

Ontario Road Safety Annual Report 2018



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An aerial photograph of a multi-lane highway in a city at dusk. The highway is filled with cars, and the sky is a mix of orange, pink, and grey. The image is partially covered by a large, semi-transparent blue shape that is cut out in a way that reveals the highway and surrounding buildings. The word "Foreword" is written in a bold, black, sans-serif font on the blue background.

Foreword

Foreword

Ontario's roads continue to be among the safest in North America. In 2018, Ontario ranked number one in road safety.

Ontario's fatality rate of 0.58 per 10,000 licensed drivers was the lowest in all of North America. For 22 years in a row, our province has ranked in the top five for road safety among all North American jurisdictions.

The number of traffic fatalities on Ontario roads was 602.



What is the Ontario Road Safety Annual Report (ORSAR)?

Road safety is a priority for the Ontario government. As technology, vehicles, and people's attitudes evolve over time, so do transportation needs and demands. With shifting economic and demographic factors, new road safety challenges can arise.

ORSAR allows the Ontario government to monitor its progress in improving road safety year-by-year. The report provides valuable data and helps guide the government in making decisions related to road safety priorities.

ORSAR is used by the Ministry of Transportation (MTO) for policy and program analysis and development, road safety research, public education and performance measurement. ORSAR data is also used by road safety and injury prevention organizations, transportation associations, research institutions, police services and other ministries and governments.

To help the government address and meet new challenges, ORSAR provides valuable insights about long-term and emerging trends in Ontario and across other jurisdictions in North America.

To produce ORSAR, MTO collects data from several different sources, including police services, other ministries, and the Office of the Chief Coroner.

Although Ontario's roads consistently rank among the safest in North America, on average one person is killed on Ontario's roads every 15 hours. By continuing to work with our road safety partners and monitoring trends captured in ORSAR, Ontario will continue to develop new and innovative road safety strategies that will help save lives and keep our roads among the safest in the world.

Key Road Safety Findings for Ontario in 2018

For more than two decades, Ontario has measured road safety by calculating the number of collision-related fatalities for every 10,000 licensed drivers.

In Ontario, the fatality rate per 10,000 licensed drivers in 2018 was 0.58. The actual number of fatalities was 602.

The fatality rate places Ontario first in all of North America in 2018.

The number of serious injuries on Ontario's roads was 1,701, a decrease of 35% over the past decade.

Road Safety in Ontario: 2017 vs. 2018

Category	2017	2018
Number of Fatalities	617	602
Fatality Rate per 10,000 Licensed Drivers	0.61	0.58

Top Priority Road Safety Issues

Road safety is a challenge that requires commitment to build on our efforts year after year. We can take pride in milestone achievements, but keep in mind that they are milestones—the challenge is always to do more, to save more lives.

In recent years, the Ontario government has led the way by working with many road safety partners, including police, public health and safety organizations in the public, corporate and not-for-profit sectors. With support from these partners, Ontario has developed and introduced numerous pieces of legislation aimed at making our roads safer each year by reducing collisions, injuries, and fatalities.

Recent legislation, regulations and new measures include:

- Legislative and regulatory framework for school bus stop arm camera evidence
- Increasing penalties for pedestrian-related offences
- Establishing higher fines and increased penalties for distracted driving
- Extending the Reduced Suspension with Ignition Interlock program to repeat offenders
- New rules for drug-impaired driving that mirror existing sanctions for alcohol-impaired driving
- Extending zero-tolerance rules for drugs and alcohol to commercial drivers
- Increased penalties for various infractions
- Entry-Level Training for Class A drivers
- Laws to enhance the administration of justice by creating new sanctions for fine defaulters
- Reclassification of vehicles designed to travel on the highway from roadbuilding machine to commercial motor vehicle
- Regulation of tow trucks through the provincial commercial vehicle safety regime

ORSAR 2018 indicates that our legislative initiatives, combined with strong enforcement and education, are achieving results, while at the same time demonstrating that there is also room for improvement.

Pedestrians

Pedestrians fatally injured increased from 114 in 2017 to 134 in 2018, up 18%. Over the last decade, there has been a gradual increase in pedestrian fatalities as a proportion of all fatalities; in 2009, pedestrians represented 20% of all road users killed and in 2018, they represented 22%.

Large Truck Fatalities

There were 95 fatalities in collisions involving large trucks in 2018, down from 141 in 2017, a decrease of 33%. In addition, 5% of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver decreased from 107 in 2017 to 86 in 2018, down 20%. Inattentive driving was a factor in 14% of all fatalities on Ontario roads in 2018.

Drinking and Driving

Compared to the previous year, the number of drinking and driving fatalities decreased from 133 in 2017 to 130 in 2018, down 2%. Ontario's drinking and driving fatality rate was 0.12 per 10,000 licensed drivers, a reduction of 83% from 0.72 in 1988.

Drugs and Driving

The number of fatalities attributed to drugs other than alcohol increased from 75 in 2017 to 89 in 2018, up 19%.

Speeding/Street Racing

The number of people killed in Ontario in speed-related collisions decreased from 114 in 2017 to 109 in 2018, down by 4%.

Senior Driver Fatalities

Fatalities among senior drivers age 80 and over increased by 12% from 25 in 2017 to 28 in 2018. The number of licensed senior drivers (80+) has increased two-fold over the past 20 years, from approximately 137,000 in 1999 to more than 330,000 in 2018.

Young Driver Fatalities

Fatalities among young drivers ages 16–19 decreased from 21 in 2017 to 15 in 2018, down 29%.

Occupant Protection (Seat Belts)

Although a Transport Canada survey shows Ontario has a 96% seatbelt usage rate—about 1 in every 5 vehicle occupants killed on our roads were unbelted. In 2018, 90 vehicle occupants were killed while not wearing seat belts, up from 87 in 2017, which is a 3% increase.

Motorcyclists and Cyclists

Motorcycle rider fatalities decreased from 69 in 2017 to 66 in 2018, down by 4%. Bicycling fatalities increased from 14 in 2017 to 23 in 2018, up 64%.

Looking Ahead: Next Steps

Ontario has achieved reductions in fatalities and serious injuries, despite annual increases in the number of licensed drivers.

Road safety is a challenge that evolves with growing populations, new technologies and urban and rural development. The future brings new priorities that we are committed to address. These include:

- drug-impaired driving as an emerging issue
- speeding and aggressive driving
- sharing the road with vulnerable road users, such as pedestrians and cyclists
- senior drivers and driver fitness given an aging population and health issues
- all-terrain vehicle safety
- automated vehicle safety
- new and emerging vehicle safety

Social marketing has been an important means to educate the public and help save lives. It aims to change behaviours and attitudes, to promote safety awareness and make our streets safer.

Ontario aims to be among many jurisdictions that emphasize proactive, preventative measures, particularly education and awareness initiatives that reduce risky driving behaviour.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Pedestrians	134	22%
Drinking and Driving	130	22%
Speed-Related	109	18%
Large Trucks	95	16%
Unbelted Occupants	90	15%
Drug-Involved	89	15%
Inattentive Driving	86	14%
Motorcyclists	66	11%
Senior Drivers	28	5%
Cyclists	23	4%
Young Drivers	15	2%

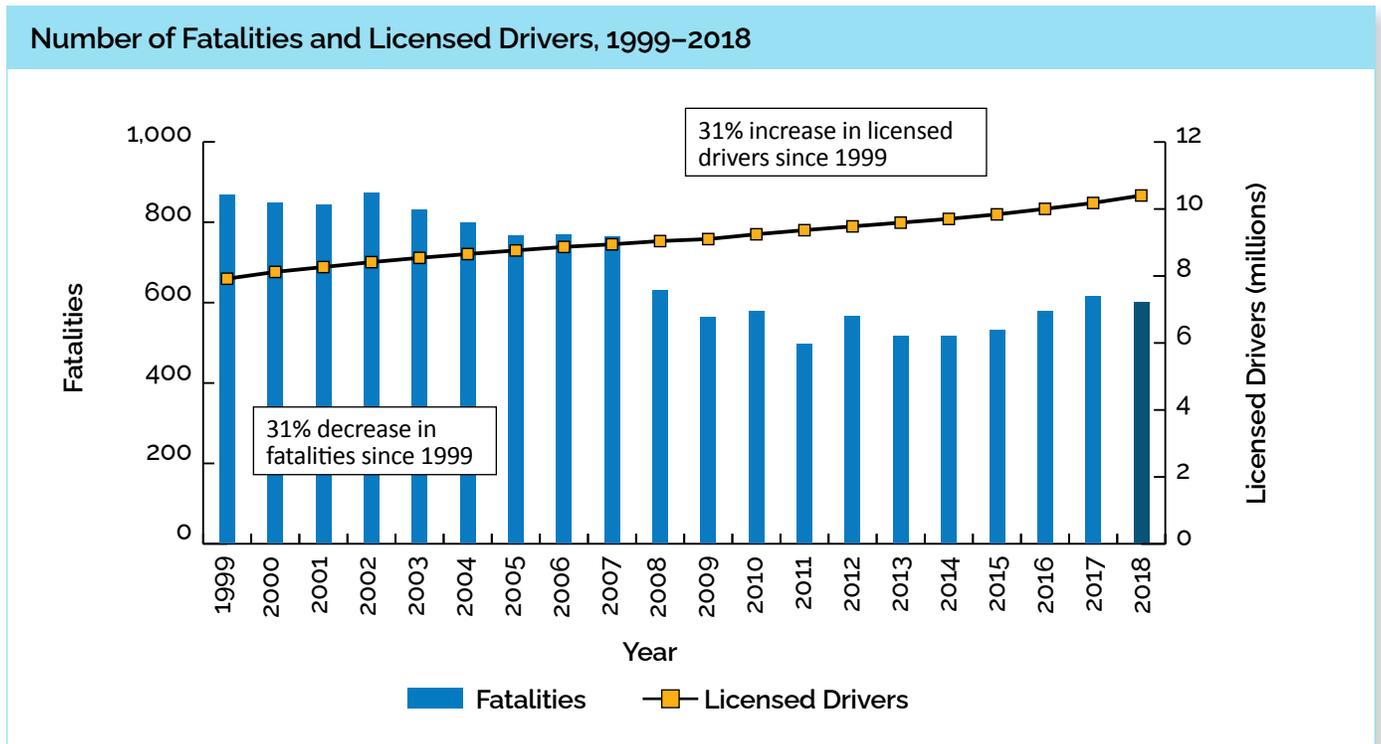
* Many fatal crashes involve more than one of the factors listed. These percentages do not total 100.

Conclusion

ORSAR 2018 confirms that Ontario continues to be a leader in road safety.

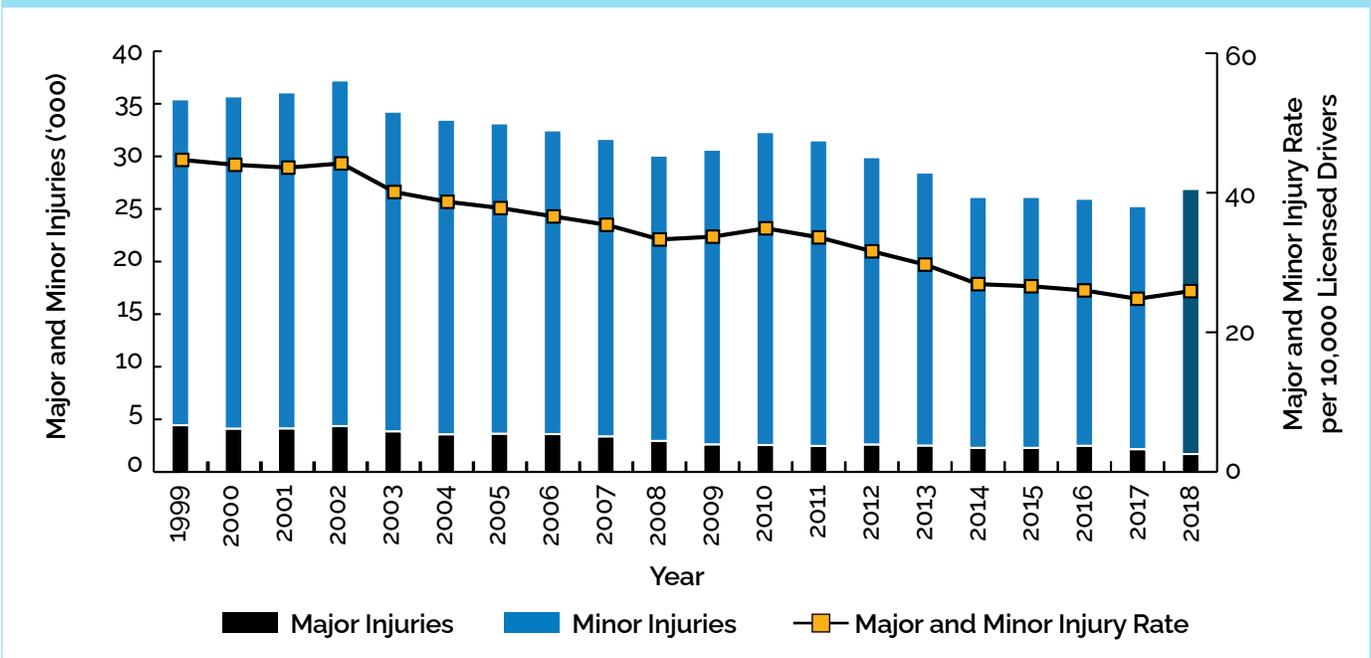
We continue to work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices. As we review the findings of this year's report, we will strive to achieve better results and more milestones and make Ontario's roads the safest in the world.

Key Road Safety Statistical Trends



Between 1999 and 2018, the number of licensed drivers increased by 31%. In contrast, the number of fatalities decreased by 31% over this 20-year period.

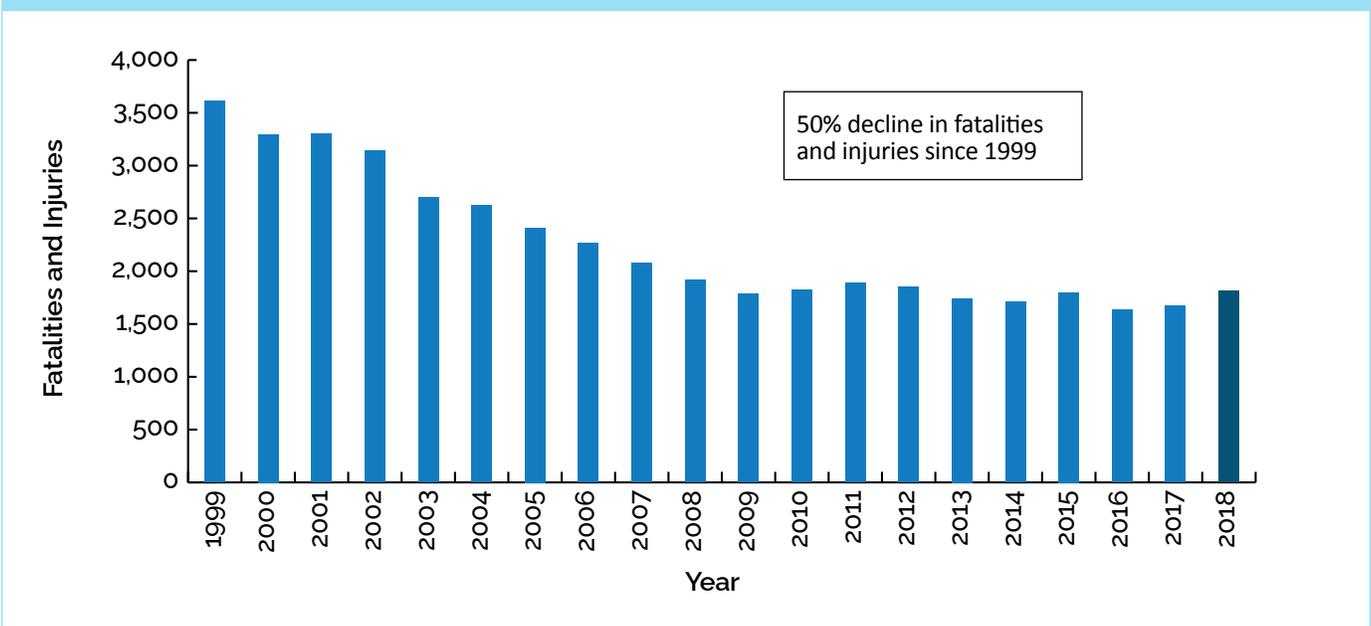
Number and Rate of Major and Minor Injuries, 1999–2018



In 2018, 50,973 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 33,089 fewer than in 1999.

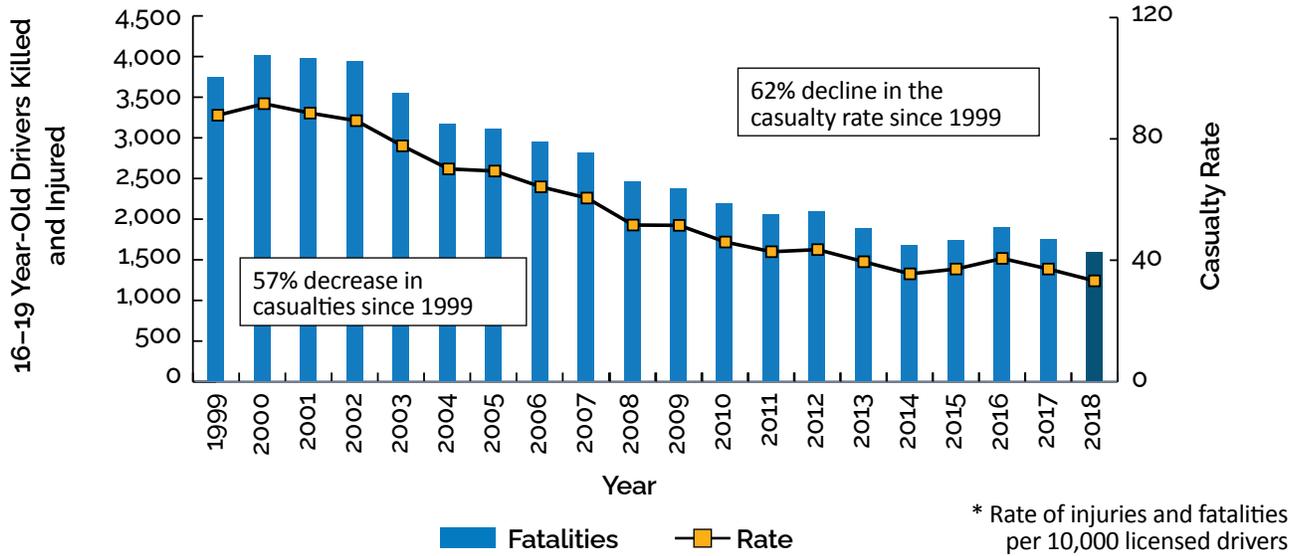
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1999–2018



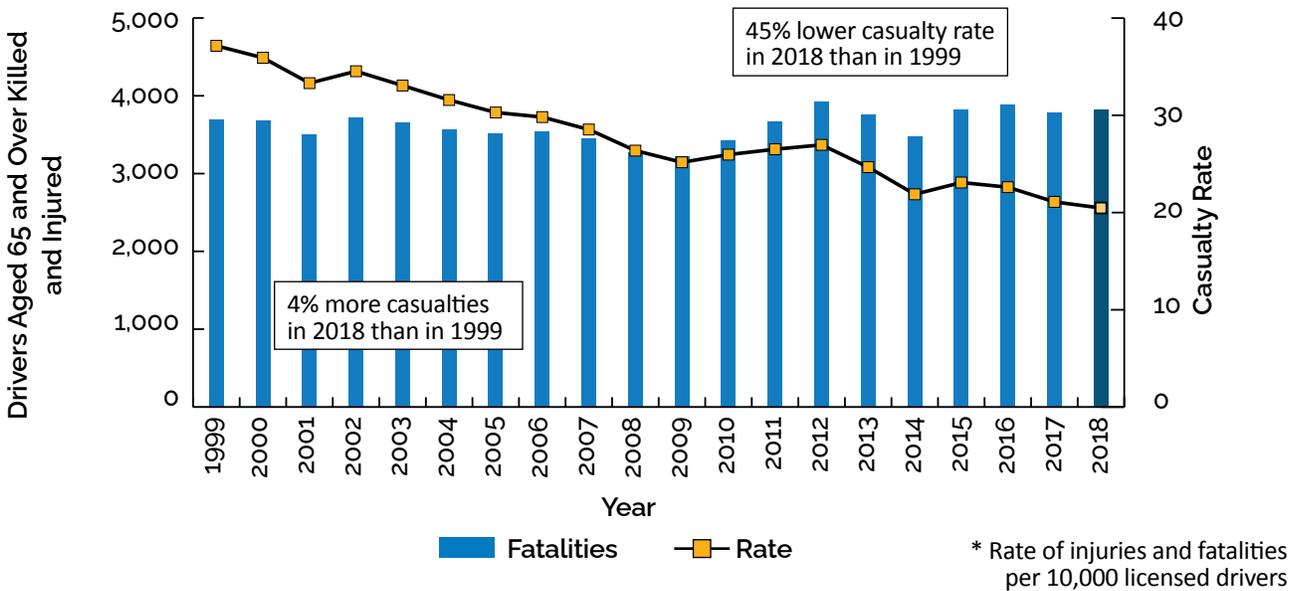
Between 1999 and 2018, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decline of 50%.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1999–2018



From 1999–2018, the number of 16–19 year old driver casualties (deaths or injuries) declined, with a 57% decrease in the number killed/injured and a 62% decrease in the casualty rate. Over the same time period, the number of licensed drivers aged 16–19 increased by 13%, from 426,643 to 480,401.

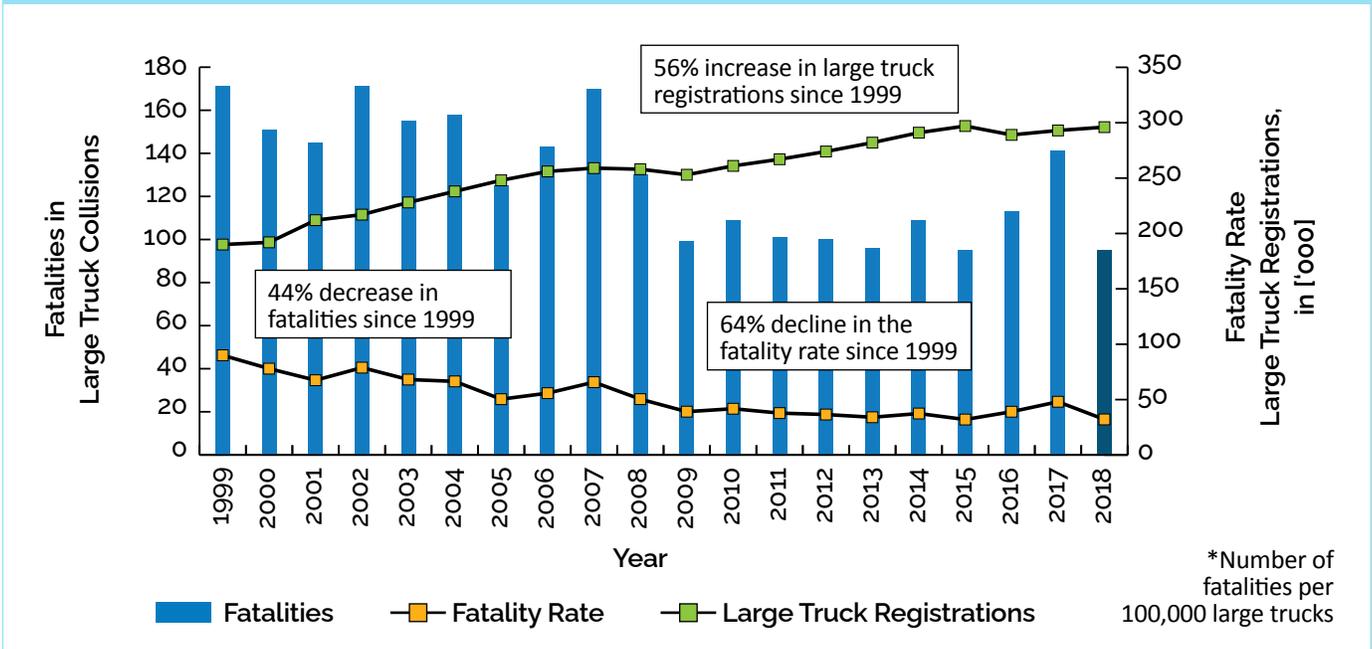
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1999–2018



The number of drivers aged 65 and over killed and injured increased by 4% between 1999 and 2018. However, the population of drivers age 65 and over has been increasing more rapidly, therefore, the casualty rate per 10,000 licensed drivers has decreased by 45%.

Large Trucks

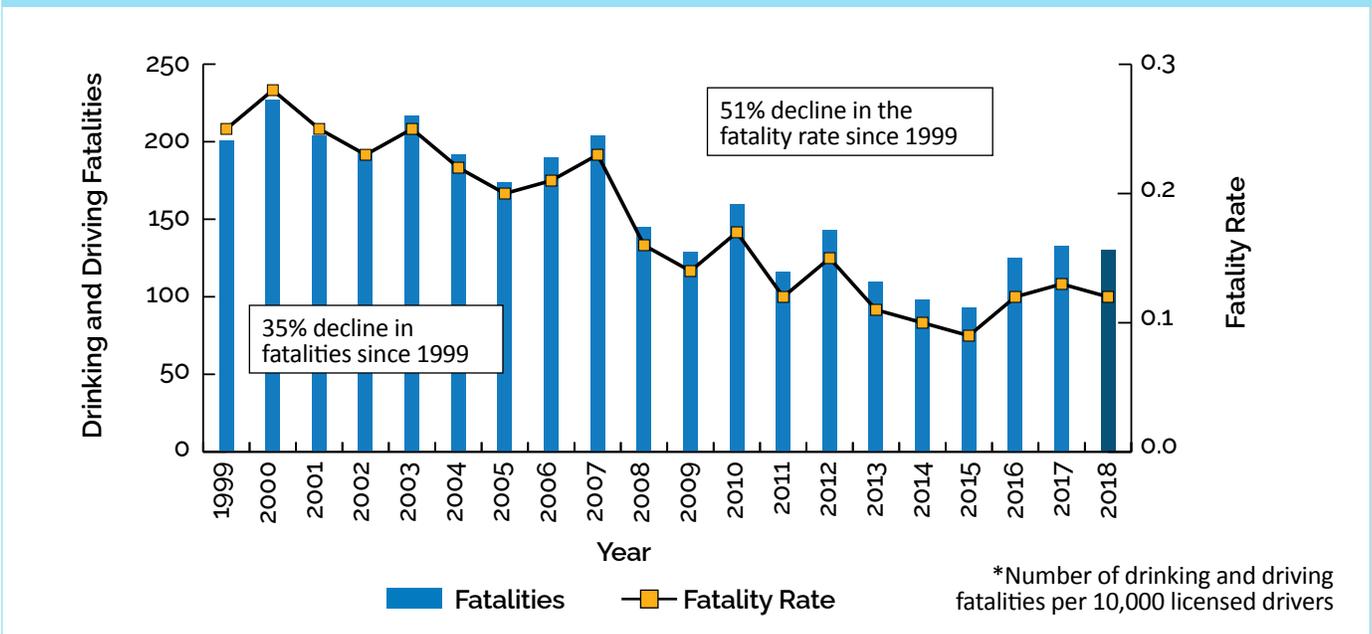
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1999–2018



Between 1999 and 2018, the number of large trucks registered in Ontario increased by 56%. The number of large truck fatalities decreased by 44% from 171 in 1999 to 95 in 2018.

Drinking and Driving

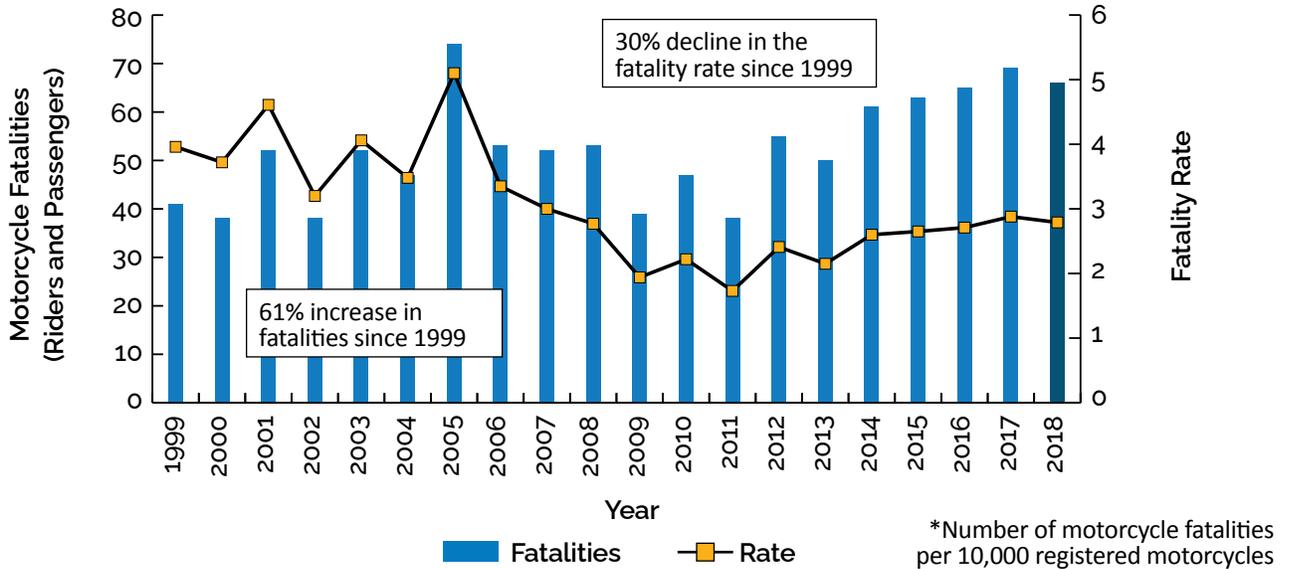
Number and Rate* of Drinking and Driving Fatalities, 1999–2018



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have declined dramatically from 1999, by 35% and 51% respectively.

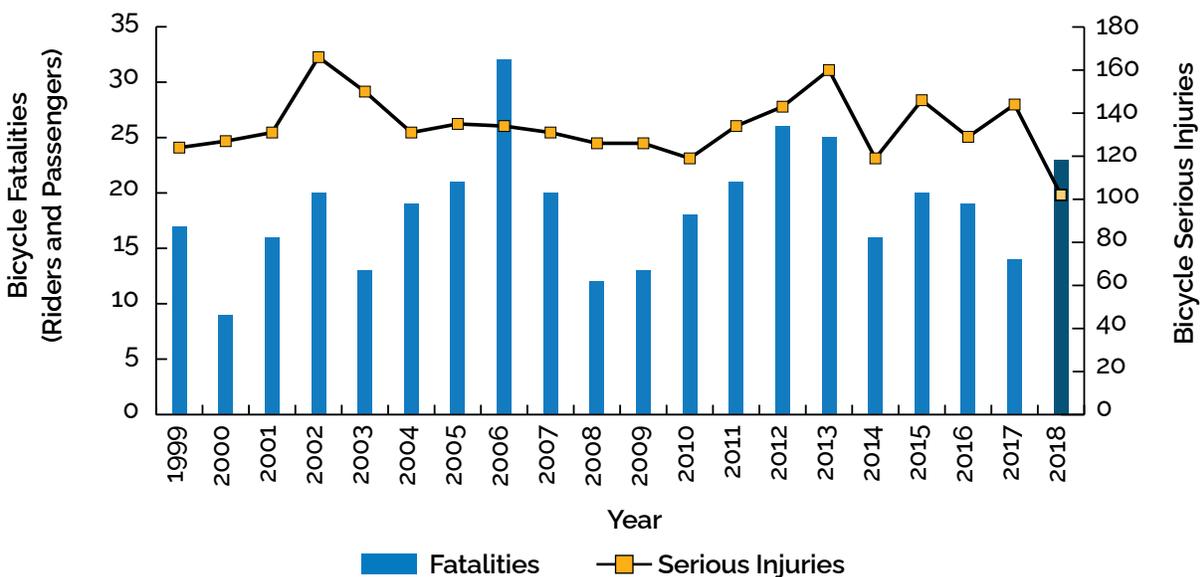
Vulnerable Road Users

Number and Rate* of Motorcycle Fatalities, 1999–2018



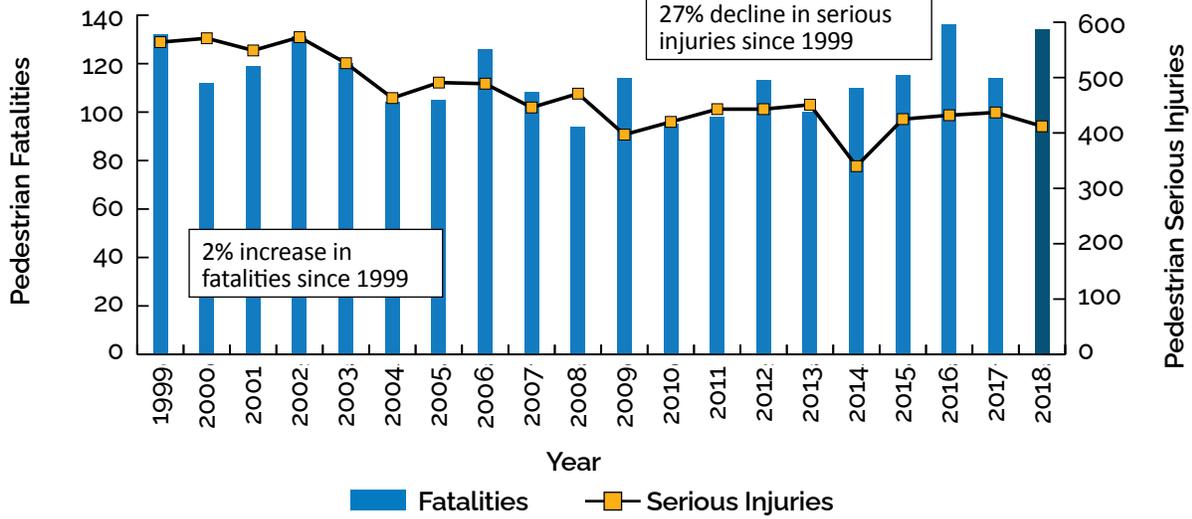
Motorcycle registrations decreased 1.4% from 239,983 in 2017 to 236,602 in 2018. In the same time period, motorcycle rider fatalities decreased from 69 in 2017 to 66 in 2018. Over the long term, between 1999 and 2018, there has been a 30% decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1999–2018



Between 1999 and 2018, the number of bicycle rider fatalities fluctuated between a high of 32 in 2006 and a low of 9 in 2000. There were 23 bicycle rider fatalities in 2018.

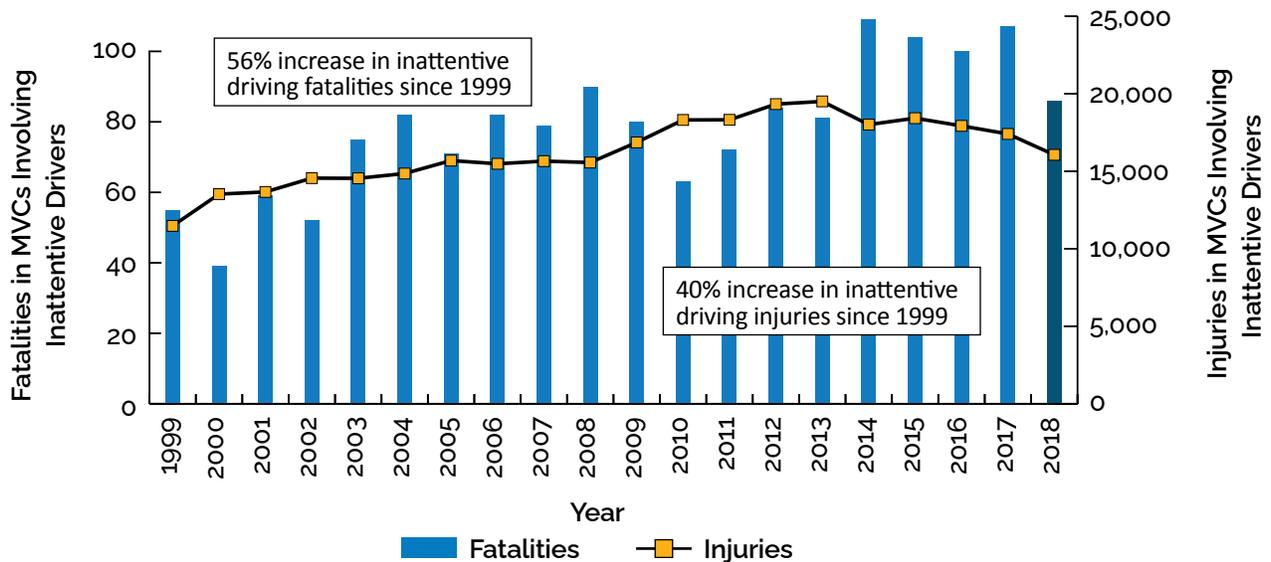
Number of Pedestrian Fatalities and Serious Injuries, 1999–2018



Between 1999 and 2018, the number of pedestrian fatalities was highest in 2016 with 136, and reached its lowest level in two decades in 2008 with 94. The number of pedestrian fatalities increased from 114 in 2017 to 134 in 2018, up by 18%. The number of pedestrian serious injuries decreased by 6% in 2018 compared with 2017.

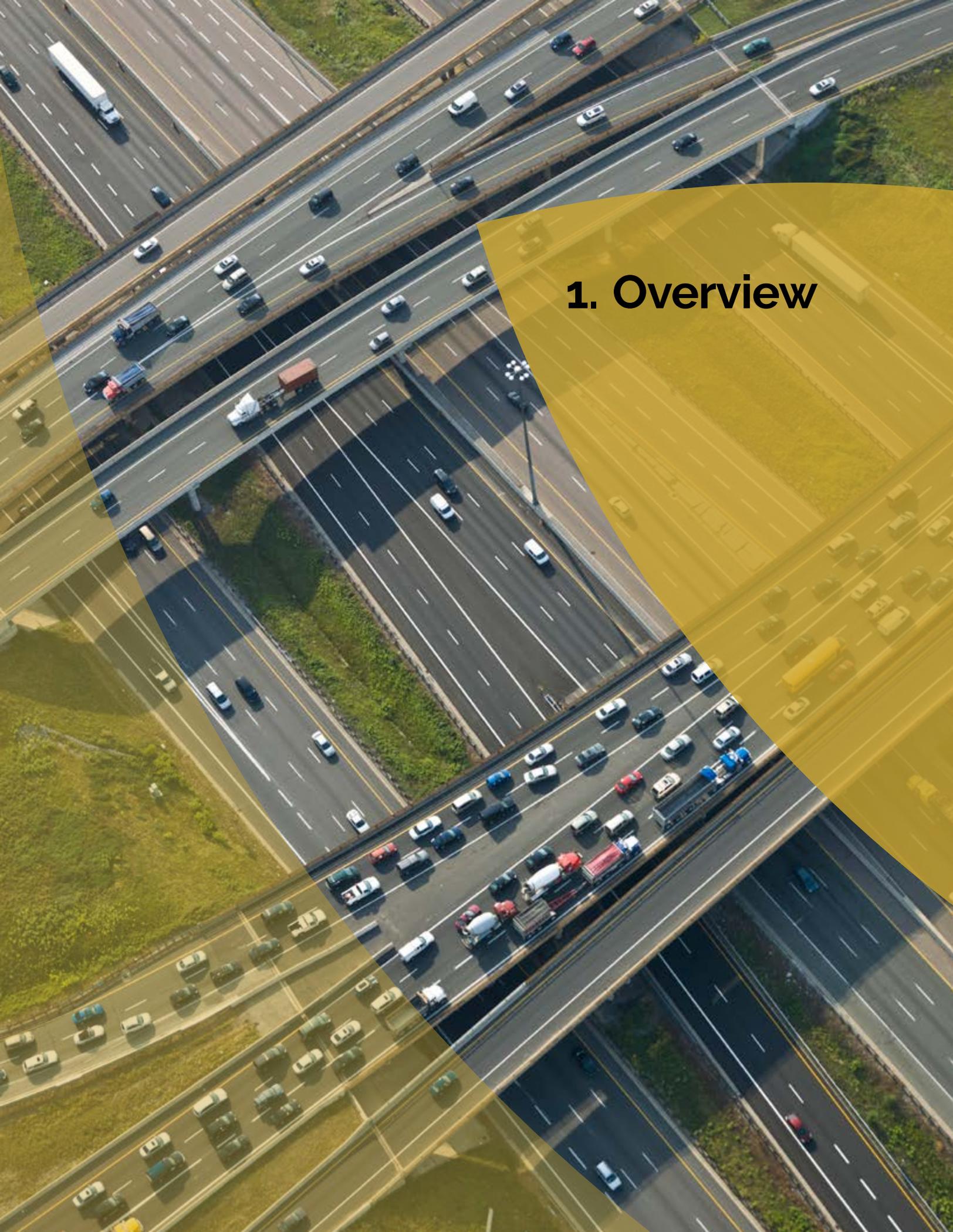
Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 1999–2018



The number of fatalities in collisions involving an inattentive driver increased from 55 in 1999 to 86 in 2018; this represents an increase of 56%. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 11,478 in 1999 to 16,059 in 2018, an increase of 40%.

* An inattentive driver is defined as a driver operating a motor vehicle without due care and attention or placing less concentration on driving. Other examples of inattentive driving could include: changing radio stations, consuming food, reading, and talking on a phone.

An aerial photograph of a complex multi-level highway interchange. The image shows several levels of overpasses and ramps, with numerous cars and trucks in motion. A large, semi-transparent yellow shape is overlaid on the right side of the image, containing the text '1. Overview'.

1. Overview

1. Overview

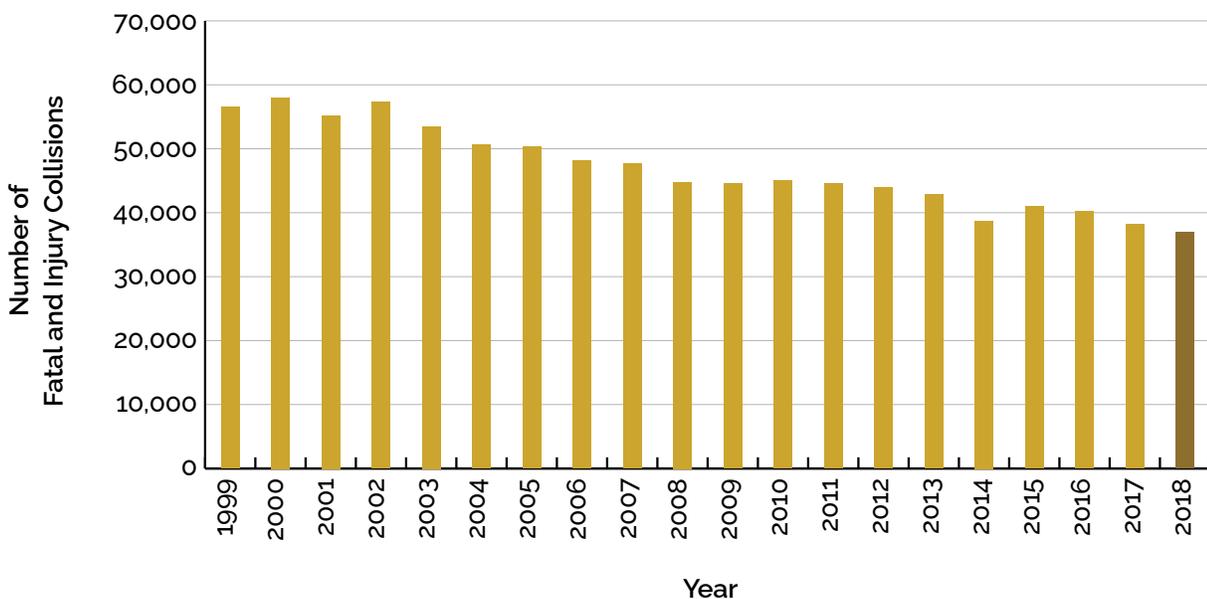
This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles.



The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2018, Ontario's fatality rate of 0.58 per 10,000 licensed drivers continues to position Ontario as a road safety leader in Canada and in North America.

The information on hospitalizations and other statistics in this section is a stark reminder of the human and economic cost of motor vehicle collisions, both in terms of lives lost, pain and suffering, and the impact on Ontario's health care system, which affects everyone in Ontario.

FIGURE 1 Total Number of Fatal and Injury Collisions in Ontario, 1999–2018



1A Synopsis

Selected Statistics: 2018	
Total Reportable Collisions	214,852
Total Drivers Involved in Collisions	391,036
Total Vehicles Involved in Collisions	403,984
Fatal Collisions	556
Personal Injury Collisions	36,331
Property-Damage Collisions	177,965
Persons Killed	602
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	358
Drivers Killed (Impaired or Had Been Drinking)	98
Passengers Killed	104
Pedestrians Killed	134
Other Road Users Killed	6
Persons Injured	50,973
Estimated Ontario Population (2018)	14,318,545
Licensed Drivers	10,402,985
Registered Motor Vehicles	9,824,804
Estimated Vehicle Kilometres Travelled (in millions)	147,521
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	4.20
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.41
Collision Rate per 100 Million Kilometres Travelled	145.64
Fatal Collision Rate per 100 Million Kilometres Travelled	0.38
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.58

1B Health Perspective

TABLE 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2018/2019

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	109	571
Fracture of neck and trunk	1,028	9,822
Fracture of upper limb	377	2,080
Fracture of lower limb	1,127	11,988
Fractures involving multiple body regions	5	174
Dislocation, sprains and strains	80	450
Dislocations, sprains, and strains involving multiple body regions	2	2
Intracranial injury	736	11,672
Internal injury of chest, abdomen, and pelvis	455	4,292
Open wound of head, neck, or trunk	46	158
Open wound of upper limb	8	61
Open wound of lower limb	45	756
Open wounds involving multiple body regions	2	4
Other diagnosis	1,111	15,123
Total Admissions and Days	5,131	57,153

Source: Ministry of Health, Health Solutions Delivery Branch, Health Data Decision Support Unit.

TABLE 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2018/2019

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	84	3,448
Spinal cord, spinal canal, and meninges	10	83
Nose, mouth, and pharynx	18	122
Chest wall, pleura, mediastinum, and diaphragm	0	0
Bone marrow and spleen	128	1,801
Kidney	6	83
Facial bones and joints	47	437
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,606	19,218
Repair joint structures (excluding head or facial bones)	3	7
Skin and subcutaneous tissue	57	529
Other diagnostic and therapeutic interventions	3,172	31,425
Sub-total of surgical admissions and days	5,131	57,153
No interventions performed—surgical procedures	N/A	N/A

Source: Ministry of Health, Health Solutions Delivery Branch, Health Data Decision Support Unit.

N/A: Data not available

2. The People



2. The People

This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. Key historical road safety data—covering a period of more than 80 years—is also provided to assist in analyzing long-term safety trends in Ontario.



There was a decrease in the number of traffic fatalities from 617 in 2017 to 602 in 2018; the number of serious injuries decreased from 2,152 in 2017 to 1,701 in 2018. During the same time period, the number of licensed drivers increased by 222,961, from 10,180,024 in 2017 to 10,402,985 in 2018.

Out of 928 drivers involved in fatal collision, 124 were drinking drivers,

80 drivers' ability was impaired by drugs, 82 drivers were coded as inattentive, and 105 were speeding (e.g., above speed limit or driving too fast for conditions). Despite the fact that about 96% of Ontario drivers use seat belts, 90 vehicle occupants who were fatally injured were not using seat belts at the time of the collision.

FIGURE 2 Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2018



2A People in Collisions

TABLE 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2018

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	27,193	14,906	14,812	636	271	57,818
Passenger*	12,214	6,304	6,249	333	104	25,204
Pedestrian	89	1,742	2,199	412	134	4,576
Bicyclist	25	692	899	102	23	1,741
Bicycle Passenger	3	3	7	3	0	16
All-Terrain Vehicle Driver **	1	3	14	6	2	26
All-Terrain Vehicle Passenger **	0	1	3	0	0	4
Snow Vehicle Driver	1	4	4	1	0	10
Snow Vehicle Passenger	0	0	1	0	0	1
Motorcycle Driver	42	259	770	182	64	1,317
Motorcycle Passenger	1	10	62	15	2	90
Moped Driver	1	5	17	1	0	24
Moped Passenger	0	0	1	0	0	1
Hanger On	5	13	21	4	2	45
Other	330	129	142	6	0	607
Total	39,905	24,071	25,201	1,701	602	91,480

* Includes bus passengers

** In this table, all-terrain vehicles include two-wheel, three-wheel, and four-wheel vehicles. HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Fatal: Person killed immediately or within 30 days of the motor vehicle collision.

Major: Person admitted to hospital. Also, includes person admitted for observation.

Minor: Person went to hospital and was treated in the emergency room but was not admitted.

Minimal: Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaint of pain.

None: Uninjured person.

TABLE 2.2: Category of Persons Killed by Age Groups, 2018

Category of Person	Age Groups																UK	Total
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74	75+			
Driver	0	0	0	1	1	6	7	5	25	37	45	40	41	24	38	1	271	
Passenger*	3	4	5	3	3	1	2	2	9	19	10	8	12	8	15	2	106	
Pedestrian	1	1	1	0	0	1	4	1	8	10	12	9	25	23	37	1	134	
Bicyclist	0	0	0	0	1	1	0	1	1	1	4	4	2	4	4	0	23	
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
All-Terrain Vehicle Driver	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	
All-Terrain Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Motorcycle Driver	0	0	0	0	0	0	0	1	6	17	8	16	12	2	2	0	64	
Motorcycle Passenger	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	5	6	5	5	9	13	10	50	84	79	78	92	61	97	4	602	

* Includes hangers on

UK = Unknown

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

TABLE 2.3: Category of Persons Injured by Age Groups, 2018

Category of Person	Age Groups														UK	Total	
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74			75+
Driver	0	0	6	88	451	523	518	634	2,916	6,521	5,278	5,304	4,328	2,310	1,452	25	30,354
Passenger*	894	725	1,023	272	359	312	326	304	1,096	1,866	1,205	1,280	1,231	853	708	521	12,975
Pedestrian	79	79	299	82	80	89	108	119	420	745	435	526	488	340	285	179	4,353
Bicyclist	2	17	161	47	49	33	29	27	175	334	223	212	190	94	43	57	1,693
Bicycle Passenger	0	1	2	1	0	0	0	0	5	5	4	7	4	0	0	27	56
All-Terrain Vehicle Driver	0	0	3	3	1	1	0	0	3	5	4	0	0	3	0	0	23
All-Terrain Vehicle Passenger	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
Snow Vehicle Driver	0	0	3	1	0	0	0	1	3	1	0	0	0	0	0	0	9
Snow Vehicle Passenger	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Motorcycle Driver	0	0	1	15	8	14	17	30	85	283	200	259	196	86	15	2	1,211
Motorcycle Passenger	2	0	3	1	3	2	2	1	8	11	11	17	18	3	0	8	90
Moped Driver	0	0	0	1	0	1	1	0	2	7	2	5	4	0	0	0	23
Moped Passenger	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Other	2	0	1	2	1	1	5	4	4	19	25	30	36	19	23	8	180
Total	979	822	1,505	513	952	976	1,006	1,120	4,717	9,800	7,387	7,640	6,495	3,708	2,526	827	50,973

* Includes hangers on

UK = Unknown

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

TABLE 2.4: Sex of Driver by Class of Collision 2018

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	732	40,581	188,720	230,033
Female	184	25,518	108,940	134,642
Unknown*	12	1,905	24,444	26,361
Total	928	68,004	322,104	391,036

* This includes situations where the enforcement officer is unable to make a determination, e.g., hit and run.

Fatal Collision: A motor vehicle collision in which at least one person sustains bodily injury resulting in death within 30 days of the collision.

Personal Injury Collision: A motor vehicle collision in which at least one person involved sustains bodily injury not resulting in death.

Property Damage: A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to motor vehicle or its load.

The minimum reportable level for property-damage-only collision rose from \$1000 to \$2000 on September 1, 2015.

See Appendix for further explanation of Collision Self-Reporting.

TABLE 2.5: Driver Condition by Class of Collision, 2018

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	512	50,497	257,041	308,050
Had Been Drinking	31	407	1,105	1,543
Ability Impaired—Alcohol over 0.08	83	526	1,320	1,929
Ability Impaired—Alcohol	10	297	655	962
Ability Impaired—Drugs*	80	156	307	543
Fatigue	10	592	1,327	1,929
Medical/Physical Disability	22	575	601	1,198
Inattentive	82	11,352	28,851	40,285
Other**	62	1,060	3,222	4,344
Unknown***	36	2,542	27,675	30,253
Total	928	68,004	322,104	391,036

* Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

** Driver condition is not defined above.

*** This includes situations where the enforcement officer is unable to make a determination, e.g., hit-and-run.

Had Been Drinking: Driver had consumed alcohol but his/her physical condition was not legally impaired.

Ability Impaired Alcohol over .08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of .08 grams of alcohol per 100 millilitres of blood.

Ability Impaired Alcohol: Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence.

Inattentive: Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on phone or two-way radio, using headphones.

TABLE 2.6: Driver Age by Driver Condition in all Collisions, 2018*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	
Under 16	212	1	0	0	88	10	311
16	805	8	2	1	249	20	1,085
17	3,803	8	11	3	1,110	90	5,025
18	4,676	18	21	10	1,195	79	5,999
19	5,506	38	30	12	1,307	88	6,981
20	6,214	52	56	13	1,354	120	7,809
21-24	28,713	229	314	130	5,275	469	35,130
25-34	66,735	491	635	342	10,284	1,171	79,658
35-44	56,182	268	354	192	7,700	939	65,635
45-54	56,433	202	257	129	7,213	869	65,103
55-64	44,673	141	177	92	5,884	719	51,686
65-74	22,274	58	57	28	3,712	359	26,488
75 & over	11,037	23	14	8	2,721	232	14,035
Unknown	787	6	1	2	1,216	24,079	26,091
Total	308,050	1,543	1,929	962	49,308	29,244	391,036

* Includes bicyclists, drivers of all-terrain vehicles, etc.

TABLE 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2018*

Recorded Occurrence	Number of Drivers	%
Normal	84	23.3
Had Been Drinking	24	6.7
Ability Impaired—Alcohol over 0.08	73	20.3
Ability Impaired—Alcohol	1	0.3
Ability Impaired—Drugs**	77	21.4
Fatigue	5	1.4
Medical/Physical Disability	19	5.3
Inattentive	27	7.5
Other	36	10.0
Unknown	14	3.9
Total	360	100.0

* Total includes drivers of all vehicle types killed in HTA reportable collisions.

** Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

TABLE 2.8: Apparent Driver Action by Class of Collision, 2018

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	422	33,371	188,482	222,275
Following Too Close	10	6,123	28,023	34,156
Speed Too Fast	55	600	1,024	1,679
Speed Too Fast for Conditions	50	2,708	11,162	13,920
Speed Too Slow	1	33	101	135
Improper Turn	26	3,505	9,665	13,196
Disobey Traffic Control	40	3,099	4,635	7,774
Fail to Yield Right of Way	55	7,284	14,291	21,630
Improper Passing	12	466	2,081	2,559
Lost Control	133	4,965	14,723	19,821
Wrong Way on One Way Road	3	52	123	178
Improper Lane Change	16	1,282	9,553	10,851
Other*	94	2,852	12,640	15,586
Unknown	11	1,664	25,601	27,276
Total	928	68,004	322,104	391,036

* Includes actions such as hit-and-run, driving on the wrong side of the road, improper parking and illegally parked.

The tables on the next two pages include only seat belt usage in collisions in which there were fatalities and personal injuries. Property-damage-only collisions are excluded.

TABLE 2.9: Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2018

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	164	457	13,142	13,307	24,597	51,667
Other Equipment*	27	97	1,122	1,090	1,563	3,899
Equipment Not Used	70	55	193	52	32	402
No Safety Equipment	0	1	13	10	29	53
Use Unknown	10	26	342	447	972	1,797
Total	271	636	14,812	14,906	27,193	57,818

* Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.10: Seat Belt Usage by Severity of Passenger* Injury in Fatal and Personal Injury Collisions, 2018

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	64	191	4,958	5,051	9,395	19,659
Child Safety Seat Used Incorrectly	2	2	18	14	51	87
Child Safety Seat Used Correctly	3	7	264	344	1,304	1,922
Other Equipment**	8	59	436	425	704	1,632
Equipment Not Used	20	41	181	58	33	333
No Safety Equipment	7	11	236	202	398	854
Use Unknown	2	27	193	243	397	862
Total	106	338	6,286	6,337	12,282	25,349

* Includes hangers on and excludes passengers in parked vehicles.

** Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.11: Restraint Use for Children (0–4 Years) Killed in Collisions, 2014–2018

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2014	0	1	0	0	0	0	1
2015	6	0	0	0	1	1	8
2016	1	0	0	0	0	0	1
2017	4	0	0	0	0	2	6
2018	1	2	0	0	0	0	3

TABLE 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2018

Restraint Used	Injury Level		
	Major / Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	26.1	47.8	58.2
Child Restraint Used Incorrectly	17.4	2.7	2.0
Lap/Lap-Shoulder Belt	8.7	42.0	31.6
Not Available	0.0	1.0	2.6
Available/Not Used	8.7	0.5	0.2
Other	21.7	4.1	3.6
Unknown	17.4	1.8	1.9
Total	100	100	100

TABLE 2.13: Pedestrian Condition by Severity of Injury, 2018

Condition of Pedestrian	Killed	Injured
Normal	60	3,356
Had Been Drinking	6	151
Ability-Impaired Alcohol over .08	14	9
Ability-Impaired Alcohol	0	33
Ability-Impaired Drugs	10	21
Fatigue	0	4
Medical or Physical Defect	5	67
Inattentive	28	604
Other	11	108
Unknown	0	0
Total	134	4,353

TABLE 2.14: Apparent Pedestrian Action by Severity of Injury, 2018

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	26	2,272
Crossing Intersection Without Right of Way	27	574
Crossing Intersection No Traffic Control	25	242
Crossing Pedestrian Crossover	2	166
Crossing Marked Crosswalk Without Right of Way	4	119
Walking on Roadway With Traffic	12	91
Walking on Roadway Against Traffic	3	49
On Sidewalk or Shoulder	10	232
Playing or Working on Highway	2	40
Coming from Behind Parked Vehicle or Object	1	54
Running onto Roadway	2	183
Getting On/Off School Bus*	0	6
Getting On/Off Vehicle	0	43
Pushing/Working on Vehicle	0	15
Other	20	267
Total	134	4,353

* Calendar Year

2B Putting The People In Context

TABLE 2.15: Category of Persons Killed and Injured, 1990–2018

Year	Ontario Population (Est.)**	Driver		Passenger*		Pedestrian		All Others		Persons Killed In All Classes		Persons Injured In All Classes	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Number	Rate Per 100,000	Number	Rate Per 100,000
1990	9,743,300	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	120,652	1,238.3
1991	10,084,900	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	101,575	1,007.2
1992	10,098,600	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	90,519	896.4
1993	10,813,200	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,025	841.8
1994	10,927,800	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	91,149	834.1
1995	11,100,000	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	90,030	811.1
1996	11,320,456	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	89,572	791.2
1997	11,500,329	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	88,405	768.7
1998	11,675,497	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	85,527	732.5
1999	11,513,700	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	83,192	722.5
2000	11,695,110	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	84,062	718.8
2001	11,966,960	430	45,758	224	26,510	119	5,063	72	4,451	845	7.1	85,009	710.4
2002	12,027,900	450	47,909	227	26,742	131	4,990	65	4,551	873	7.3	81,782	679.9
2003	12,293,700	425	44,212	216	24,563	120	4,758	70	10,659	831	6.8	84,192	684.8
2004	12,407,300	433	41,608	191	22,396	104	4,505	71	9,370	799	6.4	77,879	627.7
2005	12,558,669	377	41,199	183	21,268	105	4,709	101	4,674	766	6.1	73,008	581.3
2006	12,705,328	383	39,633	169	20,005	126	4,729	91	4,426	769	6.1	68,793	541.5
2007	12,803,861	396	38,913	186	19,112	108	4,636	75	4,505	765	6.0	67,166	524.6
2008	12,932,297	343	36,219	124	17,679	94	4,454	70	4,391	631	4.9	62,743	485.2
2009	13,072,700	277	35,403	113	18,224	114	4,522	60	4,413	564	4.3	62,743	480.0
2010	13,223,800	299	35,959	115	19,152	95	4,621	70	4,782	579	4.4	62,562	473.1
2011	13,263,500	237	35,517	92	16,835	98	4,857	71	4,810	498	3.8	62,019	467.6
2012	13,410,100	236	35,254	127	16,044	113	4,604	92	5,099	568	4.2	61,001	454.9
2013	13,551,000	246	35,163	92	15,575	100	4,290	80	4,542	518	3.8	59,570	439.6
2014	13,685,200	251	32,105	71	13,742	110	4,053	85	4,181	517	3.8	54,081	395.2
2015	13,789,600	237	32,630	91	14,465	115	4,641	88	5,023	531	3.9	56,759	411.6
2016	13,976,320	254	32,044	98	14,287	136	4,694	91	4,468	579	4.1	55,493	397.1
2017	14,072,615	316	31,045	90	13,141	114	4,317	97	3,916	617	4.4	52,419	372.5
2018	14,318,545	271	30,354	104	12,886	134	4,353	93	3,380	602	4.2	50,973	356.0

* Excludes motorcycle passengers, who are included with "All Others".

** Source: StatCan

TABLE 2.16: Sex of Driver Population by Age Groups 2018

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	253,208	460,534	953,429	874,205	927,804	919,721	974,118	5,363,019
Female	227,193	398,627	894,994	870,625	893,324	861,175	894,028	5,039,966
Total	480,401	859,161	1,848,423	1,744,830	1,821,128	1,780,896	1,868,146	10,402,985

TABLE 2.17: Driver Population by Age Groups, 1990–2018

Year	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
1990	322,542	629,478	1,666,474	1,467,699	964,925	728,380	669,385	6,448,883
1991	319,584	627,931	1,673,502	1,501,765	1,018,365	736,652	696,432	6,574,231
1992	314,685	623,707	1,665,433	1,528,726	1,082,883	745,759	727,568	6,688,761
1993	326,389	621,934	1,655,573	1,566,083	1,136,365	758,840	758,244	6,823,428
1994	358,817	622,704	1,645,962	1,611,972	1,190,442	770,882	783,181	6,983,960
1995	360,847	614,094	1,621,989	1,659,749	1,240,072	782,871	806,396	7,086,018
1996	361,571	612,060	1,608,567	1,717,050	1,297,289	805,486	856,144	7,258,167
1997	394,512	624,532	1,611,708	1,789,110	1,360,555	837,606	919,584	7,537,607
1998	412,589	634,053	1,593,744	1,845,474	1,415,258	872,426	954,212	7,727,756
1999	426,643	642,808	1,576,673	1,895,323	1,475,588	907,235	994,044	7,918,314
2000	438,170	659,331	1,582,207	1,935,150	1,540,499	939,838	1,026,179	8,121,374
2001	449,853	671,424	1,580,758	1,946,713	1,577,920	990,745	1,049,203	8,266,616
2002	458,627	686,561	1,580,837	1,945,944	1,612,219	1,053,877	1,075,439	8,413,504
2003	457,049	704,720	1,575,345	1,940,896	1,653,604	1,105,726	1,104,215	8,541,555
2004	453,157	719,861	1,567,346	1,929,418	1,698,350	1,157,824	1,129,641	8,655,597
2005	447,954	727,529	1,557,476	1,912,898	1,748,335	1,206,374	1,161,644	8,762,210
2006	461,058	736,575	1,550,313	1,888,582	1,793,515	1,252,613	1,185,309	8,867,965
2007	466,979	739,555	1,547,980	1,851,780	1,835,315	1,296,295	1,207,493	8,945,397
2008	478,950	744,491	1,553,552	1,808,597	1,875,742	1,339,948	1,241,006	9,042,286
2009	462,718	746,486	1,554,266	1,763,704	1,906,532	1,388,094	1,280,138	9,101,938
2010	478,342	765,075	1,572,436	1,740,128	1,927,499	1,441,906	1,319,881	9,245,267
2011	482,743	777,981	1,591,669	1,722,950	1,931,679	1,477,896	1,382,691	9,367,609
2012	481,601	790,157	1,610,128	1,710,796	1,924,202	1,509,382	1,454,653	9,480,919
2013	478,625	797,813	1,631,668	1,697,225	1,916,064	1,549,142	1,521,952	9,592,489
2014	473,531	803,311	1,656,912	1,686,188	1,903,892	1,591,871	1,588,339	9,704,044
2015	470,988	810,225	1,691,690	1,681,667	1,889,058	1,641,338	1,654,505	9,839,471
2016	468,061	821,656	1,737,393	1,691,167	1,875,312	1,688,950	1,721,205	10,003,744
2017	474,413	834,220	1,784,989	1,709,735	1,849,234	1,734,881	1,792,552	10,180,024
2018	480,401	859,161	1,848,423	1,744,830	1,821,128	1,780,896	1,868,146	10,402,985

TABLE 2.18: Driver Licence Class by Sex, 2018

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	114,644	2.14	2,424	0.05	117,068	1.13
AB	4,853	0.09	727	0.01	5,580	0.05
ABM	2,355	0.04	186	0.00	2,541	0.02
ABM1	8	0.00	3	0.00	11	0.00
ABM2	152	0.00	30	0.00	182	0.00
AC	33,555	0.63	1,115	0.02	34,670	0.33
ACM	11,808	0.22	239	0.00	12,047	0.12
ACM1	153	0.00	4	0.00	157	0.00
ACM2	1,525	0.03	58	0.00	1,583	0.02
AM	25,770	0.48	223	0.00	25,993	0.25
AM1	315	0.01	1	0.00	316	0.00
AM2	3,120	0.06	53	0.00	3,173	0.03
B	18,208	0.34	16,829	0.33	35,037	0.34
BM	4,691	0.09	996	0.02	5,687	0.05
BM1	20	0.00	18	0.00	38	0.00
BM2	316	0.01	192	0.00	508	0.00
C	11,475	0.21	1,866	0.04	13,341	0.13
CM	2,149	0.04	102	0.00	2,251	0.02
CM1	32	0.00	1	0.00	33	0.00
CM2	353	0.01	39	0.00	392	0.00
D	121,665	2.27	11,200	0.22	132,865	1.28
DE	88	0.00	14	0.00	102	0.00
DEM	22	0.00	2	0.00	24	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	2	0.00	0	0.00	2	0.00
DF	3,652	0.07	386	0.01	4,038	0.04
DFM	992	0.02	60	0.00	1,052	0.01
DFM1	21	0.00	1	0.00	22	0.00
DFM2	182	0.00	4	0.00	186	0.00
DM	39,195	0.73	1,173	0.02	40,368	0.39
DM1	250	0.00	11	0.00	261	0.00
DM2	3,295	0.06	175	0.00	3,470	0.03
E	1,186	0.02	1,621	0.03	2,807	0.03
EM	131	0.00	29	0.00	160	0.00
EM1	2	0.00	0	0.00	2	0.00
EM2	9	0.00	2	0.00	11	0.00
F	8,160	0.15	6,001	0.12	14,161	0.14

TABLE 2.18: Driver Licence Class by Sex, 2018 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
FM	1,255	0.02	282	0.01	1,537	0.01
FM1	21	0.00	4	0.00	25	0.00
FM2	285	0.01	102	0.00	387	0.00
G	3,803,648	70.92	4,142,565	82.19	7,946,213	76.38
G1	297,366	5.54	386,095	7.66	683,461	6.57
G1M	101	0.00	23	0.00	124	0.00
G1M1	488	0.01	80	0.00	568	0.01
G1M2	1,258	0.02	301	0.01	1,559	0.01
G2	386,796	7.21	380,888	7.56	767,684	7.38
G2M	301	0.01	63	0.00	364	0.00
G2M1	526	0.01	65	0.00	591	0.01
G2M2	3,449	0.06	464	0.01	3,913	0.04
GM	398,090	7.42	68,799	1.37	466,889	4.49
GM1	4,077	0.08	957	0.02	5,034	0.05
GM2	49,476	0.92	13,173	0.26	62,649	0.60
M	707	0.01	150	0.00	857	0.01
M1	102	0.00	16	0.00	118	0.00
M2	719	0.01	154	0.00	873	0.01
Other	0	0.00	0	0.00	0	0.00
Total	5,363,019	100.00	5,039,966	100.00	10,402,985	100.00

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2018

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1935	707,457	10,648	560	9,839
1936	755,765	11,388	546	10,251
1937	802,765	13,906	766	12,092
1938	866,729	13,715	640	11,683
1939	899,572	13,710	652	11,638
1940	937,551	16,921	716	13,715
1941	986,773	18,167	801	14,275
1942	961,883	13,490	567	10,205
1943	919,457	11,025	549	8,628
1944	905,650	11,004	498	8,373
1945	971,852	13,458	598	9,804
1946	1,087,445	17,356	688	12,228
1947	1,144,291	22,293	734	13,056
1948	1,209,408	27,406	740	14,970
1949	1,278,584	34,472	830	17,469
1950	1,366,388	43,681	791	19,940
1951	1,461,538	54,920	949	22,557
1952	1,556,559	58,515	1,010	23,643
1953	1,656,259	65,866	1,082	24,353
1954	1,747,567	62,509	1,045	24,607
1955	1,856,845	63,219	1,111	26,246
1956	1,967,789	71,399	1,180	28,626
1957	2,088,551	76,302	1,279	30,414
1958	2,176,417	76,884	1,112	30,106
1959	2,270,246	81,518	1,187	31,602
1960	2,355,567	87,186	1,166	34,436
1961	2,414,615	85,577	1,268	37,146
1962	2,469,425	94,231	1,383	41,766
1963	2,555,015	104,919	1,421	47,801
1964	2,694,023	111,232	1,424	54,560
1965	2,739,138	128,462	1,611	60,917
1966	2,821,648	139,781	1,596	65,210
1967	3,004,654	145,008	1,719	67,280
1968	3,128,509	155,127	1,586	71,520
1969	3,247,979	169,395	1,683	74,902
1970	3,422,892	141,609	1,535	75,126
1971	3,563,197	158,831	1,769	84,650
1972	3,688,541	189,494	1,934	95,181
1973	3,841,628	193,021	1,959	97,790

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2018 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1974	3,972,980	204,271	1,748	98,673
1975	4,160,623	213,689	1,800	97,034
1976	4,315,925	211,865	1,511	83,736
1977	4,562,903	218,567	1,420	95,664
1978	4,725,546	186,363	1,450	94,979
1979	4,858,351	197,196	1,560	101,321
1980	4,993,531	196,501	1,508	101,367
1981	5,123,177	198,372	1,445	100,321
1982	5,247,198	187,943	1,138	92,815
1983	5,380,259	181,999	1,204	91,706
1984	5,513,911	194,782	1,132	97,230
1985	5,660,422	189,750	1,191	109,169
1986	5,817,799	187,286	1,102	108,839
1987	5,978,105	203,431	1,229	121,089
1988	6,118,112	228,398	1,237	118,158
1989	6,290,424	247,038	1,286	120,652
1990	6,448,883	220,188	1,120	101,575
1991	6,574,231	213,669	1,102	90,519
1992	6,688,761	224,249	1,090	91,025
1993	6,823,428	228,834	1,135	91,149
1994	6,983,960	226,996	999	90,030
1995	7,086,018	219,085	999	89,572
1996	7,258,167	215,024	929	88,445
1997	7,537,607	221,500	899	85,527
1998	7,727,756	213,356	854	83,192
1999	7,918,314	221,962	868	84,062
2000	8,121,374	240,630	849	85,009
2001	8,266,616	234,004	845	81,782
2002	8,413,504	244,642	873	84,192
2003	8,541,555	246,463	831	77,879
2004	8,655,597	231,548	799	73,008
2005	8,762,210	230,258	766	71,850
2006	8,867,965	216,247	769	68,793
2007	8,945,397	233,487	765	67,175
2008	9,042,286	229,196	631	62,743
2009	9,101,938	216,315	564	62,562
2010	9,245,267	215,533	579	64,514

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2018 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
2011	9,367,609	177,039	498	62,019
2012	9,480,919	172,868	568	61,001
2013	9,592,489	188,999	518	59,570
2014	9,704,044	217,557	517	54,081
2015	9,839,471	221,411	531	56,759
2016	10,003,744	208,404	579	55,493
2017	10,180,024	209,085	617	52,419
2018	10,402,985	214,852	602	50,973

TABLE 2.20: Driver Age Groups—Number Licensed, Collision Involvement and Percent Involved in Collisions, 2018

Driver's Age	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	0	0	0	45	8	53	N/A	N/A	N/A
16	45,331	42,818	88,149	591	415	1,006	1.30	0.97	1.14
17	59,944	55,481	115,425	2,909	2,038	4,947	4.85	3.67	4.29
18	68,635	60,900	129,535	3,672	2,268	5,940	5.35	3.72	4.59
19	79,298	67,994	147,292	4,430	2,499	6,929	5.59	3.68	4.70
20	86,322	73,249	159,571	5,023	2,726	7,749	5.82	3.72	4.86
21–24	374,212	325,378	699,590	21,746	13,083	34,829	5.81	4.02	4.98
25–34	953,429	894,994	1,848,423	49,449	29,490	78,939	5.19	3.29	4.27
35–44	874,205	870,625	1,744,830	39,390	25,677	65,067	4.51	2.95	3.73
45–54	927,804	893,324	1,821,128	40,684	23,840	64,524	4.38	2.67	3.54
55–64	919,721	861,175	1,780,896	33,721	17,468	51,189	3.67	2.03	2.87
65–74	615,858	577,617	1,193,475	16,793	9,448	26,241	2.73	1.64	2.20
75 & over	358,260	316,411	674,671	8,830	5,101	13,931	2.46	1.61	2.06
Unknown*	0	0	0	38,903	0	38,903	N/A	N/A	N/A
Total	5,363,019	5,039,966	10,402,985	266,186	134,061	400,247	4.96	2.66	3.85

* This table includes people in the driver's position of parked vehicles and excludes drivers of some vehicles such as bicycles, snow and off-road vehicles, etc.



3. The Collision

3. The Collision

This section profiles the types of collisions that occur on Ontario's roads. To prevent motor vehicle collisions, we need to understand the context in which they occur, including hour of occurrence, day, month, collision type, location, and environmental factors. Identifying these contributing factors is an important step toward reducing collisions on Ontario's roads.

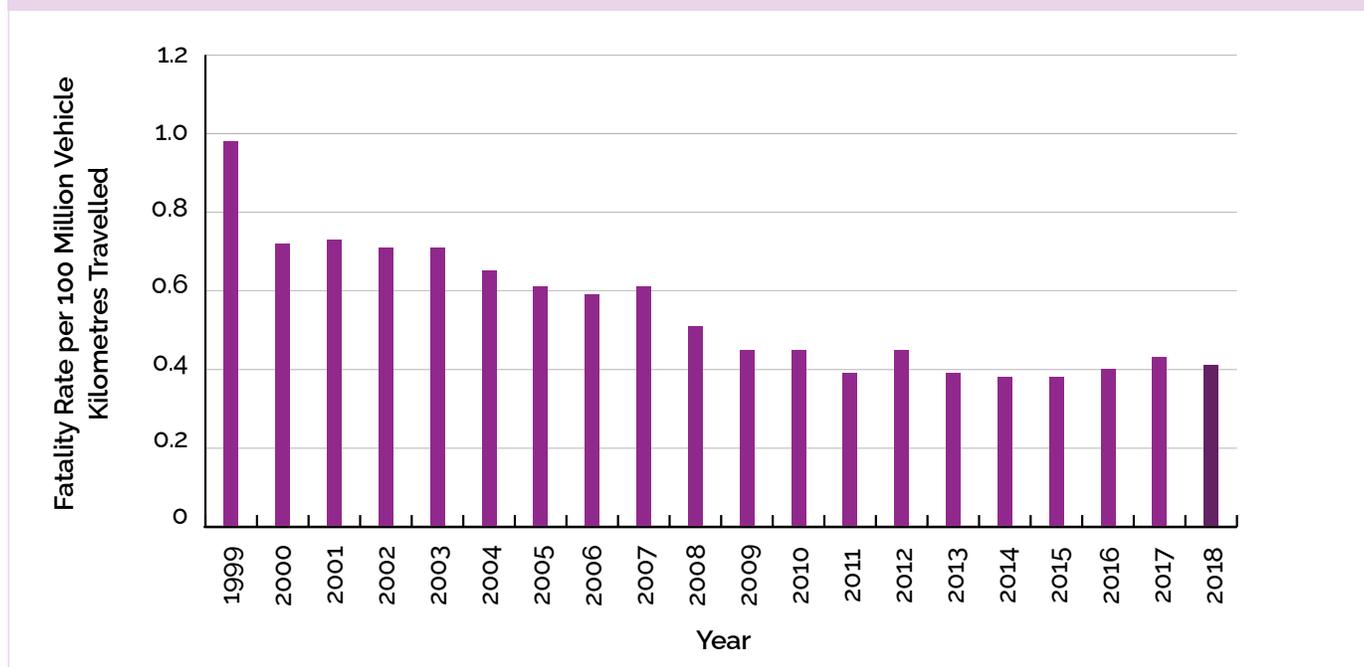


The number of fatal collisions decreased from 566 in 2017 to 556 in 2018, down by 10. The number of injury collisions decreased from 37,677 in 2017 to 36,331 in 2018, down by 1,346. The number of property damage collisions for 2018 was 177,965.

As of September 2015, the collision reporting threshold for property-damage-only collisions has increased from \$1,000 to \$2,000.

The fatality rate per 100 million kilometres travelled in Ontario decreased from 0.43 in 2017 to 0.41 in 2018.

FIGURE 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1999–2018



3A Types of Collisions

TABLE 3.1: Class of Collision 1988–2018

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
1988	1,076	76,724	150,598	228,398
1989	1,106	77,852	168,080	247,038
1990	959	65,912	153,317	220,188
1991	956	59,242	153,471	213,669
1992	942	58,889	164,418	224,249
1993	987	58,932	168,915	228,834
1994	875	58,525	167,596	226,996
1995	860	58,273	159,952	219,085
1996	816	57,791	156,417	215,024
1997	807	56,121	164,572	221,500
1998	768	55,441	157,147	213,356
1999	763	55,764	165,435	221,962
2000	737	57,279	182,614	240,630
2001	733	54,479	178,792	234,004
2002	770	56,516	187,356	244,642
2003	754	52,757	192,952	246,463
2004	718	49,948	180,882	231,548
2005	684	49,584	179,990	230,258
2006	692	47,411	168,144	216,247
2007	683	47,014	185,790	233,487
2008	574	44,219	184,403	229,196
2009	516	44,054	171,745	216,315
2010	534	44,430	170,569	215,533
2011	466	44,076	132,497	177,039
2012	505	43,484	128,879	172,868
2013	470	42,408	146,121	188,999
2014	484	38,240	178,833	217,557
2015	479	40,508	180,424	221,411
2016	527	39,685	168,192	208,404
2017	566	37,677	170,842	209,085
2018	556	36,331	177,965	214,852

TABLE 3.2: Collision Rate per One Million Kilometres Travelled, 1988–2018

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1999	2.5	2010	1.66*
1989	3.2	2000	2.0	2011	1.39**
1990	3.0	2001	2.0*	2012	1.36**
1991	2.9	2002	2.0*	2013	1.43**
1992	3.1	2003	2.1*	2014	1.61**
1993	3.0	2004	1.9*	2015	1.59**
1994	2.9	2005	1.8*	2016	1.48**
1995	2.8	2006	1.66*	2017	1.45*
1996	2.7	2007	1.87*	2018	1.46*
1997	2.7	2008	1.84*		
1998	2.5	2009	1.72*		

* Based on Statistics Canada estimates of Vehicle Kilometres Travelled.

** Based on Westbay Research Inc. estimates for CCMTA.

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2018

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	586	54,786	278,914	334,286
Unattended Vehicles	12	500	12,502	13,014
Pedestrian	126	4,011	178	4,315
Cyclist	24	1,709	434	2,167
Railway Train	1	6	15	22
Street Car	0	17	21	38
Farm Tractor	1	26	92	119
Domestic Animal	0	22	611	633
Wild Animal	4	329	11,721	12,054
Other Moveable Objects	6	436	740	1,182
Sub-total	760	61,842	305,228	367,830
Fixed Objects:				
Cable Guide Rail	4	51	408	463
Concrete Guide Rail	6	358	1,682	2,046
Steel Guide Rail	6	215	1,002	1,223
Pole (Utility Tower)	7	408	1,750	2,165
Pole (Sign/Parking Meter)	3	128	1,203	1,334
Fence/Noise Barrier	0	29	269	298
Culvert	1	31	57	89
Bridge Support	2	18	94	114
Rock Face	2	29	71	102

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2018 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Snow Bank or Drift	0	37	287	324
Ditch	10	478	1,592	2,080
Curb	3	268	1,098	1,369
Crash Cushion	0	42	47	89
Building or Wall	1	32	171	204
Water Course	0	1	5	6
Construction Marker	0	5	65	70
Tree, Shrub, or Stump	5	195	654	854
Other Fixed Object	4	84	818	906
Sub-total	54	2,409	11,273	13,736
Other Events:				
Ran Off Road	70	1,642	4,846	6,558
Skidding/Sliding	46	1,930	8,580	10,556
Jack-knifing	0	17	142	159
Load Spill	0	4	72	76
Fire/Explosion	0	1	86	87
Submersion	1	2	3	6
Rollover	4	183	343	530
Debris on Road	0	99	1,193	1,292
Debris off Vehicle	0	103	1,218	1,321
Other Non-Collision Event	13	506	1,314	1,833
Sub-total	134	4,487	17,797	22,418
Total	948	68,738	334,298	403,984

TABLE 3.4: Initial Impact Type by Class of Collision, 2018

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	104	958	1,649	2,711
Angle	58	4,426	11,388	15,872
Rear End	40	9,645	53,166	62,851
Sideswipe	20	2,047	25,506	27,573
Turning Movement	54	8,279	33,363	41,696
With Unattended Motor Vehicle	8	352	10,512	10,872
Single Motor Vehicle	272	10,442	37,734	48,448
Other	0	182	4,647	4,829
Unknown	0	0	0	0
Total	556	36,331	177,965	214,852

3B Time and Environment

TABLE 3.5: Month of Occurrence by Class of Collision, 2018

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	48	8.6	3,064	8.4	18,140	10.2	21,252	9.9
February	33	5.9	2,478	6.8	14,336	8.1	16,847	7.8
March	31	5.6	2,401	6.6	12,246	6.9	14,678	6.8
April	32	5.8	2,507	6.9	13,304	7.5	15,843	7.4
May	46	8.3	3,026	8.3	13,687	7.7	16,759	7.8
June	50	9.0	3,262	9.0	13,972	7.9	17,284	8.0
July	47	8.5	3,347	9.2	13,602	7.6	16,996	7.9
August	59	10.6	3,184	8.8	13,191	7.4	16,434	7.6
September	54	9.7	3,313	9.1	13,707	7.7	17,074	7.9
October	58	10.4	3,376	9.3	16,077	9.0	19,511	9.1
November	62	11.2	3,533	9.7	19,600	11.0	23,195	10.8
December	36	6.5	2,840	7.8	16,103	9.0	18,979	8.8
Total	556	100.0	36,331	100.0	177,965	100.0	214,852	100.0

TABLE 3.6: Day of Week by Class of Collision, 2018

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	82	14.7	5,096	14.0	24,933	14.0	30,111	14.0
Tuesday	89	16.0	5,446	15.0	27,537	15.5	33,072	15.4
Wednesday	74	13.3	5,458	15.0	27,084	15.2	32,616	15.2
Thursday	75	13.5	5,719	15.7	28,649	16.1	34,443	16.0
Friday	92	16.5	6,117	16.8	30,704	17.3	36,913	17.2
Saturday	83	14.9	4,632	12.7	21,803	12.3	26,518	12.3
Sunday	61	11.0	3,863	10.6	17,255	9.7	21,179	9.9
Total	556	100.0	36,331	100.0	177,965	100.0	214,852	100.0

TABLE 3.7: Hour of Occurrence by Class of Collision, 2018

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	19	3.4	554	1.5	2,709	1.5	3,282	1.5
1 to 2 a.m.	15	2.7	400	1.1	1,897	1.1	2,312	1.1
2 to 3 a.m.	14	2.5	316	0.9	1,693	1.0	2,023	0.9
3 to 4 a.m.	13	2.3	275	0.8	1,465	0.8	1,753	0.8
4 to 5 a.m.	9	1.6	248	0.7	1,270	0.7	1,527	0.7
5 to 6 a.m.	18	3.2	435	1.2	2,372	1.3	2,825	1.3
Sub-total	88	15.8	2,228	6.1	11,406	6.4	13,722	6.4
6 to 7 a.m.	32	5.8	977	2.7	5,215	2.9	6,224	2.9
7 to 8 a.m.	17	3.1	1,563	4.3	7,620	4.3	9,200	4.3
8 to 9 a.m.	22	4.0	1,984	5.5	10,889	6.1	12,895	6.0
9 to 10 a.m.	20	3.6	1,696	4.7	8,828	5.0	10,544	4.9
10 to 11 a.m.	19	3.4	1,673	4.6	8,028	4.5	9,720	4.5
11 to 12 noon	24	4.3	1,949	5.4	8,998	5.1	10,971	5.1
Sub-total	134	24.1	9,842	27.1	49,578	27.9	59,554	27.7
Hour of Occurrence P.M.								
12 to 1 p.m.	27	4.9	2,150	5.9	10,240	5.8	12,417	5.8
1 to 2 p.m.	27	4.9	2,157	5.9	9,977	5.6	12,161	5.7
2 to 3 p.m.	24	4.3	2,403	6.6	11,475	6.4	13,902	6.5
3 to 4 p.m.	28	5.0	2,898	8.0	13,989	7.9	16,915	7.9
4 to 5 p.m.	27	4.9	2,906	8.0	15,149	8.5	18,082	8.4
5 to 6 p.m.	32	5.8	3,069	8.4	15,898	8.9	18,999	8.8
Sub-total	165	29.7	15,583	42.9	76,728	43.1	92,476	43.0
6 to 7 p.m.	37	6.7	2,410	6.6	11,862	6.7	14,309	6.7
7 to 8 p.m.	30	5.4	1,898	5.2	8,246	4.6	10,174	4.7
8 to 9 p.m.	26	4.7	1,386	3.8	6,438	3.6	7,850	3.7
9 to 10 p.m.	30	5.4	1,298	3.6	5,583	3.1	6,911	3.2
10 to 11 p.m.	24	4.3	949	2.6	4,542	2.6	5,515	2.6
11 to 12 midnight	22	4.0	737	2.0	3,582	2.0	4,341	2.0
Sub-total	169	30.4	8,678	23.9	40,253	22.6	49,100	22.9
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	556	100.0	36,331	100.0	177,965	100.0	214,852	100.0

TABLE 3.8: Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2018

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	3	2	5	2	4	0	0	4	9
Victoria Day	1	1	0	0	1	0	0	1	1
Canada Day	9	7	2	2	8	0	0	9	10
Civic Holiday	10	6	7	4	6	2	0	12	13
Labour Day	7	5	2	1	0	1	0	7	2
Thanksgiving Day	8	7	2	4	1	1	0	12	3
Christmas/ Boxing Day	4	2	1	2	2	1	0	5	3

* Actual length may vary depending on the calendar year. For certain holidays, it might include the whole weekend.

TABLE 3.9: Light Condition by Class of Collision, 2018

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	287	51.6	25,901	71.3	127,174	71.5	153,362	71.4
Dawn	16	2.9	600	1.7	3,398	1.9	4,014	1.9
Dusk	15	2.7	1,132	3.1	5,479	3.1	6,626	3.1
Darkness	237	42.6	8,688	23.9	41,757	23.5	50,682	23.6
Other	1	0.2	10	0.0	157	0.1	168	0.1
Total	556	100.0	36,331	100.0	177,965	100.0	214,852	100.0

TABLE 3.10: Visibility by Class of Collision, 2018

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	457	82.2	29,337	80.7	141,653	79.6	171,447	79.8
Rain	50	9.0	3,831	10.5	15,653	8.8	19,534	9.1
Snow	34	6.1	2,217	6.1	15,563	8.7	17,814	8.3
Freezing Rain	1	0.2	378	1.0	2,294	1.3	2,673	1.2
Drifting Snow	2	0.4	167	0.5	777	0.4	946	0.4
Strong Wind	2	0.4	91	0.3	525	0.3	618	0.3
Fog, Mist, Smoke, or Dust	6	1.1	221	0.6	1,033	0.6	1,260	0.6
Other	4	0.7	89	0.2	467	0.3	560	0.3
Total	556	100.0	36,331	100.0	177,965	100.0	214,852	100.0

3C The Collision Location

TABLE 3.11: Road Jurisdiction by Class of Collision, 2018

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	227	21,455	101,648	123,330
Provincial Highway	140	6,238	35,535	41,913
Township	40	1,199	6,117	7,356
County or District	74	1,545	7,441	9,060
Regional Municipality	72	5,802	26,836	32,710
Federal	3	83	332	418
Other	0	9	56	65
Total	556	36,331	177,965	214,852

TABLE 3.12: Road Jurisdiction for All Collisions, 2009–2018

Road Jurisdiction*	Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Municipal	137,616	137,548	100,183	97,951	106,385	129,316	134,198	123,544	121,796	123,330
Provincial	35,800	33,816	36,857	34,411	39,500	39,978	38,872	38,174	39,781	41,913
Township	7,295	6,665	6,358	6,296	6,442	6,128	6,182	6,788	6,933	7,356
County or District	11,444	11,638	11,852	11,178	11,524	12,066	9,918	9,447	9,171	9,060
Regional Municipality	23,622	25,360	21,318	22,562	24,677	29,470	31,600	29,926	30,892	32,710
Federal	426	415	385	393	395	490	530	447	415	418
Other	112	91	86	77	76	109	111	78	97	65
Total	216,315	215,533	177,039	172,868	188,999	217,557	221,411	208,404	209,085	214,852

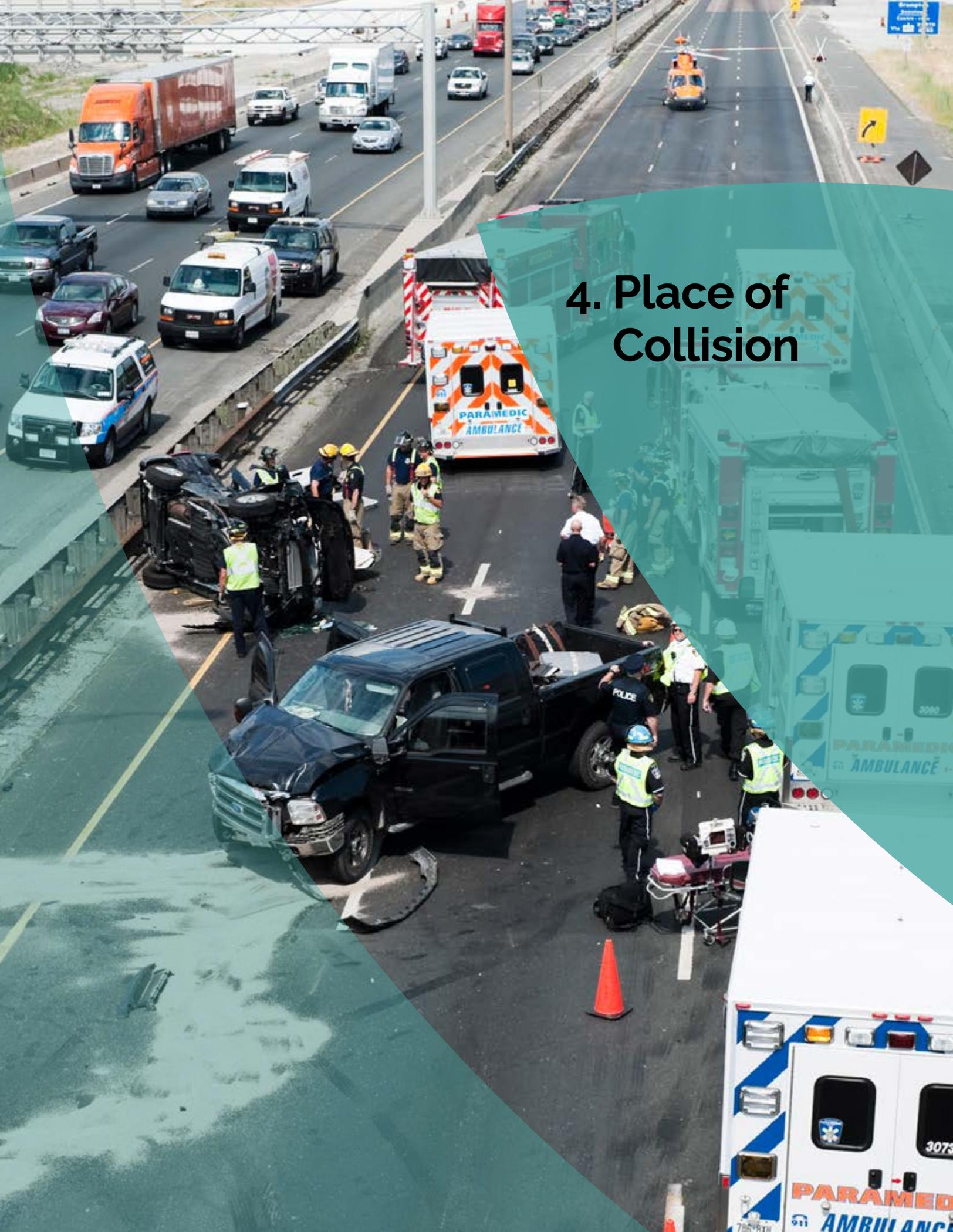
* Collisions may not be comparable across the different years due to transfer of highways between jurisdictions.

TABLE 3.13: Collision Location by Class of Collision, 2018

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	351	63.1	14,492	39.9	93,195	52.4	108,038	50.3
Intersection-Related	74	13.3	8,310	22.9	37,108	20.9	45,492	21.2
At Intersection	99	17.8	10,869	29.9	32,073	18.0	43,041	20.0
At/Near Private Drive	25	4.5	2,465	6.8	14,508	8.2	16,998	7.9
At Railway	1	0.2	35	0.1	218	0.1	254	0.1
Underpass or Tunnel	1	0.2	19	0.1	68	0.0	88	0.0
Overpass or Bridge	3	0.5	74	0.2	341	0.2	418	0.2
Other	2	0.4	67	0.2	454	0.3	523	0.2
Total	556	100.0	36,331	100.0	177,965	100.0	214,852	100.0

TABLE 3.14: Road Surface Condition by Class of Collision, 2018

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	410	73.7	26,184	72.1	125,101	70.3	151,695	70.6
Wet	98	17.6	6,715	18.5	28,601	16.1	35,414	16.5
Loose Snow	16	2.9	1,112	3.1	8,214	4.6	9,342	4.3
Slush	5	0.9	591	1.6	3,945	2.2	4,541	2.1
Packed Snow	9	1.6	526	1.4	4,425	2.5	4,960	2.3
Ice	14	2.5	1,036	2.9	6,924	3.9	7,974	3.7
Mud	0	0.0	2	0.0	29	0.0	31	0.0
Loose Sand or Gravel	1	0.2	91	0.3	267	0.2	359	0.2
Spilled Liquid	0	0.0	11	0.0	12	0.0	23	0.0
Other	3	0.5	63	0.2	447	0.3	513	0.2
Total	556	100.0	36,331	100.0	177,965	100.0	214,852	100.0



4. Place of Collision

4. Place of Collision

This section identifies the location of collisions in Ontario and provides a breakdown of the various classes of collision, the number of persons killed or injured and the number of motor vehicle registrations by municipality and county. The location of collisions provides vital information to MTO and local road authorities about the safety of Ontario's roads and highways.



Comparing the number of collisions and injuries within specific municipalities over the years may help to highlight trends in road safety over time. This information helps MTO and local authorities to prioritize their infrastructure projects, enforcement activities, and education campaigns.

Changes to the names and boundaries of municipalities due to amalgamation or annexation may mean that the statistics found in Table 4.1 may not be comparable from year to year. Information about population numbers by Ontario's municipalities can be found at the Statistics Canada website at statcan.gc.ca. These figures can be used to determine per capita fatality or injury rates by municipality for comparison purpose.

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	214,847	556	36,331	177,960	602	50,973	10,060,109*
Algoma							
Blind River T	19	0	7	12	0	11	
Elliot Lake C	57	1	5	51	1	6	
Huron Shores M	6	0	0	6	0	0	
Macdonald, Meredith & Aberdeen Addl TP	6	0	0	6	0	0	
Sault Ste. Marie C	982	4	178	800	4	280	
Provincial Highway	310	4	43	263	7	79	
Other Areas	85	1	10	74	1	10	
Algoma Total	1,465	10	243	1,212	13	386	124,723
Brant							
Brantford C	1,624	3	257	1,364	3	338	
Provincial Highway	242	2	48	192	2	70	
Other Areas	557	8	108	441	8	162	
Brant Total	2,423	13	413	1,997	13	570	112,444
Bruce							
Arran-Elderslie M	80	1	6	73	1	11	
Brockton M	214	1	35	178	1	54	
Huron-Kinloss TP	60	0	7	53	0	14	
Kincardine M	127	0	18	109	0	22	
Saugeen Shores T	195	1	25	169	1	32	
South Bruce Peninsula T	83	0	13	70	0	30	
Provincial Highway	229	0	39	190	0	75	
Other Areas	154	0	19	135	0	23	
Bruce Total	1,142	3	162	977	3	261	79,095
Chatham-Kent							
Provincial Highway	177	2	41	134	2	55	
Other Areas	1,382	3	262	1,117	3	377	
Chatham-Kent Total	1,559	5	303	1,251	5	432	95,921
Cochrane							
Black River-Matheson TP	11	0	0	11	0	0	
Cochrane T	40	0	3	37	0	3	
Hearst T	42	0	3	39	0	4	
Iroquois Falls T	20	0	4	16	0	4	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kapuskasing T	79	0	10	69	0	11	
Timmins C	571	0	97	474	0	135	
Provincial Highway	203	2	36	165	2	55	
Other Areas	6	0	2	4	0	2	
Cochrane Total	972	2	155	815	2	214	94,548
Dufferin							
Amaranth TP	89	0	20	69	0	31	
East Garafraxa TP	92	0	17	75	0	22	
East Luther Grand Valley TP	31	0	8	23	0	10	
Melancthon TP	87	0	19	68	0	26	
Mono T	138	1	34	103	1	49	
Mulmur TP	115	0	20	95	0	28	
Orangeville T	306	0	39	267	0	57	
Shelburne T	75	0	9	66	0	11	
Provincial Highway	211	1	50	160	2	77	
Other Areas	0	0	0	0	0	0	
Dufferin Total	1,144	2	216	926	3	311	60,560
Durham							
Ajax T	1,088	2	298	788	2	421	
Brock TP	135	3	21	111	3	38	
Clarington M	669	2	166	501	2	235	
Oshawa C	2,116	5	485	1,626	5	680	
Pickering C	880	3	237	640	4	339	
Scugog TP	240	2	60	178	3	88	
Uxbridge TP	237	4	51	182	4	73	
Whitby T	1,329	0	285	1,044	0	389	
Provincial Highway	2,267	6	359	1,902	11	554	
Other Areas	0	0	0	0	0	0	
Durham Total	8,961	27	1,962	6,972	34	2,817	504,023
Elgin							
Aylmer T	88	0	10	78	0	15	
Bayham M	80	0	14	66	0	19	
Central Elgin M	164	2	28	134	2	37	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Dutton-Dunwich M	54	0	10	44	0	14	
Malahide TP	110	1	20	89	1	31	
Southwold TP	74	0	13	61	0	19	
St. Thomas C	324	0	57	267	0	73	
West Elgin M	53	0	4	49	0	5	
Provincial Highway	159	3	26	130	3	39	
Other Areas	0	0	0	0	0	0	
Elgin Total	1,106	6	182	918	6	252	87,703
Essex							
Amherstburg T	212	1	31	180	1	45	
Essex T	147	0	27	120	0	38	
Kingsville T	193	1	24	168	1	36	
Lakeshore T	369	6	60	303	8	87	
LaSalle T	215	0	40	175	0	54	
Leamington M	277	1	42	234	1	58	
Tecumseh T	232	1	31	200	1	37	
Windsor C	4,252	6	1,479	2,767	6	1,970	
Provincial Highway	357	0	62	295	0	99	
Other Areas	2	0	1	1	0	1	
Essex Total	6,256	16	1,797	4,443	18	2,425	306,168
Frontenac							
Central Frontenac TP	95	0	14	81	0	19	
Frontenac Islands TP	15	0	0	15	0	0	
Kingston C	1,764	5	324	1,435	5	428	
North Frontenac TP	23	0	5	18	0	6	
South Frontenac TP	259	0	41	218	0	57	
Provincial Highway	317	3	44	270	4	72	
Other Areas	0	0	0	0	0	0	
Frontenac Total	2,473	8	428	2,037	9	582	124,810
Grey							
Chatsworth TP	74	1	9	64	1	12	
Georgian Bluffs TP	125	0	22	103	0	32	
Grey Highlands M	191	0	33	158	0	47	
Hanover T	96	0	13	83	0	15	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Meaford M	120	0	16	104	0	18	
Owen Sound C	319	0	40	279	0	52	
Southgate TP	86	1	18	67	1	24	
The Blue Mountains T	100	0	13	87	0	18	
West Grey M	285	0	35	250	0	49	
Provincial Highway	366	4	72	290	4	125	
Other Areas	0	0	0	0	0	0	
Grey Total	1,762	6	271	1,485	6	392	88,796
Haldimand-Norfolk							
Provincial Highway	243	7	64	172	8	125	
Other Areas	1,224	11	211	1,002	12	326	
Haldimand-Norfolk Total	1,467	18	275	1,174	20	451	114,607
Haliburton							
Algonquin Highlands TP	10	0	1	9	0	1	
Dysart et al TP	107	1	14	92	1	16	
Highlands East M	49	0	8	41	0	9	
Minden Hills TP	105	0	14	91	0	19	
Provincial Highway	176	0	25	151	0	33	
Other Areas	0	0	0	0	0	0	
Haliburton Total	447	1	62	384	1	78	26,851
Halton							
Burlington C	1929	4	288	1637	4	396	
Halton Hills T	633	0	101	532	0	135	
Milton T	1397	4	235	1158	4	328	
Oakville T	1891	4	254	1633	4	324	
Provincial Highway	2937	2	317	2618	2	488	
Other Areas	0	0	0	0	0	0	
Halton Total	8,787	14	1,195	7,578	14	1,671	424,001
Hamilton							
Hamilton C	7527	11	1385	6131	11	1943	
Provincial Highway	1349	0	155	1194	0	226	
Other Areas	0	0	0	0	0	0	
Hamilton Total	8,876	11	1,540	7,325	11	2,169	359,553

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hastings							
Bancroft T	41	0	3	38	0	3	
Belleville C	759	1	134	624	1	185	
Centre Hastings M	24	0	2	22	0	2	
Deseronto T	8	0	2	6	0	3	
Faraday TP	20	0	1	19	0	1	
Hastings Highlands M	53	0	8	45	0	12	
Madoc TP	10	0	0	10	0	0	
Marmora and Lake M	34	1	2	31	1	3	
Stirling-Rawdon TP	44	0	7	37	0	8	
Tweed M	68	0	4	64	0	4	
Tyendinaga TP	118	1	23	94	1	41	
Provincial Highway	559	4	72	483	4	113	
Other Areas	544	4	74	466	4	98	
Hastings Total	2,282	11	332	1,939	11	473	138,345
Huron							
Ashfield-Colborne-Wawanosh TP	78	0	8	70	0	13	
Bluewater M	60	0	12	48	0	17	
Central Huron M	105	1	15	89	2	19	
Goderich T	72	0	10	62	0	12	
Howick TP	62	0	2	60	0	2	
Huron East M	90	1	11	78	1	15	
Morris-Turnberry M	73	1	7	65	1	13	
North Huron TP	58	0	2	56	0	4	
South Huron M	71	2	16	53	2	23	
Provincial Highway	154	1	18	135	1	30	
Other Areas	0	0	0	0	0	0	
Huron Total	823	6	101	716	7	148	59,241
Kawartha Lakes							
Kawartha Lakes C	972	3	193	776	3	280	
Provincial Highway	261	2	46	213	2	81	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	1,233	5	239	989	5	361	81,225

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kenora							
Dryden C	113	0	11	102	0	11	
Kenora C	216	0	11	205	0	12	
Red Lake M	20	0	1	19	0	1	
Sioux Lookout M	34	0	4	30	0	5	
Provincial Highway	430	5	41	384	7	66	
Other Areas	69	0	10	59	0	11	
Kenora Total	882	5	78	799	7	106	59,803
Lambton							
Brooke-Alvinston TP	53	0	5	48	0	5	
Dawn-Euphemia TP	41	0	1	40	0	1	
Enniskillen TP	53	0	4	49	0	7	
Petrolia T	35	0	6	29	0	6	
Plympton-Wyoming T	67	1	17	49	1	30	
Point Edward V	28	0	2	26	0	2	
Sarnia C	869	1	127	741	1	179	
St. Clair TP	134	3	13	118	4	16	
Warwick TP	43	1	6	36	1	6	
Provincial Highway	185	0	21	164	0	25	
Other Areas	77	2	16	59	2	25	
Lambton Total	1,585	8	218	1,359	9	302	108,307
Lanark							
Beckwith TP	57	0	10	47	0	15	
Carleton Place T	86	0	20	66	0	26	
Lanark Highlands TP	105	1	11	93	1	13	
Mississippi Mills T	150	0	21	129	0	27	
Montague TP	41	0	4	37	0	4	
Perth T	87	0	14	73	0	17	
Smiths Falls ST	158	0	16	142	0	24	
Tay Valley TP	62	1	8	53	1	12	
Provincial Highway	173	1	37	135	1	58	
Other Areas	77	0	13	64	0	19	
Lanark Total	996	3	154	839	3	215	70,738

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Leeds & Grenville							
Athens TP	31	0	4	27	0	5	
Augusta TP	85	0	12	73	0	18	
Brockville C	302	0	47	255	0	61	
Edwardsburgh/ Cardinal TP	72	1	14	57	1	20	
Elizabethtown-Kitley TP	110	0	18	92	0	24	
Front of Yonge TP	19	0	1	18	0	1	
Gananoque ST	71	0	6	65	0	8	
Leeds and the Thousand Islands TP	89	0	20	69	0	23	
Merrickville-Wolford V	42	0	6	36	0	7	
North Grenville M	184	0	27	157	0	42	
Prescott ST	39	0	6	33	0	7	
Rideau Lakes TP	136	1	17	118	1	27	
Provincial Highway	453	4	57	392	6	127	
Other Areas	9	0	0	9	0	0	
Leeds & Grenville Total	1,642	6	235	1,401	8	370	100,501
Lennox & Addington							
Addington Highlands TP	12	0	1	11	0	1	
Greater Napanee T	196	0	42	154	0	52	
Loyalist TP	143	2	27	114	3	38	
Stone Mills TP	97	0	6	91	0	6	
Provincial Highway	246	4	35	207	4	55	
Other Areas	0	0	0	0	0	0	
Lennox & Addington Total	694	6	111	577	7	152	40,057
Manitoulin							
Central Manitoulin M	10	0	1	9	0	1	
Provincial Highway	186	0	19	167	0	26	
Other Areas	99	1	14	84	1	18	
Manitoulin Total	295	1	34	260	1	45	17,528
Middlesex							
Adelaide-Metcalf TP	125	0	22	103	0	33	
London C	7,416	10	784	6,622	10	1,119	
Lucan Biddulph TP	45	1	15	29	1	23	
Middlesex Centre M	339	3	46	290	3	93	
North Middlesex M	124	1	21	102	1	30	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Southwest Middlesex M	132	1	22	109	1	34	
Strathroy-Caradoc TP	278	1	46	231	1	64	
Provincial Highway	537	0	65	472	0	85	
Other Areas	261	1	54	206	1	67	
Middlesex Total	9,257	18	1,075	8,164	18	1,548	338,370
Muskoka							
Bracebridge T	156	0	14	142	0	16	
Georgian Bay TP	12	0	1	11	0	1	
Gravenhurst T	87	0	9	78	0	11	
Huntsville T	228	1	22	205	1	29	
Lake Of Bays TP	27	0	5	22	0	5	
Muskoka Lakes TP	139	0	16	123	0	20	
Provincial Highway	383	3	29	351	4	40	
Other Areas	5	0	1	4	0	1	
Muskoka Total	1,037	4	97	936	5	123	74,490
Niagara							
Fort Erie T	263	1	33	229	1	45	
Grimsby T	160	1	22	137	1	32	
Lincoln T	193	0	19	174	0	25	
Niagara Falls C	1,194	1	149	1,044	1	187	
Niagara-On-The-Lake T	227	1	38	188	1	55	
Pelham T	151	0	27	124	0	36	
Port Colborne C	146	0	25	121	0	30	
St. Catharines C	1,500	5	167	1,328	5	224	
Thorold C	235	1	21	213	1	32	
Wainfleet TP	33	0	6	27	0	8	
Welland C	581	2	53	526	2	66	
West Lincoln TP	142	0	31	111	0	48	
Provincial Highway	1,425	5	163	1,257	5	247	
Other Areas	0	0	0	0	0	0	
Niagara Total	6,250	17	754	5,479	17	1,035	372,475
Nipissing							
Bonfield TP	3	0	0	3	0	0	
East Ferris TP	30	0	3	27	0	11	
Mattawa T	8	0	1	7	0	1	
North Bay C	689	2	116	571	2	151	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
West Nipissing M	75	0	10	65	0	11	
Provincial Highway	567	5	81	481	8	118	
Other Areas	43	0	2	41	0	2	
Nipissing Total	1,415	7	213	1,195	10	294	93,557
Northumberland							
Alnwick-Haldimand TP	95	0	19	76	0	24	
Brighton M	82	1	15	66	1	19	
Cobourg T	221	0	21	200	0	27	
Cramahe TP	47	1	10	36	1	15	
Hamilton TP	101	0	21	80	0	29	
Port Hope M	159	2	26	131	2	41	
Trent Hills M	157	2	23	132	2	32	
Provincial Highway	347	1	48	298	1	71	
Other Areas	15	1	4	10	1	6	
Northumberland Total	1,224	8	187	1,029	8	264	89,666
Ottawa							
Ottawa C	12,217	21	2,396	9,800	22	3,142	
Provincial Highway	1,678	2	205	1,471	2	271	
Other Areas	0	0	0	0	0	0	
Ottawa Total	13,895	23	2,601	11,271	24	3,413	607,562
Oxford							
East Zorra-Tavistock TP	96	0	15	81	0	21	
Ingersoll T	100	0	13	87	0	15	
Norwich TP	180	0	26	154	0	42	
Tillsonburg T	140	0	19	121	0	28	
Woodstock C	624	2	96	526	2	136	
Zorra TP	189	3	34	152	3	57	
Provincial Highway	402	0	54	348	0	73	
Other Areas	235	2	40	193	2	63	
Oxford Total	1,966	7	297	1,662	7	435	106,804
Parry Sound							
Magnetawan M	8	0	1	7	0	1	
Mcdougall M	28	0	10	18	0	11	
Nipissing TP	5	0	0	5	0	0	
Parry Sound T	115	0	14	101	0	15	
Perry TP	9	0	3	6	0	4	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Powassan M	20	0	1	19	0	1	
Provincial Highway	647	3	91	553	5	121	
Other Areas	162	2	19	141	3	31	
Parry Sound Total	994	5	139	850	8	184	64,761
Peel							
Brampton C	7,646	21	1,081	6,544	24	1,474	
Caledon T	1,027	2	184	841	2	282	
Mississauga C	7,544	12	845	6,687	13	1,052	
Provincial Highway	4,749	8	701	4,040	8	1,005	
Other Areas	0	0	0	0	0	0	
Peel Total	20,966	43	2,811	18,112	47	3,813	903,686
Perth							
North Perth M	156	0	28	128	0	38	
Perth East TP	211	1	34	176	1	49	
Perth South TP	108	2	17	89	3	33	
St. Marys ST	46	0	9	37	0	9	
Stratford C	454	2	62	390	2	97	
West Perth M	89	3	11	75	3	18	
Provincial Highway	194	4	30	160	4	51	
Other Areas	0	0	0	0	0	0	
Perth Total	1,258	12	191	1,055	13	295	67,855
Peterborough							
Asphodel-Norwood TP	42	0	13	29	0	17	
Cavan-Monaghan TP	78	0	15	63	0	22	
Douro-Dummer TP	93	1	11	81	1	12	
Galway-Cavendish-Harvey TP	81	0	9	72	0	9	
Havelock-Belmont-Methuen TP	57	0	2	55	0	2	
North Kawartha TP	27	1	4	22	1	7	
Otonabee-South Monaghan TP	71	0	14	57	0	19	
Peterborough C	1,308	0	221	1,087	0	310	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Smith-Ennismore-Lakefield TP	177	2	28	147	3	50	
Provincial Highway	308	1	56	251	1	89	
Other Areas	2	0	1	1	0	1	
Peterborough Total	2,244	5	374	1,865	6	538	130,246
Prescott & Russell							
Alfred and Plantagenet TP	118	0	22	96	0	28	
Casselman V	32	0	3	29	0	3	
Clarence-Rockland C	239	0	32	207	0	39	
East Hawkesbury TP	53	3	12	38	3	21	
Hawkesbury T	153	0	21	132	0	28	
Russell TP	116	1	24	91	1	37	
The Nation M	135	0	29	106	0	43	
Provincial Highway	150	0	26	124	0	66	
Other Areas	75	1	22	52	1	27	
Prescott & Russell Total	1,071	5	191	875	5	292	100,993
Prince Edward							
Provincial Highway	47	1	7	39	1	9	
Other Areas	285	1	32	252	1	37	
Prince Edward Total	332	2	39	291	2	46	26,558
Rainy River							
Atikokan T	13	0	0	13	0	0	
Fort Frances T	115	0	11	104	0	13	
Provincial Highway	165	0	14	151	0	19	
Other Areas	54	0	2	52	0	3	
Rainy River Total	347	0	27	320	0	35	25,636
Renfrew							
Admaston-Bromley TP	30	0	5	25	0	6	
Arnprior T	67	0	6	61	0	8	
Bonnechere Valley TP	36	0	6	30	0	6	
Brudenell, Lyndoch and Raglan TP	28	0	2	26	0	2	
Deep River T	15	0	1	14	0	1	
Greater Madawaska TP	49	0	7	42	0	8	
Horton TP	37	0	5	32	0	9	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Laurentian Hills T	8	0	3	5	0	3	
Laurentian Valley TP	117	0	21	96	0	25	
Madawaska Valley TP	47	1	4	42	1	9	
McNab-Braeside TP	61	0	8	53	0	8	
North Algona Wilberforce TP	43	0	4	39	0	6	
Pembroke C	187	0	31	156	0	37	
Petawawa T	113	0	12	101	0	15	
Renfrew T	50	0	6	44	0	11	
Whitewater Region TP	62	0	8	54	0	8	
Provincial Highway	474	5	76	393	5	130	
Other Areas	47	1	3	43	1	5	
Renfrew Total	1,471	7	208	1,256	7	297	112,034
Simcoe							
Adjala-Tosorontio TP	153	1	22	130	1	29	
Barrie C	2,349	6	296	2,047	6	430	
Bradford West Gwillimbury T	465	4	51	410	4	78	
Clearview TP	293	2	35	256	2	65	
Collingwood T	243	0	28	215	0	47	
Essa TP	295	0	59	236	0	84	
Innisfil T	487	2	96	389	2	132	
Midland T	243	0	40	203	0	56	
New Tecumseth T	354	0	63	291	0	93	
Orillia C	439	2	69	368	2	81	
Oro-Medonte TP	163	2	21	140	2	40	
Penetanguishene T	56	0	5	51	0	5	
Ramara TP	87	0	22	65	0	26	
Severn TP	129	1	21	107	1	29	
Tay TP	52	0	11	41	0	14	
Tiny TP	115	1	21	93	1	26	
Wasaga Beach T	234	1	26	207	1	40	
Provincial Highway	1,805	7	283	1,515	8	451	
Other Areas	314	6	54	254	6	86	
Simcoe Total	8,276	35	1,223	7,018	36	1,812	451,007

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Stormont, Dundas & Glengarry							
Cornwall C	737	0	106	631	0	136	
North Dundas TP	110	0	20	90	0	27	
North Glengarry TP	151	1	22	128	1	28	
North Stormont TP	69	1	7	61	1	9	
South Dundas TP	85	0	16	69	0	23	
South Glengarry TP	87	1	11	75	1	15	
South Stormont TP	92	0	17	75	0	21	
Provincial Highway	272	2	44	226	2	71	
Other Areas	2	0	1	1	0	1	
Stormont, Dundas & Glengarry Total	1,605	5	244	1,356	5	331	103,818
Sudbury							
Chapleau TP	9	0	0	9	0	0	
Espanola T	25	0	4	21	0	6	
French River M	7	0	0	7	0	0	
Greater Sudbury C	2,661	6	442	2,213	6	626	
Markstay-Warren M	4	0	0	4	0	0	
Provincial Highway	565	5	93	467	6	140	
Other Areas	35	1	0	34	1	1	
Sudbury Total	3,306	12	539	2,755	13	773	202,394
Thunder Bay							
Greenstone M	17	0	1	16	0	1	
Manitouwadge TP	5	0	1	4	0	1	
Marathon T	11	0	0	11	0	0	
Neebing M	5	0	1	4	0	1	
Nipigon TP	37	0	0	37	0	0	
Oliver Paipoonge M	43	0	8	35	0	11	
Shuniah M	30	0	3	27	0	3	
Terrace Bay TP	5	0	0	5	0	0	
Thunder Bay C	1,852	3	252	1,597	3	348	
Provincial Highway	1,485	11	204	1,270	12	302	
Other Areas	125	0	7	118	0	11	
Thunder Bay Total	3,615	14	477	3,124	15	678	152,640

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Timiskaming							
Englehart T	7	0	0	7	0	0	
Kirkland Lake T	87	0	18	69	0	20	
Temiskaming Shores C	90	1	11	78	2	12	
Provincial Highway	218	3	44	171	3	62	
Other Areas	41	0	6	35	0	7	
Timiskaming Total	443	4	79	360	5	101	41,851
Toronto							
Toronto C	39,473	65	6,808	32,600	65	9,464	
Provincial Highway	8,404	6	1,484	6,914	7	2,186	
Other Areas	0	0	0	0	0	0	
Toronto Total	47,877	71	8,292	39,514	72	11,650	1,307,215
Waterloo							
Cambridge C	2,017	1	473	1,543	1	632	
Kitchener C	3,621	2	773	2,846	2	1,048	
North Dumfries TP	207	1	56	150	1	85	
Waterloo C	1,729	2	356	1,371	2	489	
Wellesley TP	89	1	22	66	1	27	
Wilmot TP	217	0	60	157	0	96	
Woolwich TP	424	1	103	320	1	149	
Provincial Highway	1,581	1	253	1,327	1	361	
Other Areas	0	0	0	0	0	0	
Waterloo Total	9,885	9	2,096	7,780	9	2,887	405,889
Wellington							
Centre Wellington TP	350	2	52	296	2	78	
Erin T	118	0	20	98	0	28	
Guelph C	1,723	2	286	1,435	2	398	
Guelph/Eramosa TP	259	4	45	210	6	72	
Mapleton TP	135	4	20	111	4	40	
Minto T	87	1	14	72	1	29	
Puslinch TP	180	0	28	152	0	33	
Wellington North TP	136	0	18	118	0	34	
Provincial Highway	701	2	107	592	2	158	
Other Areas	0	0	0	0	0	0	
Wellington Total	3,689	15	590	3,084	17	870	185,932

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
York							
Aurora T	449	0	92	357	0	135	
East Gwillimbury T	330	1	85	244	1	128	
Georgina T	296	0	61	235	0	82	
King TP	426	4	89	333	5	150	
Markham T	2,685	6	685	1,994	6	935	
Newmarket T	620	2	133	485	2	169	
Richmond Hill T	1,644	4	462	1,178	4	643	
Vaughan C	3,756	7	842	2,907	7	1,162	
Whitchurch Stouffville T	326	3	79	244	3	119	
Provincial Highway	2,619	8	353	2,258	9	553	
Other Areas	1	0	0	1	0	0	
York Total	13,152	35	2,881	10,236	37	4,076	815,122

* This number does not match the vehicle population in Table 5.5; it does not include 11,859 vehicles that are not associated with a county or region in Ontario.

Legend:

C = City

T = Town

TP = Township

M = Municipality

ST = Separated Town

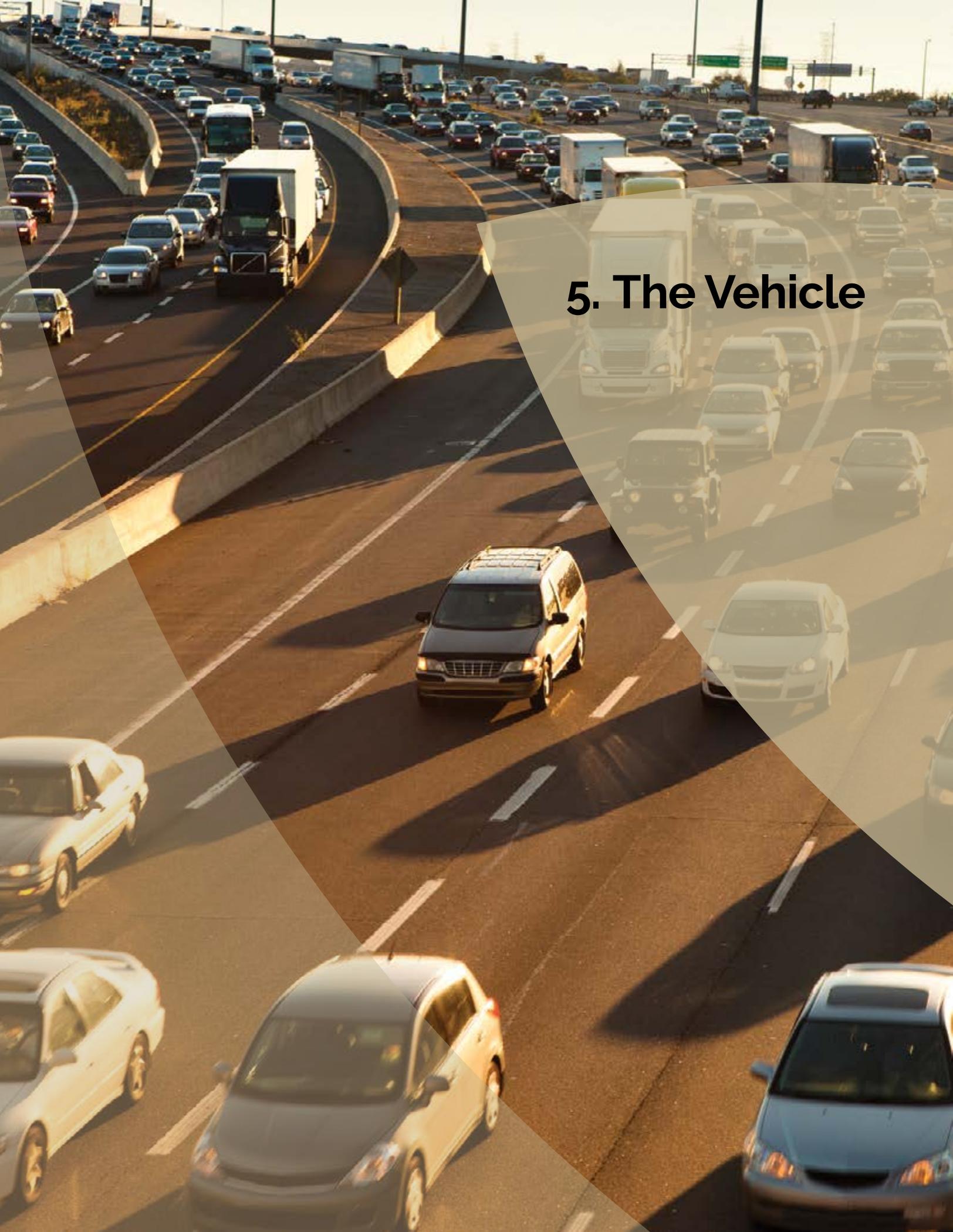
V = Village

Other Areas:

Includes jurisdictions with less than 1,500 population and/or experienced amalgamations/annexation, or name change after 1992.

Table 4.1 is not comparable to previous years.

The figures above do not include 5 property-damage only collisions whose locations were unknown.



5. The Vehicle

5. The Vehicle

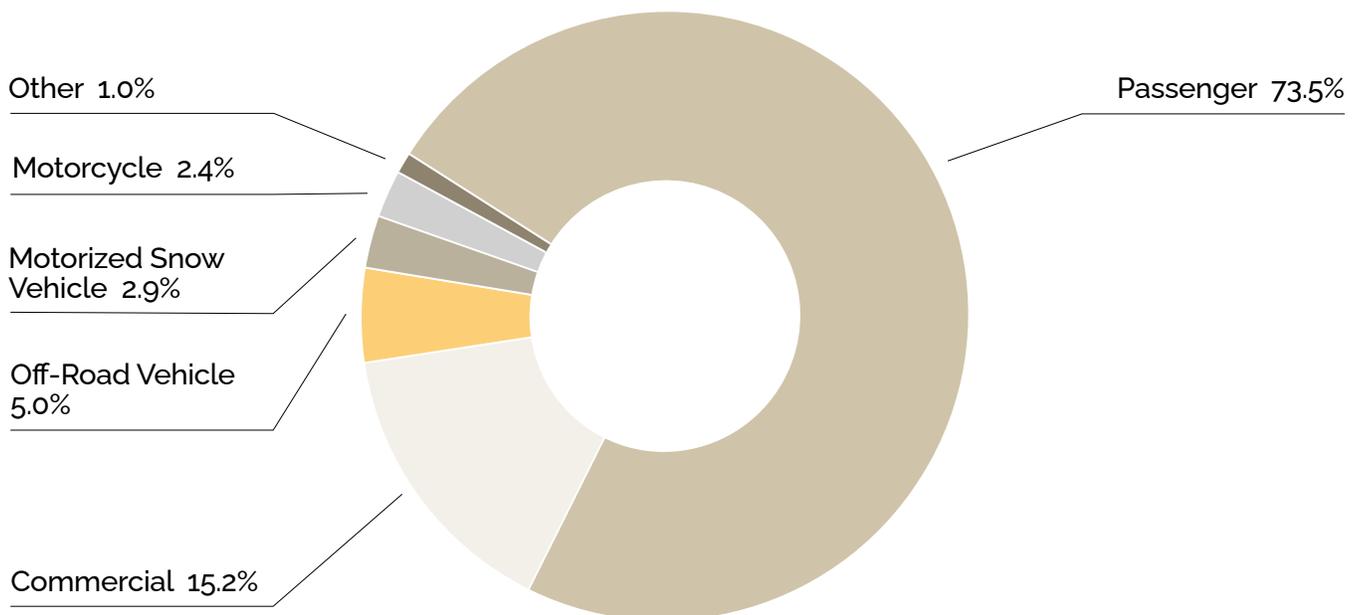
This section examines the types of vehicles involved in motor vehicle collisions in Ontario.



In 2018, passenger vehicles made up about 74% of the vehicle population in Ontario; they also represented 78% of all vehicles involved in collisions.

Only about 1% of all motor vehicles involved in collisions had apparent mechanical defects.

FIGURE 5 Vehicle Population by Vehicle Class in Ontario, 2018



5A Vehicles in Collisions

TABLE 5.1: Vehicles Involved in Collisions, 2018

Type of Vehicle	Number of Vehicles Involved in Collisions			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	549	51,709	248,551	300,809
Passenger Van	40	2,988	12,110	15,138
Motorcycle & Moped	69	1,312	612	1,993
Pick-up Truck	114	6,063	32,583	38,760
Delivery Van	16	778	4,254	5,048
Tow Truck	1	126	565	692
Truck	107	2,166	12,944	15,217
Bus	9	649	2,522	3,180
School Vehicle	6	176	1,036	1,218
Off-Road Vehicle	2	26	39	67
Snowmobile	0	10	18	28
Snow Plow	0	40	363	403
Emergency Vehicle	3	213	1,269	1,485
Farm Vehicle	1	51	172	224
Construction Equipment	0	26	170	196
Motor Home	1	8	68	77
Railway Train	1	7	18	26
Street Car	2	71	47	120
Bicycle	24	1,819	489	2,332
Other	1	54	160	215
Other Non-Motor Vehicle	0	133	1,139	1,272
Unknown	2	313	15,169	15,484
Total	948	68,738	334,298	403,984

TABLE 5.2: Condition of Vehicle by Class of Collision, 2018

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	873	65,467	303,328	369,668
Service Brakes Defective	1	61	208	270
Steering Defective	0	15	63	78
Tire Puncture or Blow Out	2	46	208	256
Tire Tread Insufficient	4	54	129	187
Headlamps Defective	1	19	93	113
Other Lamps or Reflectors Defective	0	6	43	49
Engine Controls Defective	1	10	70	81
Wheels or Suspension Defective	0	33	197	230
Vision Obscured	0	11	38	49
Trailer Hitch Defective	0	2	22	24
Other Defects	8	237	1,660	1,905
Unknown	58	2,777	28,239	31,074
Total	948	68,738	334,298	403,984

TABLE 5.3: Model Year of Vehicle by Class of Collision, 2018

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2019	2	299	1,736	2,037
2018	48	3,793	21,190	25,031
2017	80	5,672	31,968	37,720
2016	58	5,158	28,063	33,279
2015	59	4,968	24,383	29,410
2014	47	4,384	21,892	26,323
2013	59	4,457	21,590	26,106
2012	43	4,164	19,416	23,623
2011	33	3,599	17,787	21,419
2010	41	3,850	18,917	22,808
2009 and earlier	449	25,222	108,505	134,176
Unknown	29	3,172	18,851	22,052
Total	948	68,738	334,298	403,984

TABLE 5.4: Insurance Status of Vehicle by Class of Collision, 2018

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	897	66,470	312,231	379,598
Not Insured	29	681	1,674	2,384
Unknown	22	1,587	20,393	22,002
Total	948	68,738	334,298	403,984

5B Putting the Vehicle in Context

TABLE 5.5: Vehicle Population by Type of Vehicle, 2018

Vehicle Class	Vehicle Population
Passenger	7,397,114
Motorcycle	236,602
Moped	517
Commercial*	1,537,352
Bus	22,637
School Bus	12,033
Motorized Snow Vehicle	294,836
Off-Road Vehicle	507,718
Road Building Machinery	0
Permanent Apparatus	2,757
Farm Trucks	60,402
Total	10,071,968

* Excludes vehicles registered under the PRORATE-P program (78,872 vehicles).

TABLE 5.6: Selected Types of Vehicles by Model Year, 2019 and earlier

Vehicle Class	Model Year										Total	
	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010		2009 and earlier
Passenger	113,630	601,589	631,340	563,730	561,388	500,814	506,066	455,705	409,909	459,142	2,593,801	7,397,114
Motorcycle	460	7,166	9,076	9,186	9,813	9,749	9,683	8,912	8,191	7,724	156,642	236,602
Moped	0	2	0	2	1	1	4	4	0	8	495	517
Commercial*	27,313	154,886	152,219	130,102	99,460	89,324	75,751	74,164	86,684	80,925	629,683	1,600,511
Bus	1,491	2,448	2,892	2,460	2,066	2,184	2,734	2,451	2,113	2,266	11,565	34,670
Motorized Snow Vehicle	4,209	7,889	8,070	9,748	7,722	5,624	4,994	5,237	5,269	5,526	230,548	294,836
Off-Road Vehicle	2,215	18,520	20,537	19,661	15,400	18,378	16,747	15,730	15,281	10,245	355,004	507,718
Total	149,318	792,500	824,134	734,889	695,850	626,074	615,979	562,203	527,447	565,836	3,977,738	10,071,968

* Excludes vehicles registered under the PRORATE-P program (78,872 vehicles).

TABLE 5.7: Vehicle Damage Level by Class of Collision, 2018

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	60	5,469	12,497	18,026
Light	93	16,383	131,040	147,516
Moderate	137	20,125	120,180	140,442
Severe	169	15,955	32,076	48,200
Demolished	459	7,441	6,992	14,892
Unknown	30	3,365	31,513	34,908
Total	948	68,738	334,298	403,984

Vehicle Damage

None: No visible damage.

Light: Slight or superficial damage. Includes scratches, small dents, minor cracks in glass that do not affect safety or performance of vehicle.

Moderate: Unsafe conditions result from damage. Vehicle must be repaired to make its condition meet requirements of law. Vehicle can be driven off-road or limited distance but doing so would be unsafe.

Severe: Vehicle cannot be driven. Requires towing. Would normally be repaired.

Demolished: Vehicle damaged to the extent that repairs would not be feasible.

6. Special Vehicles



6. Special Vehicles

This section examines vehicles of special interest, including motorcycles, school buses, large trucks, snowmobiles, off-road vehicles and bicycles.



The ministry is continuously monitoring the safety of special vehicle types as many fatalities and injuries result from collisions that occur off road and involve off-road

vehicles and snowmobiles. The safety of other vehicle types such as bicycles, motorcycles, school buses or large trucks is always in the centre of public scrutiny.

6A Motorcycles

TABLE 6.1: Motorcyclists* Killed and Injured, 2009–2018

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2009	38	1,236	1	425
2010	45	1,230	2	462
2011	36	1,326	2	478
2012	54	1,338	1	478
2013	47	1,250	3	431
2014	56	1,177	5	313
2015	57	1,583	6	159
2016	60	1,498	5	156
2017	65	1,372	4	141
2018	64	1,211	2	89

* Excludes hangers-on, moped drivers and passengers.

TABLE 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2018

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	6.9
Under 25 Years Old	10.6
Alcohol Used	
Ability Impaired Alcohol > .08	19.0
Had Been Drinking	12.7
Unknown	5.0
Helmet Not Worn (Fatalities)	8.0
Motorcycle Driver Error	
Speed Too Fast/Lost Control	28.8
Other Error	36.4
Single Vehicle Collisions	40.3
Day/Night	61.2/ 34.3
Weekend	37.3

6B School Vehicles

TABLE 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2013/2014–2017/2018

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
2013/2014	834,228	1,445
2014/2015	837,173	1,293
2015/2016	828,508	1,037
2016/2017	836,032	1,064
2017/2018	850,747	1,075

TABLE 6.4: Collisions Involving School Vehicles by Type and Nature of Collision, 2017/2018

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five-Year Total (2013/2014–2017/2018)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	3	40	90	866	999	5,513
School Van	0	0	0	16	16	89
Other School Vehicles	0	3	7	40	50	274
Total	3	43	97	922	1,065	5,876

TABLE 6.5: Pupil Injury by Collision Event and Vehicle Type, 2017/2018 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five-Year Total (2013/2014–2017/2018)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	60	0	1	0	61	0	363
School Van	0	0	0	4	0	0	0	4	0	15
Other School Vehicles	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	64	0	1	0	65	0	385

6C Large Trucks

TABLE 6.6: Number of Persons Killed in Collisions Involving Trucks, 2014–2018

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2014	36	33.0	109	21.1
2015	31	32.6	95	17.9
2016	37	32.7	113	19.5
2017	46	32.6	141	22.9
2018	35	36.8	95	15.8
Total	185	33.5	553	19.4

TABLE 6.7: Number of Trucks in All Classes of Collisions, 2018

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	37	922	5,687	6,646
Straight Truck & Trailer	8	115	581	704
Tractor Only	2	163	1,582	1,747
Tractor & Semi-Trailer	49	820	4,195	5,064
"A-C" Train Double	5	15	110	130
"B" Train Double	2	23	148	173
Other/Unknown	5	234	1,206	1,445
Total	108	2,292	13,509	15,909

TABLE 6.8: Registered Trucks, 2018

Driver Licence Required	Registered Trucks
G	1,383,503
D	45,026
A*	250,854**
Total	1,679,383

* Tractor/trailer combination only.

** Includes vehicles registered under the PRORATE-P program (78,872 vehicles).

TABLE 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2018

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	0
Driving Properly	65
Collisions	
Single Vehicle	21
Weather Condition—Clear	86
Daylight	72
Vehicles	
Vehicle Defect Present*	5

* Excludes unknown category.

6D Off-Road Vehicles

TABLE 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2014–2018

Location	Killed					Injured				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
On-Highway	8	10	15	8	9	106	86	91	117	127
Off-Highway	3	8	15	13	6	106	123	125	116	147
Total	11	18	30	21	15	212	209	216	233	274

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.11A: Passengers of Off-Road Vehicles Killed and Injured, by Collision Location*, 2014–2018

Location	Killed					Injured				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
On-Highway	0	0	0	1	2	63	63	47	42	44
Off-Highway	0	1	1	1	2	51	83	72	54	49
Total	0	1	1	2	4	114	146	119	96	93

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.11B: Pedestrians Killed and Injured by Off-Road Vehicles, by Collision Location*, 2014–2018

Location	Killed					Injured				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
On-Highway	0	0	0	0	0	0	5	9	3	0
Off-Highway	0	0	0	0	0	2	4	4	1	3
Total	0	0	0	0	0	2	9	13	4	3

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.12: Registered Off-Road Vehicles, 2014–2018

Year	Vehicles Registered
2014	423,822
2015	442,499
2016	462,636
2017	485,596
2018	507,718

TABLE 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2018

Factors	%
Drivers Under 25 Years of Age	38
Alcohol Used	22
Speeding	22
Helmet Not Worn	36
Daytime	76
Two-Wheeled	16
Three-Wheeled	1
Four-Wheeled	82

6E Motorized Snow Vehicles

TABLE 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location—Riding Seasons 2013/2014–2017/2018

Location	Killed					Injured				
	13/14	14/15	15/16	16/17	17/18	13/14	14/15	15/16	16/17	17/18
On-Highway	9	3	1	7	2	61	26	19	31	34
Off-Highway	10	14	10	19	16	122	107	90	112	117
Total	19	17	11	26	18	183	133	109	143	151

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.15A: Passengers of Motorized Snow Vehicles* Killed and Injured by Collision Location— Riding Seasons 2013/2014–2017/2018

Location	Killed					Injured				
	13/14	14/15	15/16	16/17	17/18	13/14	14/15	15/16	16/17	17/18
On-Highway	1	0	0	0	0	27	5	2	10	3
Off-Highway	1	1	1	2	0	71	16	12	14	12
Total	2	1	1	2	0	98	21	14	24	15

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.15B: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location— Riding Seasons 2013/2014–2017/2018

Location	Killed					Injured				
	13/14	14/15	15/16	16/17	17/18	13/14	14/15	15/16	16/17	17/18
On-Highway	1	0	0	0	0	2	4	0	3	0
Off-Highway	1	0	1	0	0	4	4	2	3	2
Total	2	0	1	0	0	6	8	2	6	2

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.16: Registered Motorized Snow Vehicles, 2014–2018

Year	Registered Motorized Snow Vehicles
2014	308,578
2015	306,509
2016	304,590
2017	309,199
2018	294,836

TABLE 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions— Riding Season 2017/2018

Factors	%
Unlicensed Operators	7
Rider Error; Speed too Fast	20
Alcohol Used	12
Surface Condition; Icy or Packed Snow	51

6F Bicycles

Note: The following three tables consider bicycles involved in HTA-reportable* collisions only.

TABLE 6.18: Bicyclists* Killed and Injured, 2014–2018

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2014	16	1,785	0	288
2015	20	2,295	0	138
2016	19	2,302	0	99
2017	14	1,932	0	61
2018	23	1,693	0	56

* Includes hangers-on.

TABLE 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2018

Light Condition	Age Groups						Total
	0–5	6–15	16–30	31–60	61+	Unknown	
Daylight	3	206	553	710	219	175	1,866
Dawn	0	1	11	16	3	2	33
Dusk	0	13	24	22	6	8	73
Dark	0	13	136	153	15	32	349
Other	0	1	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	3	234	724	901	243	217	2,322

TABLE 6.20: Selected Factors Relevant to All Bicycle Collisions, 2018

Factors	%
Driving Properly (Bicyclist)	55
Driving Properly (Motor Vehicle Driver)	45
Intersection Related	67
Going Ahead (Bicyclist)	86
Alcohol Related (Bicyclist)	2
No Apparent Vehicle Defect (Bicycle)	90
Clear Visibility	92
Weekend	19

A police officer wearing a blue helmet and a high-visibility yellow vest is riding a white motorcycle with blue and red stripes. The motorcycle has "POLICE" written on the front fairing and "To Serve & Protect" on the front fender. The officer is riding on a city street with a large crowd of people in the background. A large green semi-transparent shape is overlaid on the right side of the image, containing the text.

7. Conviction, Offence and Suspension Data

7. Conviction, Offence and Suspension Data

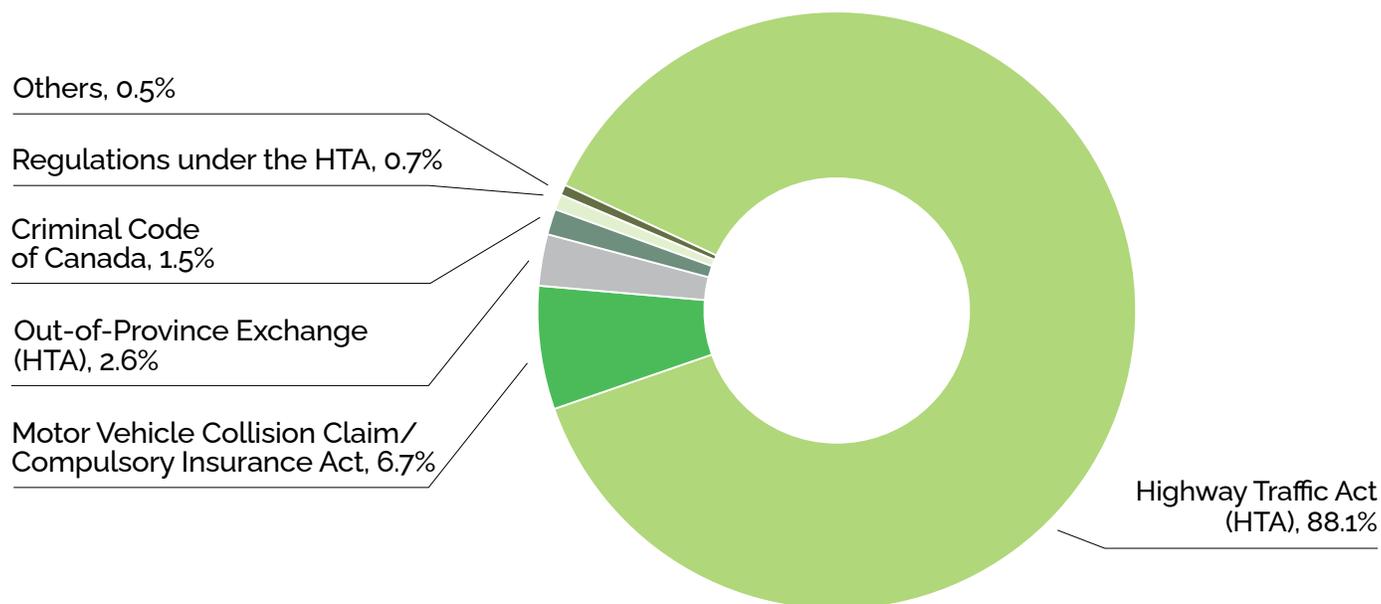
This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.



In 2018, nearly 90% of motor vehicle convictions were related to *Highway Traffic Act* (HTA) offences and 2% were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain).

In the last decade, the number of Administrative Driver's Licence Suspensions (ADLS) for drinking and driving has dropped from approximately 17,000 to approximately 12,500 occurrences annually.

FIGURE 7 Motor Vehicle Convictions in Ontario by Type, 2018



7A Conviction Data

TABLE 7.1: Summary of Motor Vehicle-Related Convictions, 2018

Convictions*	Number
Highway Traffic Act (HTA)	872,114
Regulations under the HTA	6,456
Criminal Code of Canada**	14,858
Municipal By-Law***	3
Motor Vehicle Collision Claim/Compulsory Insurance Act	66,080
Motorized Snow Vehicles Act	1,560
Off-Road Vehicles Act	1,229
Out-of-Province Exchange (HTA)	26,126
Others****	2,045
Total	990,471

* Includes manually recorded convictions.

** This figure does not include 230 convictions for young offenders under the Criminal Code.

*** In previous years a large portion of convictions under HTA Regulations were allocated to convictions under Municipal By-Law.

****Others may include acts not listed above, such as Motor Vehicle Safety Act, Government Traffic Act, etc.

TABLE 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2018

Convictions	Number
Equipment	47,458
Administrative*	172,979
Seat Belt (Driver & Passenger)**	14,683
Other Non-Pointable Convictions ***	56,104
Speeding	431,986
Other Pointable Convictions (2–4 pts)	128,370
Other Pointable Convictions (5–7 pts)	8,299
Driving While Suspended	12,235
Total	872,114

* Non-moving, weight, vehicle registration, licence renewal, etc.

** Failure to wear seat belt convictions registered against passengers over 16 are no longer included.

*** Now includes some out-of-province convictions.

TABLE 7.3: Motor Vehicle Convictions Related to the Criminal Code, 2018*

Convictions	Number
Alcohol Related**	11,745
Criminal Negligence	16
Fail to Remain at Collision	341
Fail to Stop for Police Officer	483
Driving While Disqualified	1,801
Dangerous Driving	1,202
Motor Manslaughter	0
Total	15,588

* Does not include 230 convictions for young offenders.

** Includes some out-of-province convictions.

7B Offence Data

TABLE 7.4: Number of Driver* Convictions for Criminal Code of Canada Offences** 2010–2018

Conviction Type	2010	2011	2012	2013	2014	2015	2016	2017	2018
Criminal Negligence	9	4	2	1	0	0	0	0	0
Fail to Remain	420	353	185	222	164	144	144	151	144
Dangerous Driving	967	856	566	513	453	464	479	540	557
Impaired Driving	6,540	5,710	4,222	3,892	3,413	3,422	3,387	3359	3229
Blood/Alcohol over .08	6,070	6,117	4,942	4,367	4,382	4,171	3,955	3905	3893
Fail to Provide Breath Sample	1,138	934	598	530	472	426	423	419	380
Driving While Disqualified	2,163	2,138	1,291	1,222	1,085	1,043	1,053	980	996
Motor Manslaughter	1	0	0	2	0	0	0	0	0
Undefined	417	341	283	248	232	245	230	295	0
Total	17,725	16,453	12,089	10,997	10,201	9,915	9,671	9,649	9,199

* The same driver may be represented in this table more than once.

** Includes offences and registered convictions that occurred in the same year.

TABLE 7.5: Administrative Driver's Licence Suspensions*, Monthly Suspensions Issued, 2009–2018

Suspensions	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
January	1,368	1,298	1,154	1,071	994	911	996	1,017	990	912
February	1,401	1,140	1,219	1,230	1,028	895	1,039	1,009	1,009	965
March	1,502	1,252	1,332	1,236	1,339	1,104	1,199	1,060	1,076	1,062
April	1,391	1,363	1,304	1,284	1,117	1,078	1,124	1,130	1,152	979
May	1,533	1,486	1,342	1,212	1,233	1,244	1,221	1,212	989	1,072
June	1,373	1,296	1,360	1,265	1,273	1,149	1,146	1,150	1,044	1,109
July	1,489	1,454	1,475	1,338	1,175	1,156	1,319	1,181	1,219	1,139
August	1,482	1,400	1,281	1,393	1,235	1,354	1,190	1,171	1,129	1,072
September	1,458	1,360	1,303	1,359	1,179	1,061	1,073	1,034	1,059	1,044
October	1,412	1,416	1,354	1,285	1,173	1,154	1,201	1,144	1,043	1,002
November	1,656	1,344	1,313	1,314	1,155	1,237	1,199	1,104	1,056	1,017
December	1,374	1,411	1,467	1,523	1,174	1,302	1,227	1,240	1,271	1,239
Total	17,439	16,220	15,904	15,510	14,075	13,645	13,934	13,452	13,037	12,612

* See Appendix for a more detailed explanation of Administrative Driver's Licence Suspensions.

7C Suspension Data

TABLE 7.6: Demerit Point Suspensions by Driver Age, 2018

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	4	1	0	0
19	16	5	2	0
20–24	84	25	90	4
25–34	79	21	224	10
35–44	35	8	110	7
45–54	20	6	64	0
55–64	11	3	25	2
65–74	1	0	7	1
75 +	0	0	3	0
Total	250	69	525	24

8. Appendix

8A Glossary

Ability-Impaired Alcohol:

Driver had consumed a sufficient amount of alcohol to warrant being charged with a drinking and driving offence.

Ability-Impaired—Alcohol over 0.08:

Ability-Impaired, Alcohol: Driver had consumed alcohol and upon testing was found to have a blood-alcohol level in excess of 80 milligrams per 100 millilitres of blood.

Administrative Driver's Licence Suspension (ADLS):

This program, designed to reduce drinking and driving, started November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver (a) was shown to have a concentration of alcohol in excess of 80 milligrams per 100 millilitres of blood, or (b) the driver failed or refused to provide a breath or blood sample.

Alcohol Involved:

This category includes drivers reported as "Had Been Drinking", with "BAC > 80 mg/100mL" or with "Ability-Impaired by Alcohol".

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- must have an accompanying driver who is a fully licensed driver (Class A, B, C, D, E, F or G) with at least four years' driving experience and has a blood-alcohol concentration less than 0.05;
- must have the accompanying driver as the only passenger in the front seat with the G1 driver;
- unless accompanied by a licensed driving instructor, must not drive on Ontario's "400-series" highways or on high-speed expressways such as the Queen Elizabeth Way, the Don Valley Parkway, E.C. Row Expressway and the Conestoga Parkway;
- must ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- must not drive between the hours of midnight and 5 a.m.;
- may drive a Class G vehicle only.

The G1 licence period lasts at minimum 12 months. It can be reduced to eight months by successfully completing an approved driver education course. For information about approved courses, call [ServiceOntario](#) at 1-800-268-4686. At the end of the G1 licence period, drivers must pass a road test before proceeding to the G2 licence period.

Class G2 Driver's Licence:

A holder of a Class G2 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- is allowed to drive any motor vehicle that requires a Class G driver's licence on the road;
- must ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- for the first six months, G2 drivers aged 19 and under cannot carry more than one passenger aged 19 and under between midnight and 5 a.m.

- after the first six months, G2 drivers aged 19 and under cannot carry more than three passengers aged 19 and under between midnight and 5 a.m.*

The G2 licence period lasts a minimum 12 months. After completing, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

* These passenger restrictions do not apply if the G2 driver is accompanied by a full "G" licensed driver (with at least four years of driving experience) in the front seat, or if the passengers are immediate family members.

Class M1 Motorcycle Driver's Licence:

A holder of a Class M1 motorcycle driver's licence:

- may operate a motorcycle, limited-speed motorcycle (motor scooter) or motor-assisted bicycle (moped) for the purposes of training;
- must have a zero blood-alcohol content while driving;
- is only allowed to drive during daylight hours (one-half hour before sunrise to one-half hour after sunset);
- must not ride on highways with speed limits of more than 80 km/h except highways 11, 17, 61, 69, 71, 101, 102, 144, 655;
- must not carry passengers.

The M1 licence period lasts at least 60 days, and the licence is valid for 90 days. M1 drivers must pass the M1 road test before proceeding to the M2 licence period. Alternatively, during the M1 period, they may take an approved motorcycle or motor scooter safety course that includes a road test, instead of the ministry road test.

Class M2 Motorcycle Driver's Licence:

A holder of a Class M2 motorcycle driver's licence:

- must have a zero blood-alcohol concentration while driving.

After completing the M2 licence period, drivers will be eligible to take a comprehensive test to qualify for full licence privileges. Drivers may take an approved M2 Exit motorcycle safety course that includes a road test, instead of the ministry road test.

Class M2/M with L Condition:

A Class M2 or M with L Condition is a motorcycle licence that restricts the licence holder to operating mopeds or limited-speed motorcycles.

Conviction:

Registered when a person pleads guilty to, or is found guilty of, an offence related to a motor vehicle under any Act of the Ontario Legislature or its accompanying regulations, under the Parliament of Canada or any accompanying order, or under any municipal by-law.

Driver:

Unless specified otherwise, any person, whether licensed or not, considered to be in care and control of a vehicle at the time of a collision.

Fatal Collision:

A motor vehicle collision in which at least one person sustains bodily injuries resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision, for up to one year after the collision. Since that date, only deaths occurring within 30 days of the collision have been included.

Had Been Drinking:

Driving after having consumed an amount of alcohol not considered sufficient to be legally impaired or with a measured blood-alcohol count of greater than zero but less than 80 milligrams per 100 millilitres of blood. As of May 1, 2009, a blood-alcohol concentration from 0.05 to 0.08 results in a 3-day, 7-day, or 30-day roadside driver's licence suspension for first, second, or third-time occurrences, respectively. Immediately prior to that date, a blood-alcohol concentration from 0.05 to 0.08 resulted in a 12-hour suspension.

Hangers-on:

Hangers-on are persons hanging onto a moving motor vehicle's fenders, bumpers, doors or other parts of the vehicle and not located inside; for example riding in back of a pick-up.

Highway:

A common and public highway, street, avenue, etc., any part of which is intended for public use or used by the general public for the passage of vehicles, and including the area between the property lines.

Inattentive:

Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on the phone or two-way radio, using headphones.

Kilometres Travelled:

Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. Starting in 2000, vehicle kilometres travelled are based on estimates provided by Statistics Canada and Transport Canada.

Limited-Speed Motorcycle (Motor Scooter):

A limited-speed motorcycle is also known as a "motor scooter."

Motor scooters can be either electric or gas powered with a "step-through" design and have a maximum speed of 70 km/h. Most motor scooters have automatic transmissions, with a maximum engine displacement of 50 cubic centimeters.

Major Injury:

A non-fatal injury severe enough to require that the injured person be admitted to hospital, even if for observation only.

Minimal Injury:

A non-fatal injury, including minor abrasions and bruises, which does not necessitate the injured person going to a hospital.

Minor Injury:

A non-fatal injury requiring medical treatment at a hospital emergency room, but not requiring hospitalization of the involved person.

Motor-Assisted Bicycle (Moped):

A motor-assisted bicycle is also known as a "moped". mopeds have pedals that can be operated at all times. mopeds can be either electric or piston powered and have a maximum speed of 50 km/h.

Mopeds have a piston displacement of not more than 50 cubic centimetres.

Motor Vehicle Collision:

Any incident in which bodily injury or damage to property is sustained as a result of the movement of a motor vehicle, or of its load while a motor vehicle is in motion.

Off-Highway Collisions:

A collision that occurs off a public highway. It can include collisions located on or adjacent to trails and paths, on the surface of a frozen lake or river, or in a private parking lot.

On-Highway Collisions:

A motor vehicle collision that occurs on the highway between the property lines.

Pedestrian:

Any person not riding in or on a vehicle involved in a motor vehicle collision.

Personal Injury Collision:

A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

Property-Damage Collision:

A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property** including damage to the motor vehicle or its load.

Reportable Collision:

Any collision involving injury or damage to private property in excess of a monetary value prescribed by regulation.**

Self-Reporting of a Collision:

Under the *Highway Traffic Act* [s.199 (1.1)], when one is in a collision in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-Reporting of a collision was introduced on January 1, 1997.

Suspension:

Withdrawal of a driver's privilege to operate a motor vehicle for a prescribed period of time.

** The minimum reportable level for property-damage-only collisions is \$2,000 as of September 1 2015. Prior to that date, the minimum reportable level for PDO collisions was \$1,000 from January 1, 1998 to August 31, 2015.

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Ministry of Education

School Board Business Support Branch

Transportation and Cooperative Services Unit

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