators and others interested in railway crossing safety.

- A training session in the use of new OL speaker's kit was attended by two from the speakers bureau and the provincial co-ordinator.
- A Railway Crossing Safety Committee was initiated by Sask. Highways and the provincial OL co-ordinator chaired the Education sub-committee. A full report containing specific recommendations from all sub-committees will be sent to the Minister of Highways and Transportation.
- Media releases were issued, interviews were given, and individual enquiries were handled throughout the year.
- OL piggy-backed on other Council program mailouts to maximize coverage and help cut costs so funds could be used to better advantage. This has resulted in more material being made available to more people.

Our goal for 1996 is greater public awareness. To get the message across, we are looking at new ideas and will be carrying on with the tried and true methods as well. Hopefully we will be able to report that 1996 was a year when crashes, injuries and fatalities decreased.

### **Safety Belt Program**

How are we doing so far? Let's look back:

**1895:** Several early horseless carriages came equipped with safety belts designed to keep passengers from falling out of vehicles.

**1936:** Physicians, pilots and safety engineers began to champion the idea of

automotive safety belts.

**1938:** First direct research on human tolerance to crash forces is undertaken in Germany.

**1946:** Safety belts and shoulder harnesses are evaluated in military aviation crashes. This led to the "packaging" theory, that restraining devices sharply reduce fatality and injury rates.

**1949:** Indiana State Police begin auto crash injury research pertaining to survivability with the use of restraining devices. Nash Corporation introduces the first factory installed safety belt for passenger automobiles.

**1956:** Ford Motor Company announces that safety belts were added to their list of options available to consumers. The initial rush died through lack of public response.

**1958:** The National Safety Council, the American Medical Association, and the U.S. Public Health Service sponsor the development of a national education program to encourage the use of automobile safety belts. Sweden and much of Europe were doing the same.

**1960's:** In Canada, many agencies and organizations begin conducting programs to encourage the installation and use of safety belts.

**1965:** All vehicles manufactured in North America have safety belts installed as standard equipment. Next, manufacturers installed lights and buzzer systems in the vehicle to remind persons to wear safety belts. However, many motorists find ways to disconnect or bypass the system.

**1970's:** Safety belts are no longer an opinion or theory. Statistics backed by years of study and research prove their injury reduction potential beyond all doubt. People began to recognize the need to wear safety

belts.

**1972:** Saskatchewan seat belt usage is 7.2% with 266 fatalities and 9,113 injuries.

**1976:** The Saskatchewan Safety Council Experience began with the appointment of Les Donnelly, executive director being appointed director of the provincial government's Seat Belt Information Program.

**1977:** Saskatchewan is the third jurisdiction to legislate a safety belt use law. To ease political anxiety associated with such legislation, several exemptions are considered for age, medical conditions, certain occupations and vehicle types.

**1978:** Use rates climb to 75.1% resulting in reduced auto insurance premiums. According to the minister then responsible for SGI, this reduction is due to increased seat belt use.

**1980:** Our law is extended to include rear seat occupants. Saskatchewan is the first jurisdiction to introduce mandatory child restraint use regulations.

**1986:** A sharp drop in adult usage places our province at 59.7%, the worst average among provinces legislated. Child restraint use rose from 14% pre-legislation to 45%.

**1995:** The Council's occupant restraint program has increased safety belt use among all classes of motorists. We have identified, promoted, co-ordinated and supported many organizations. We have designed "do it yourself" kits dealing with the workplace and community programs, assisted with funding for child safety seat loaner programs, co-ordinated local and regional child passenger safety inspection clinics, and supported law enforcement activities.

Posters, pamphlets, radio, tv and print ads were designed or acquired, and a comprehensive traffic safety program has been developed and implemented in full



partnership with several Indian Bands and their policing units. The Crash Dummies have played a huge role in school-youth programs. We have had news conferences, news releases, open-line talk shows, tv appearances, and speaking engagements. On a daily basis we answer telephone enquiries about child restraints and disseminate materials.

Trends in injury and fatality rates have been altered by increased safety belt use. The Council, charged with the responsibility of educating, encouraging, and enabling the use of safety belts will continue its programs until the need no longer exists.

Recent use surveys show:

Passenger vehicle drivers	92.7%
Children 10-15 years	91.5%
Children 5-9 years	85.4%
Toddlers 1-4 years	72.6%
Infants	24.9%

### **Students Against Drinking and Driving**

1995 was a building year for SADD. Much of our time and effort went towards preparations for the 1996 Canadian Youth Against Impaired Driving National Conference being hosted by Saskatchewan. However, the provincial program still achieved some notable successes in 1995:

- SADD was acknowledged in the Report of the Select Committee on Driving Safety when it was tabled in the legislature. The final report recognized and reflected all the concerns SADD members had brought forward during the consultation period in late 1994 and early 1995. SADD was especially pleased with the lowering of the BAC level to .04 recommendation for **all** drivers and the recognition that impairment starts with one drink.
- SADD sent 40 students and teachers

to the 1995 Canadian Youth Against Impaired Driving National Conference in Fredericton, New Brunswick. This contingent was the largest group from outside New Brunswick.

- Eight regional conferences attracted nearly 1000 students across Saskatchewan.
- SADD members devised a new mission statement and five-year plan and priorities.
- Two major sponsors joined us in 1995. SaskTel will sponsor the "Close to Home" presentation from 1995-97. The Insurance Brokers Association of Saskatchewan will sponsor the provincial Red Ribbon campaign. With their support over 70,000 red ribbons were distributed to Saskatchewan motorists.
- SADD's annual Royal Bank School of Leadership Awards Banquet attracted over 300 delegates, an increase over previous years.
- Jason Dubois, president of SADD Saskatchewan, won the National YTV Youth Achievement Award for Public Service.
- SADD's school chapter and individual membership program finished 1995 with over 175 registered chapters and 2100 members!
- SADD's Young Speakers program continued to be successful. Fourteen young speakers were trained and available for school presentations.

# Occupation Division Report

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- 1995 was another busy year for the Occupation Division. The crown jewel of the division was once again the annual Industrial Safety Seminar. 1995 set another attendance record with over 341 delegates. Attendees continue to rate the seminar as a very worthwhile conference to attend. A large thank you goes out to the Steering Committee for creating one of the most successful safety conferences in Canada. ***Thank you!***
- The forklift training program is still going strong. 33 courses were held in 1995 with a total of 233 students. Instructor training was also very popular with 4 instructor courses being offered. 21 instructors graduated from the program.
- 3 Traffic Accommodation Courses were offered with 51 participants.
- 1995 marked the first year of the traffic audit program. The program consists of an audit team (made up of the Council, Department of Highways, and the Heavy Construction Safety Association of Saskatchewan) checking road construction sites to make sure that the issues talked about in the Traffic Accommodation course are taking place.
- 2 shiftwork seminars were held with 49 participants in attendance. This year, instead of bringing in Jon Shearer, the Manitoba Safety Council conducted the workshop for us.
- 7 WHMIS courses were held with 53 participants.
- The Back Power program has been fairly quiet for the past few years. Only 1 course was offered with 17 participants.
- Two new courses were developed/offered in 1995. One was a simple audit program designed for small companies (1 company audited). The Council also started doing some Transportation of Dangerous Goods training. This last program is being offered as a partnership program with Safety Vic Inc.
- The Motorcycle Training program had two sites running in Saskatchewan, Regina and Saskatoon. Both sites did not lease bikes as is now the case in the rest of Canada. Motorcycles have been purchased by the sites, with each site having over a dozen bikes. Saskatoon has purchased the motorcycles over the years from course funds. Regina instructors raised money by working bingos. Courses were filled to capacity, with 7 courses in Regina (112 participants) and 8 courses in Saskatoon (171 participants). On road courses were also held with 24 students tested in Regina and 70 in Saskatoon.
- 1995 still did not see the arrival of the new OH & S legislation. However, 1996 shows greater promise for the division once again

# Farm Division Report

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- The Farm Safety Videos for Children were released and distributed to Rural Service Centres throughout Saskatchewan. They were also loaned to families, clubs, etc. at no charge.
- The Morris Industries Farm Safety Team was launched this year. Thirteen teens were recruited from throughout Saskatchewan and trained in public speaking and preparing age relevant presentations. The objective of this program is to have the Team motivate their peers to become more safety conscious in living and working on farms.
- The Council's role within the Canadian Agriculture Safety Program will be to promote Farm Safety Week (which now takes place March 7 to 13 annually) and act as the contact agency in the province. The Farm Division will work in conjunction with other farm safety agencies to promote agricultural health and safety issues through the production of psa's, the Morris Farm Safety Team, and the delivery of farm safety workshops.
- The Farm Division in co-operation with the Saskatchewan Alliance for Agricultural Health and Safety, the Agricultural Health and Safety Network, the Farm Safety Program of the Occupational Health and Safety Unit, Saskatchewan Labour, SARM, and the Regina Exhibition launched a farm safety jamboree at the Western Canada Farm Progress Show. The jamboree consisted of a farm health fair, farm safety program for youth, and farm safety awards for manufacturers. These were deemed successful and the jamboree will be part of upcoming shows.
- The Farm Safety Speakers Bureau is active as well. There were numerous requests for these speakers from various agencies, and it has been reported that each of their presentations have had quite an impact on the audiences.



# Home & Community Division Report

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- The Babysitter Training course manual was revised and printed. 5286 Saskatchewan students enrolled in the course this year.
- Production began on a video targetted to babysitters on fire safety and prevention.
- A new Elmer video became available.
- The Saskatoon and District Safety Council launched its bicycle helmet campaign, "Lids for Kids".
- The Division participated on a planning committee of the Child Injury Prevention Conference which takes place May 29-31, 1996 in Saskatoon.
- The Division actively participated in the Saskatchewan Coalition for Bicycle Safety and lobbied for mandatory helmet usage for cyclists.
- To promote awareness of carbon monoxide build-up hazards in homes, a guest speaker from SaskPower gave a presentation and referred requests.
- A child safety workshop was delivered to the Little Bear Reserve.

## Memorial Trust Program

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The Council's Memorial Trust Fund policy allows the fund's trustees, with Board authorization, to approve the distribution of up to 80% of the fund's yearly revenue.

In 1995, funding was approved for a scholarship for an active SADD member, as well as funds to purchase equipment for the Melville and Area Search and Rescue organization.

A donation to the Memorial Trust Fund is an excellent way to help further the cause of safety in Saskatchewan or to honor those injured or killed in an accident. For additional information please contact the

provincial office at (306)757-3197 or write:

Saskatchewan Safety Council  
445 Hoffer Drive  
Regina, Saskatchewan  
S4N 6E2

# 1995 Report from the Battlefords Safety Council

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The Battlefords Safety Council remains active in a number of projects and activities.

We have changed our name from the North Battleford Safety Council to the Battlefords Safety Council. The name change reflects the work we do in both communities.

The following are just some of the activities/projects we were involved with:

## **School Safety Patrols**

We have four schools actively participating in the school safety patrols. Donations from corporate sponsors allowed us to send students to the National Patrollers Conference in Ottawa and the Saskatchewan Provincial Conference.

## **Defensive Driving Course**

Our safety council, in co-operation with the North Battleford Lions Club, continue to sponsor and conduct defensive driving courses for all grade twelve students at both the Comprehensive and John Paul II High Schools. This project began a number of years ago and continues to be extremely successful.

## **Bicycle Rodeos**

Another successful event is our bicycle rodeo that we hold for all grade four students of the Battlefords. A lot of volunteer and personal time is required to hold this event. We require the assistance of two service clubs, the Kiwanis and Lions Clubs, to carry on with this project.

## **Safety Activity Books**

We are seeking corporate sponsors to match the Saskatchewan Safety Council Memorial Trust Fund for the publication of these books. Mr. Julian Sadlowski, a city councillor and safety council member, contributed a great deal of time and effort putting together three activity books in both French and English, touching upon pedestrian, school bus and bicycle safety.

## **SADD Participation**

We are pleased that both SADD chapters from our high schools send representatives to our meetings. These SADD students participate in the "Tie One On" program in December and the "Ride-a-Long" program that the RCMP offer.

These are just some of the activities that our safety council is engaged in.

We thank the Saskatchewan Safety Council for their continued support.

*Nester Brunwald, Battlefords Safety Council*

# 1995 Report from the North Valley Ag-Health Safety Council

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On April 27, 1995 the very first meeting for the North Valley Ag-Health Safety Council was held. This council is made up of one representative from each of the R.M.'s that make up our Health District. We have nine R.M.'s in total. Two of these R.M.'s have only a small portion of their municipality within our health district, as a result one of the R.M.'s has requested not to be involved in this council. At present we have eight participating R.M.'s along with representation on Council of the Regional Agrologist, Medical Health Officer, and the Agricultural Health and Safety Nurse. Thus far, we have managed to meet on a monthly to bi-monthly basis. We have developed a mission statement, letterhead, goals, and have had exposure via the local media (radio, TV, newspaper). The purpose of this committee is to work together to form a safety net for the agricultural community within our health district. Our goals are to educate, promote, motivate, and advocate for safe work practices within the farming industry.

We have been promoting the "Farm Response" course as developed by MD Ambulance and the Network not only to those R.M.'s that hold membership in the Health and Safety Network but to those R.M.'s that are not members as well. We raised some financial support from those of our R.M.'s that were not members of the Network in order to train a local resident as an instructor for this course. Our intention is to make this course available to as many individuals possible within our health district. The local radio station has been giving our local chapter a lot of air time and exposure through their frequent use of the Crash Dummies' safety belt education radio tape.

This first year has been a learning experience for our Council, in that we are just evolving and getting to know one another. The members that have been attending the meetings regularly are now starting to see the potential of an agricultural based safety council. We are not yet sure how we will evolve and change to meet the needs of our communities but we do plan to continue and to make the promotion of safety in the agricultural community our main priority.

*Sharon Clark, Chairperson  
North Valley Ag-Health Safety Council*



# 1995 Report from the Saskatoon and District Safety Council

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Another year with many activities, but never enough time or energy to do it all. Our core group of about 15 people met most months to manage the association, to share ideas, to plan and set out actions. The two divisions, traffic and home & community, continued to be active in our community and fed into the provincial council divisions. The farm division hasn't really got off the ground as yet.

## Home and Community Division

- One seniors home and safety workshop was held in Saskatoon at no cost to the participants. We also had a display and session in Perdue at a seniors fun and fitness day.
- Kits full of safety material have been distributed to six community schools for use in the classroom and after school programs. A survey was done of community associations to find which ones are using the SSC Babysitters Course and how they are administering it (e.g. cost/student). We are following up with promotion of the SSC Babysitters Course in Saskatoon.
- Pet restraints for use in cars and trucks was researched by Marion Dutton. Her report contains information on availability, cost, etc.
- With regard to CO poisoning, speakers at our meetings have included Don Gabruch, Saskatoon Fire Department, and Grace Swidzinski, the mother of two children who died from CO in the home. We worked with Grace on a

CO information sheet and have used this material whenever the opportunity arose. We are still looking at other ways to get the information to everyone, such as a utility bill insert. A resolution was prepared for the Saskatchewan Safety Council's annual meeting.

## Traffic Division

- Saskatoon Special Traffic Safety Committee representative is Joseph Chan. We assisted at their Kids in Safe Car Seats Clinic and have agreed to provide some funds to purchase some safety vests for adult school patrollers.
- The motorcycle training program, co-ordinated by Al Jackson, had over 100 participants this year. One course was given in Kindersley. A highlight of the year was the presentation of Canada Safety Council and Saskatchewan Safety Council long service awards to four of our instructors.
- Garry Byers organized the defensive driving program again and had 64 students during the year.
- The "Lids for Kids" program, initially funded by a grant from the SSC, kicked off with presentations of helmets to 45 children from North Park/Wilson and St. Francis schools. Further funding is being sought in order to continue providing helmets at low cost or free to students.
- Other activities and promotions include plans to do a Cable show

about our council, a display at the Rotary Health Expo, a written history of our council prepared by Helen Jones, helping at the Child Safety Conference in Saskatoon, meeting with other district safety councils, promoting safe cycling particularly visibility and helmets, and supporting the efforts of public health inspectors conducting playground inspections.

The Saskatoon and District Safety Council is grateful for financial support from the City of Saskatoon. During the year the Saskatchewan Safety Council has continued to assist through radio safety promotions, supplying materials and advice. Many thanks to all our volunteers who came to meetings, organized and carried out programs, and promoted safety daily at work and at home.

*Ruth Robinson, President,  
Saskatoon and District Safety Council*

# 1995 Report from the Weyburn and Area Safety Council

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Typically, things went well for the Weyburn and Area Safety Council in 1995. We had a busy year but we are all very concerned about increasing our membership. We haven't had much time to concentrate on this area as of yet.

We have turned the "Safe Driving Tickets" from our City Police Service and our local Junior A hockey club (Weyburn Red Wings) into an on-going yearly event.

We have had great exposure in the community by our local television and radio stations with their continued support of public service announcements such as the "Snow Zone" video and the radio psa's "Myths, Soap Opera and Therapy". A big thanks to the Saskatchewan Safety Council for helping to put us on the map.

We were able to submit our recommendations to the All-Party Select Committee on Safe Driving hearings, which were held in various communities across the province including Weyburn.

We were instrumental at helping to organize Weyburn's first community safety promotion show. It wasn't as successful as we had hoped, but possibly with more free use of publicity we will turn it into an anticipated event. We did find a huge response to the Weyburn fire department's sticker program for the bedroom house window panes which help fire fighters determine the location of potentially trapped victims in smoke filled homes ("C" for child and "I" for invalid or wheelchair bound occupants).

We continue to be the Weyburn and area watchdog for fatal motor vehicle accidents and their correlation to traffic or engineering hazards. We learned how to access accident

frequency statistics (e.g. a five year time frame within a kilometer of a particular suspected trouble spot) and how to utilize existing personnel at Saskatchewan Highways and Transportation.

We have continued to fully support and participate with the KISS (Kids in Safety Seats) program. We are currently trying to promote our locally managed Weyburn Work-Kin-Shop to spearhead the manufacturing and marketing of winter survival kits that would be assembled by our own local workers that are mentally challenged. The intent is to have more motorists in possession of the kits.

We sponsored a writing contest for children in grades 1-3, 4-6, and 7-9 and asked them to tell us in 250 words or less how they made their homes or farms a safer place to live. We used the \$100.00 grant obtained from the Memorial Trust Fund as prizes.

We are slowly getting on track to assist the Hotels Association of Saskatchewan with the "Have Someone for the Road" program by ensuring that participating hotels are indeed sponsoring and promoting the program.

We have obtained official status as a registered tax deductible charitable organization and have acquired printed pamphlets (thanks to a local business donation) to leave at local funeral homes and public functions. We have already obtained a small donation and have been told that for the right safety program, more can be obtained.

Our locally produced farm safety video tape has been used extensively by PFRA and the Saskatchewan Labour Division of Saskatchewan Occupational Health and



Safety, Farm Safety Division.

With our locally hosted TV production, we were proud to introduce a video "Play Safe" to our community with the assistance of a local Champ, Tim Banks of the War Amps Foundation.

We are actively encouraging the City of Weyburn their attempts at obtaining Saskatchewan's first safe community designation from the World Health Organization of Sweden.

We are attempting to co-ordinate a free defensive driving course for all grade 12 students in Weyburn. The school division and the Rotary Club are spearheading the project. The idea was stolen at a regional safety council meeting that we found extremely beneficial.

We attended the Saskatchewan Coalition on Bicycle Safety meeting that was held in Weyburn and learned that our City Police are doing above and beyond what other communities are doing as far as bicycle safety is concerned. However, we will continue to monitor the program.

Our next locally produced video will be targeted towards the prevention of back problems. We hope to use key people from the provincial chiropractic association and local doctors.

We are anticipating working closely over the next few years with the Operation Lifesaver provincial co-ordinator, Bob Mitchell. The Soo line is upgrading the tracks in anticipation of faster speeds and more traffic. The City of Weyburn politicians appear to be very cautious with the rail line and we anticipate their close scrutiny. Crossing deaths fatality figures are scary and nobody wants Weyburn citizens to be adding to those numbers.

Finally, we are proud to host the province's first regional traffic safety mini conference soon.

*Rick Murray, Chairman  
Weyburn and Area Safety Council*

**Financial Statements**  
**Year Ended December 31, 1995**

Office of the Provincial Auditor  
Regina, Saskatchewan

# Management Responsibility for Financial Reporting

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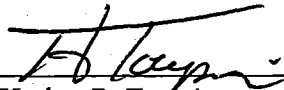
To the members of the Saskatchewan Safety Council:

Management has the responsibility for preparing the accompanying financial statements and ensuring that all information in the annual report is consistent with the statements.

This responsibility includes selecting appropriate accounting principles and making objective judgements in accordance with generally accepted accounting principles.

In discharging its responsibilities for the integrity and fairness of the financial statements and for the accounting systems from which they are derived, management maintains the necessary system of internal controls designed to provide assurance that transactions are authorized, assets are safeguarded and proper records are maintained.

While ultimate responsibility for financial statements lies with the Board of Directors, auditors are appointed. They have full and free access to the records of the Council as well as all staff. These auditors report directly to the members and their report follows.



Harley P. Toupin,  
Executive Director.



Naidene Thompson,  
President.



SASKATCHEWAN

## Provincial Auditor Saskatchewan

1500 Chateau Tower  
1920 Broad Street  
Regina, Saskatchewan  
S4P 3V7

Phone: (306) 787-6398  
Fax: (306) 787-6383

### AUDITOR'S REPORT

To the Members of the Saskatchewan Safety Council:

I have examined the balance sheet of the Saskatchewan Safety Council as at December 31, 1995 and the statements of revenue, expenditure and fund balance and changes in financial position for the year then ended. These financial statements are the responsibility of the Council's management. My responsibility is to express an opinion on these financial statements based on my audit.

I conducted my audit in accordance with generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In my opinion, these financial statements present fairly, in all material respects, the financial position of the Saskatchewan Safety Council as at December 31, 1995 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles.

*W.K. Strelloff*

Regina, Saskatchewan  
February 29, 1996

W. K. Strelloff, CA  
Provincial Auditor



**SASKATCHEWAN SAFETY COUNCIL**  
**BALANCE SHEET**  
As at December 31

	<u>1995</u>	<u>1994</u>
<b>ASSETS</b>		
Current Assets		
Cash and short-term deposits	\$ 244,971	\$ 178,055
Accounts receivable	38,909	38,681
Inventories	19,405	18,846
Prepaid expenses	<u>6,100</u>	<u>6,133</u>
	<u>309,385</u>	<u>241,715</u>
Cash and investments held as contingency fund reserve (Note 4)	<u>161,072</u>	<u>150,391</u>
Cash and investments held as restricted donation fund (Note 4)	<u>25,399</u>	<u>23,632</u>
Fixed Assets (Note 3)	106,504	114,628
Less: Accumulated amortization	<u>(71,512)</u>	<u>(68,746)</u>
	<u>34,992</u>	<u>45,882</u>
	<u>\$ 530,848</u>	<u>\$ 461,620</u>
<b>LIABILITIES AND FUND BALANCE</b>		
Current Liabilities		
Accounts payable	\$ 44,435	\$ 34,360
Unearned revenue	<u>83,256</u>	<u>41,588</u>
	<u>127,691</u>	<u>75,948</u>
Fund Balances		
Appropriated (Note 4)	186,471	174,023
Unappropriated (Statement 2)	<u>216,686</u>	<u>211,649</u>
	<u>403,157</u>	<u>385,672</u>
	<u>\$ 530,848</u>	<u>\$ 461,620</u>

(See accompanying notes to the financial statements)

**SASKATCHEWAN SAFETY COUNCIL**  
**STATEMENT OF REVENUE, EXPENDITURE AND FUND BALANCE**  
**Year Ended December 31**

	Budget 1995 (Note 7)	Actual 1995	1994
Revenue:			
Safety promotion and research projects (Schedule 1)			
Revenue	\$ 463,410	\$ 481,981	\$ 600,613
Expenditure	<u>(370,936)</u>	<u>(424,551)</u>	<u>(509,358)</u>
Net revenue	<u>92,474</u>	<u>57,430</u>	<u>91,255</u>
General operating grants			
Saskatchewan Government Insurance			
Operating	100,000	100,000	100,000
SADD	85,600	85,600	85,000
Seatbelt	62,000	62,000	62,000
Highways and Transportation - Province of Saskatchewan	<u>65,200</u>	<u>65,200</u>	<u>65,200</u>
	<u>312,800</u>	<u>312,800</u>	<u>312,200</u>
Other grant revenue	<u>1,000</u>	<u>1,000</u>	<u>1,000</u>
Membership contributions			
Sponsored members	3,500	2,220	1,920
Other associations and companies	20,500	23,350	21,430
Urban municipalities	3,000	2,620	2,668
Rural municipalities	2,500	1,560	1,670
Individual	2,000	1,640	1,795
Government of Saskatchewan departments	<u>2,900</u>	<u>3,240</u>	<u>3,240</u>
	<u>34,400</u>	<u>34,630</u>	<u>32,723</u>
Other revenue	14,500	36,863	18,460
Donations	<u>20,000</u>	<u>27,778</u>	<u>16,190</u>
	<u>34,500</u>	<u>64,641</u>	<u>34,650</u>
Total Revenue	475,174	470,501	471,828
General operating expenditures (Schedule 2)	<u>(467,459)</u>	<u>(453,016)</u>	<u>(447,088)</u>
Excess of revenue over expenditure	7,715	17,485	24,740
Fund balance (unappropriated), beginning of year	211,649	211,649	215,963
Allocation to:			
Contingency fund reserve (Note 4)	(7,000)	(10,681)	(25,391)
Restricted donation fund (Note 4)	---	(1,767)	(3,663)
Fund balance (unappropriated) end of year	<u>\$ 212,364</u>	<u>\$ 216,686</u>	<u>\$ 211,649</u>

(See accompanying notes to the financial statements)

**SASKATCHEWAN SAFETY COUNCIL**  
**STATEMENT OF CHANGES IN FINANCIAL POSITION**  
**Year Ended December 31**

	<u>1995</u>	<u>1994</u>
Cash provided by (used in):		
Operating Activities:		
Excess of revenue over expenditure	\$ 17,485	\$ 24,740
Add (subtract) items not affecting cash:		
Amortization expense	11,509	11,369
Gain on sale of fixed assets	<u>---</u>	<u>(477)</u>
	<u>11,509</u>	<u>10,892</u>
Changes in non-cash working capital:		
Increase in accounts receivable	(228)	(23,560)
Decrease in prepaid expenses	33	387
Increase in inventories	(559)	(1,979)
Increase (decrease) in accounts payable	10,075	(9,113)
Increase in unearned revenue	<u>41,668</u>	<u>25,657</u>
	<u>50,989</u>	<u>(8,608)</u>
Cash provided by operations	<u>79,983</u>	<u>27,024</u>
Investing Activities:		
Purchase of fixed assets and leasehold improvements	(619)	(15,636)
Proceeds on disposal of fixed assets	---	317
Increase in investments	<u>(12,448)</u>	<u>(29,054)</u>
	<u>(13,067)</u>	<u>(44,373)</u>
Increase (decrease) in cash and short-term deposits	66,916	(17,349)
Cash and short-term deposits, beginning of year	<u>178,055</u>	<u>195,404</u>
Cash and short-term deposits, end of year	<u>\$ 244,971</u>	<u>\$ 178,055</u>

(See accompanying notes to the financial statements)

**SASKATCHEWAN SAFETY COUNCIL  
NOTES TO THE FINANCIAL STATEMENTS  
December 31, 1995**

**1. Incorporation of Saskatchewan Safety Council**

The Saskatchewan Safety Council is incorporated pursuant to *The Non-profit Corporations Act*, Chapter N-4.1 of the Statutes of Saskatchewan, 1979.

**2. Significant Accounting Policies**

These financial statements have been prepared in accordance with generally accepted accounting principles. Significant accounting policies are summarized as follows:

a) Fixed Assets

Each fixed asset purchase costing more than \$500 is capitalized and amortized on a straight line basis over its useful life. Donated assets are recorded at fair market value, and amortized on a straight line basis over their useful lives.

Leasehold improvements which cost more than \$500 are capitalized and amortized on a straight line basis over the lesser of the useful life of the improvements or the remaining lease term.

b) Safety Promotion and Research Projects - Development Costs

The Council follows the policy of charging project development costs to current year's expenditure.

c) Safety Promotion and Research Project Expenditures

Expenditures include only direct charges including depreciation charges relating to the projects. With the exception of Seat Belt, Students Against Drinking and Driving, Occupational Safety, Industrial Safety, Backpower and Farm Safety Workshop where grant proceeds are received to fund salary expenditures of these projects, salary and other administrative costs are reflected as general operating expenditures.

d) Unearned Revenue

Unearned revenue represents the cash received for seminars and conferences to be conducted after year end. It also includes funding received for research projects occurring in the following year.



e) Inventory

The inventory of pamphlets and manuals is valued at cost, determined on a first-in, first-out basis.

f) Investments

Investments are valued at cost which approximates market value.

3. **Fixed Assets**

	1995			1994		
	<u>Cost</u>	<u>Accumulated Amortization</u>	<u>Net Book Value</u>	<u>Cost</u>	<u>Accumulated Amortization</u>	<u>Net Book Value</u>
Office & Safety						
Promotion Equipment	\$ 88,486	\$ 63,162	\$ 25,324	\$ 87,868	\$ 54,164	\$ 33,704
Film	924	195	729	9,666	8,775	891
Leasehold Improvements	15,294	7,338	7,956	15,294	5,307	9,987
Donated Assets	<u>1,800</u>	<u>817</u>	<u>983</u>	<u>1,800</u>	<u>500</u>	<u>1,300</u>
	<u>\$106,504</u>	<u>\$ 71,512</u>	<u>\$ 34,992</u>	<u>\$114,628</u>	<u>\$ 68,746</u>	<u>\$ 45,882</u>

Total amortization expense including amounts classified as project expenditures during 1995 was \$11,509 (1994 - \$11,369).

4. **Fund Balance (Appropriated)**

	<u>Contingency Fund Reserve</u>	<u>Restricted Donation Fund</u>	<u>Total 1995</u>	<u>Total 1994</u>
Fund Balance, beginning of year	<u>\$ 150,391</u>	<u>\$ 23,632</u>	<u>\$ 174,023</u>	<u>\$ 144,969</u>
Transfers from (to) unappropriated fund balance:				
Interest	10,681	1,615	12,296	1,400
Donations	---	2,289	2,289	3,529
General	---	---	---	35,125
Disbursements	<u>---</u>	<u>(2,137)</u>	<u>(2,137)</u>	<u>(11,000)</u>
	<u>10,681</u>	<u>1,767</u>	<u>12,448</u>	<u>29,054</u>
Fund Balance, end of year	<u>\$ 161,072</u>	<u>\$ 25,399</u>	<u>\$ 186,471</u>	<u>\$ 174,023</u>

Cash and investments held for the above funds represent cash and term deposits segregated for that purpose.

a) Contingency Fund

A contingency fund was established for unforeseeable expenses. The objective of the fund was to establish a balance of \$200,000 over a three year period, beginning 1991. Council passed an investment policy which requires a minimum of 1% of each month's net income be contributed to the Contingency Fund.

The Council was \$38,928 short of its three year goal of \$200,000.

b) Restricted Donation Fund

Amounts received by way of memorial and other donations, plus interest, are kept separate for use in special research and safety programs in accident prevention. Certain Council board members have been appointed as trustees to administer these funds.

5. Fund Balance (Unappropriated)

Fund balance (unappropriated) represents the accumulated excess of revenue over expenditure which, by resolution of the Board of Directors, is held for future program development and operating losses.

6. Commitments

The Council is committed to future lease payments of \$65,000 for the remaining four years of the six year lease agreement for its office premises.

1996	\$ 15,000
1997	16,250
1998	16,250
1999	<u>17,500</u>
	<u>\$ 65,000</u>

7. Budget

These amounts represent the budget approved by the Council's Board of Directors.

8. Comparative Figures

Certain of the prior year's figures have been reclassified to conform with the current year's presentation.

**SASKATCHEWAN SAFETY COUNCIL**  
**SAFETY PROMOTION AND RESEARCH PROJECTS**  
**SCHEDULE OF REVENUE AND EXPENDITURE BY PROJECT**  
**Year Ended December 31**

	Budget 1995			Actual 1995			Actual 1994
	(Note 7)		Net Revenue (Loss)			Net Revenue (Loss)	Net Revenue (Loss)
	Revenue	Expenditure		Revenue	Expenditure		
Accident Investigation	\$ 3,000	\$ 1,000	\$ 2,000	\$ 450	\$ 23	\$ 427	\$ 1,546
Back Power	7,000	2,000	5,000	3,251	1,837	1,414	3,992
Bingo/Nevada	12,500	7,500	5,000	20,329	1,135	19,194	16,279
Brighter Futures	11,250	11,250	—	13,750	9,464	4,286	6,774
Buckle-Up Baby	—	4,000	(4,000)	—	3,341	(3,341)	(1,497)
Defensive Driving Course (DDC)	33,000	26,400	6,600	21,759	15,559	6,200	4,811
Defensive Driving Instructor Course	5,250	4,750	500	8,876	7,323	1,553	2,247
Drug Strategy	12,000	12,000	—	15,500	4,067	11,433	2,948
"Elmer" Safety Project	1,725	1,437	288	444	192	252	(137)
Everyone Wins	—	6,100	(6,100)	—	—	—	—
Farm Safety Program	1,750	1,300	450	2,786	3,695	(909)	(801)
Farm Safety Course	21,500	8,000	13,500	11,200	3,573	7,627	(2,774)
Farm Safety Workshops	6,000	5,000	1,000	351	163	188	244
Fire Control School Program	12,000	7,500	4,500	22,475	9,170	13,305	4,993
Fork Lift Program	18,000	3,500	14,500	36,910	13,386	23,524	33,055
Home Babysitting Course	18,100	10,210	7,890	27,564	20,897	6,667	7,329
Industrial Safety Seminar	62,100	34,750	27,350	87,613	50,881	36,732	27,881
Mile Swim Awards	75	30	45	98	34	64	—
Miscellaneous	—	—	—	—	13,411	(13,411)	(6,236)
Motorcycle Course	13,800	8,400	5,400	15,088	10,982	4,106	6,767
Occupation Safety	2,000	2,200	(200)	—	6,159	(6,159)	(5,147)
Occupation Workshops	15,000	10,000	5,000	3,193	1,312	1,881	(1,845)
On Your Own	10,050	7,200	2,850	154	21	133	57
Operation Lifesaver	9,000	7,000	2,000	7,838	5,637	2,201	3,368
Pamphlets	3,230	2,325	905	3,349	2,434	915	(404)
Professional Driver's Instructor Course	8,730	7,060	1,670	10,434	7,996	2,438	2,166
Public Safety	—	710	(710)	572	1,651	(1,079)	(1,571)
Students Against Drinking and Driving (SADD)	24,600	26,100	(1,500)	39,931	83,563	(43,632)	(30,726)
SADD Members	9,925	7,850	2,075	6,864	8,553	(1,689)	(1,611)
SADD National Conference	26,100	17,575	8,525	18,053	17,498	555	17,190
Safe Bike	—	600	(600)	—	—	—	—
Safe Driving Week	—	500	(500)	—	194	(194)	—
Safety Audit Program	—	—	—	710	80	630	(7)
School Bus Project	4,925	2,550	2,375	5,997	4,758	1,239	1,574
Seat Belt Campaign	12,675	46,224	(33,549)	12,396	49,671	(37,275)	(41,055)
Senior Safety	5,000	4,000	1,000	2,000	—	2,000	(255)
Senior's DDC	2,250	1,790	460	825	2,710	(1,885)	(879)
Survival Course	8,800	7,025	1,775	1,367	882	485	4,674
Survival Kits	3,000	2,700	300	3,540	2,661	879	833
Traffic Safety	—	3,850	(3,850)	—	3,000	(3,000)	(3,466)
Traffic Safety Audit	57,000	48,450	8,550	42,004	36,811	5,193	11,169
Traffic Safety Workshop	9,375	6,400	2,975	12,797	9,913	2,884	3,292
Travelling Alone	—	—	—	—	1	(1)	—
Workplace Hazardous Materials Information Systems	3,500	1,700	1,800	3,337	509	2,828	3,738
Workzone Course	9,200	2,000	7,200	18,176	9,404	8,772	22,739
	<u>\$463,410</u>	<u>\$370,936</u>	<u>\$ 92,474</u>	<u>\$481,981</u>	<u>\$424,551</u>	<u>\$ 57,430</u>	<u>\$ 91,255</u>

**SASKATCHEWAN SAFETY COUNCIL**  
**SCHEDULE OF GENERAL OPERATING EXPENDITURES**  
**Year Ended December 31**

	Budget 1995 (Note 7)	Actual 1995	Actual 1994
Advertising and publicity	\$ 250	\$ 114	\$ 30
Amortization expense	---	1,994	2,961
Annual meeting	2,500	1,718	1,642
Bad debt expense	---	3,551	4,087
Canada Pension Plan	7,680	7,356	7,234
Council van	---	10,563	---
Equipment purchases	1,200	---	---
Equipment repairs and maintenance	5,690	2,607	2,851
Film and library expense	150	248	122
Group life insurance	960	951	207
Insurance premiums	4,800	5,526	5,646
Interest and bank charges	---	15	---
Marketing	2,050	4,371	4,542
Memberships	4,475	5,169	747
Memorial trust awards	---	1,000	1,000
Memorial trust expenses	---	1,100	---
Memorial trust bank charges	---	37	---
Minor office and safety equipment purchases	---	464	1,168
Miscellaneous	1,020	4,819	3,802
Newsletter	1,200	690	2,690
Office maintenance	13,830	10,791	11,057
Postage and express	5,000	6,197	5,829
Printing and stationery	9,150	5,593	6,970
Registered retirement savings plan contributions	15,500	14,948	15,287
Rent	27,600	27,465	27,699
Safety meetings and conferences	2,400	2,606	3,736
Salaries	342,704	312,814	320,923
Staff training and development	2,000	2,911	1,171
Telecommunications	4,100	2,706	2,698
Travel	400	1,334	302
Unemployment insurance	<u>13,200</u>	<u>13,358</u>	<u>12,687</u>
Total general operating expenditures	<u>\$ 467,859</u>	<u>\$ 453,016</u>	<u>\$ 447,088</u>