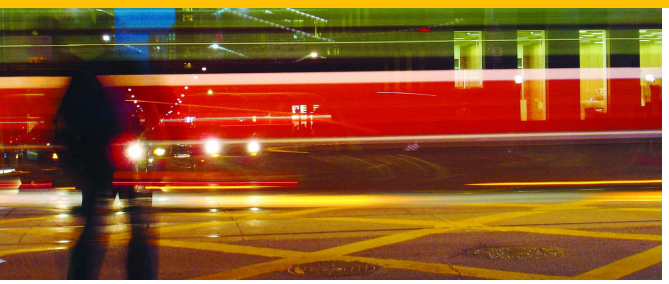
Ontario

Annual Report 2004

ONTARIO ROAD SAFETY



ONTARIO ROAD SAFETY ANNUAL REPORT 2004

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Annual Report 2004

ONTARIO ROAD SAFETY

If you are seeking information on how to reduce your risk of being in a collision, visit your local Ministry of Transportation (MTO) office for the latest copy of the Official Driver's Handbook, or visit the Ministry of Transportation Web site at http://www.mto.gov.on.ca. For all other driver manuals and leaflets, call 416-235-3473 or, for MTO information, call 1-800-268-4686. In addition, you may wish to borrow a road safety video from the Ontario Safety League at 905-625-0556.

Many of the ministry's publications are available at automotive retail outlets and book stores.

For more information on the data in this publication, please contact the Road Safety Program Office at 416-235-3585.

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Telephone: 416-235-3585
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Printed on recycled paper.

ISSN #0832-8269 (Printed version)
ISSN #1710-2499 (CD-ROM Version)
ISSN #1710-2480 (Internet Version)

MINISTER'S MESSAGE

I am pleased to present Ontario's Road Safety Annual Report for 2004.

For the second consecutive year, this report shows Ontario is the North American leader in road safety, based on a comparison of fatality rates for all jurisdictions across Canada and the United States. Overall, the number of fatalities on Ontario's roads fell by almost 50 per cent since 1980 and, in 2004, Ontario's fatality rate of 0.92 per 10,000 licensed drivers was the lowest figure recorded since the province began keeping records in 1931.

Other highlights from 2004 include:

- Fewer fatalities and injuries from drinking and driving-related collisions
- Fewer reportable collisions and injuries overall
- Fewer pedestrian fatalities.

While Ontario can be proud of these results, we recognize that more needs to be done to curb deaths and injuries on our roads. Bill 73, An Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004, will play an important role in reducing fatalities and injuries among children and youth in Ontario by:

- Making booster seats mandatory
- Enhancing school bus safety
- Restricting the number of young passengers a teenage G2 driver can have in the vehicle.

Looking forward, the initiatives passed under the Transportation Statute Law Amendment Act, 2005, increase penalties and sanctions for drivers convicted of excessive speeding, tighten the daily inspection standards for commercial vehicles and reduce congestion on our highways by allowing our government to open Ontario's first High-Occupancy Vehicle (HOV) lanes.

To further improve the safety of our roads, the Ministry of Transportation will continue to work closely with our many dedicated road safety partners across Ontario to encourage all road users – residents and visitors to our great province alike – to respect Ontario's traffic laws.

Everyone has a responsibility to help make Ontario's roads as safe as they can be. With your help, we can make Ontario's roads among the safest in the world.

Sincerely,

DONNA CANSFIELD

Ontario Minister of Transportation

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ORSAR 2004 HIGHLIGHTS

Ontario has the safest roads in North America for the second year in a row, based on a comparison of fatality rates in all Canadian and US jurisdictions. In 2004, both the total number of fatalities on Ontario's roads and the fatality rate per 10,000 licensed drivers in Ontario reached their lowest level ever.

The Ministry of Transportation (MTO) collects data on the collisions occurring on Ontario's roads each year from collision forms filled out by police services across the province. Other ministries and the Office of the Chief Coroner also provide input. This information is critical in tracking trends as the ministry works with its community partners to further improve road safety. A safe and efficient transportation network is key to Ontario's continued prosperity in the 21st century.

WHAT IS ORSAR?

The Ontario Road Safety Annual Report (ORSAR) is a comprehensive yearly review of road safety figures and statistics for the Province of Ontario. Since 1931, the province has collected major road safety statistics, tracking and recording long-term trends in road safety in this province, including:

- Fatalities and injuries among drivers, passengers and pedestrians
- Collision rates
- Statistics about collisions involving drinking and driving, speeding, novice and senior drivers, large trucks, etc.

This information provides a useful report card on the safety of Ontario's roads in comparison with other jurisdictions and helps MTO distinguish between short-term fluctuations and long-term trends in road safety. Identifying long-term road safety trends is the key to responding effectively to the most serious threats to the safety of people on Ontario's roads.

KEY ROAD SAFETY FINDINGS FOR ONTARIO IN 2004

The two most common measures of road safety in North America are the number of fatalities for every 10,000 licensed drivers in a jurisdiction (fatality rate per 10,000 licensed drivers), and the number of fatalities per 100 million kilometres (km) travelled by motor vehicles (fatality rate per 100 million km).

Ontario's rate of 0.92 fatalities per 10,000 licensed drivers was the lowest in North America for 2004, down more than five per cent from 0.97 in 2003. Ontario's fatality rate per 100 million km also declined to 0.66, down seven per cent from 0.71 in 2003. The total number of fatalities from motor vehicle collisions in Ontario fell below 800 for the first time since 1950, to 799. The number of fatalities involving drinking and driving in Ontario also decreased, falling by more than 10 per cent from 217 in 2003 to 192 in 2004.

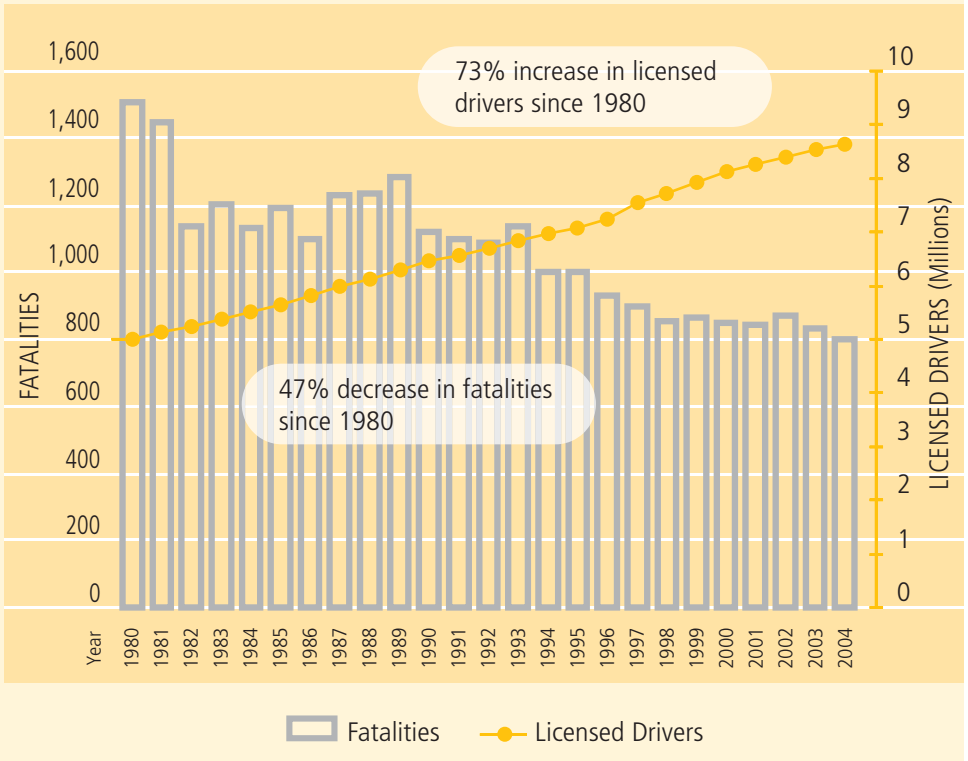
Based on the fatality rate per 10,000 licensed drivers, the safety of Ontario's roads ranked well ahead of those in our neighbouring jurisdictions of New York State (10th), Quebec (13th), Michigan (17th) and Ohio (18th).

ORSAR 2004 shows the considerable progress Ontario has made towards meeting our commitments under Canada's *Road Safety Vision 2010*, which calls for a 30 per cent reduction in the average number of fatalities and serious injuries from motor vehicle collisions by 2008-2010 (compared to the average during 1996-2000).

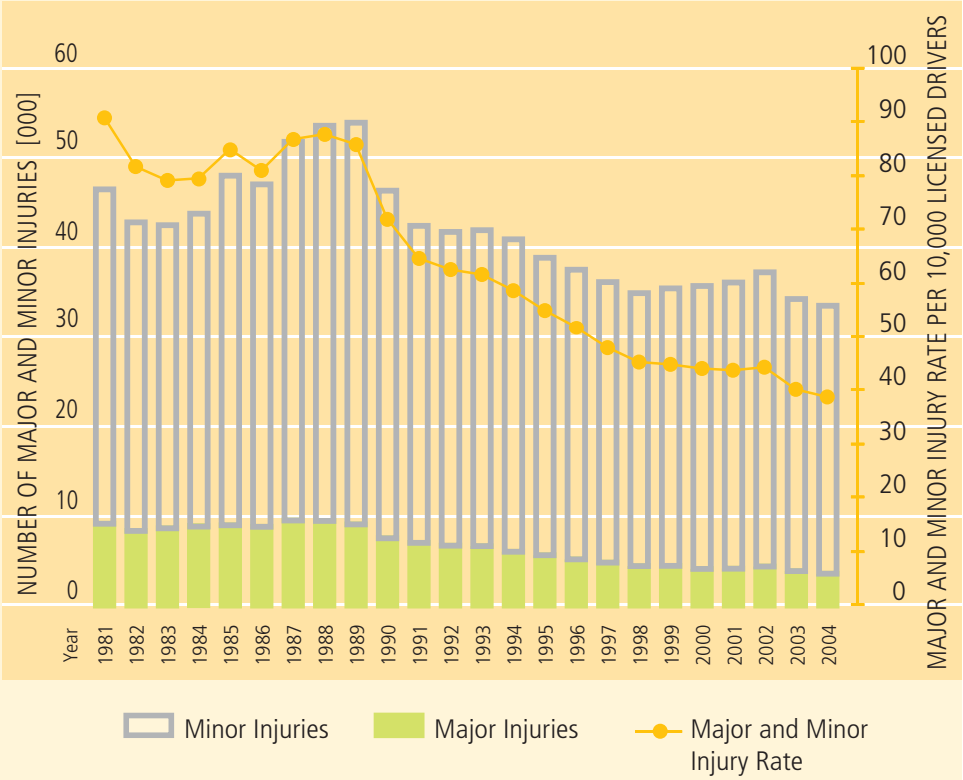
Road Safety in Ontario by the Numbers

Category	2004	2003	Percentage Change
Fatality Rate	0.92	0.97	– 5.2
Fatalities per 100 million km	0.66	0.71	– 7.0
Number of licensed drivers	8,655,597	8,541,555	+ 1.3
Number of motor vehicles	7,698,416	7,603,372	+ 1.3
Number of fatalities	799	831	– 3.9
Number of major injuries	3,565	3,848	– 7.4
Number of minor injuries	29,918	30,401	– 1.6

Number of Fatalities and Licensed Drivers, 1980–2004



Number and Rate of Major and Minor Injuries, 1981–2004



ENHANCING THE SAFETY OF CHILDREN AND YOUTH ON OUR ROADS

Children Injured and Killed in Motor Vehicle-Related Collisions

Category	2004	2003
Children 0–4		
Killed	2	5
Seriously Injured	27	43
Children 5–9		
Killed	7	7
Seriously Injured	69	73

Ontario has a proud tradition as a national leader in road safety. In 1976, our province was the first jurisdiction in North America to make wearing seatbelts mandatory. In 1982, Ontario was the second Canadian jurisdiction to enact a child safety seat law. In 1994, Ontario introduced North America's first comprehensive Graduated Licensing System to address the high rate of injuries and fatalities in motor vehicle collisions among novice drivers in our province.

At the same time, motor vehicle collisions continue to be the single leading cause of unintentional injuries and deaths among children and youth in Ontario and across North America. That is why MTO made improving the safety of the most vulnerable group on its roads – Ontario's children and youth – its top priority in 2004.

Bill 73, An Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004, received Royal Assent on December 9, 2004. This Act targets three specific areas to improve safety for Ontario's youngest travellers:

- Requiring drivers* to use an appropriate infant/child safety seat or booster seat when transporting children in motor vehicles
- Improving the safety of children who ride to and from school on school buses
- Setting passenger limits for teenage G2 drivers.

This legislation will play a crucial role in saving lives and reducing injuries among children and youth in this province.

"BOOSTING" THE SAFETY OF CHILDREN IN MOTOR VEHICLES

"Most importantly, the passage of booster seat legislation in Ontario would result in a reduction of common, predictable injuries and deaths in children 4 to 8 years of age, due to unsafe seatbelt fit."

DR. SHEELA V. BASRUR | *Chief Medical Officer of Health*
Assistant Deputy Minister, Ministry of Health and Long-Term Care
April 3, 2004

Childcare advocates have called children between four and eight the "forgotten" children – too big to travel in a child safety seat but too small to use a seatbelt properly. With the passage of Bill 73, Ontario law now requires all child caregivers, not just parents, to use a child safety seat or booster seat when transporting children up to age eight in motor vehicles. Drivers convicted of failing to use, or improperly using, one of these seats will receive a fine and demerit points on their driver's licence. With this law, Ontario becomes the second jurisdiction in Canada to make booster seats mandatory.

In order to make parents and other caregivers aware of this new law, booster seats figured prominently in Ontario's annual spring and fall 2004 seatbelt safety campaigns. About 50 child safety seat clinics were held across Ontario during the spring seatbelt campaign alone. MTO also helped produce and distribute "Boost Me Up," a video presentation on booster seat safety to public health units and agencies across Ontario. To further promote the changes to Ontario's child safety seat laws, MTO continued to emphasize child safety in motor vehicles in our public education campaigns and public events through 2004 and into 2005.

"A properly used child car seat can reduce the likelihood of death or serious injury by as much as 75 per cent."

THE INFANT AND TODDLER SAFETY ASSOCIATION

* Some exemptions apply for drivers of taxicabs and for-hire vehicles.

IMPROVING SAFETY AROUND SCHOOL BUSES

About 700,000 students commute by school bus every day of the school year in Ontario. In 2004, there were 54 injuries among school bus passengers and no fatalities.

"School buses are by far the safest mode of travel for children in Ontario – 16 times safer than any other form of transportation."

TRANSPORT CANADA

An Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004, includes two measures to improve the safety of Ontario's school children when they are most vulnerable – getting on and off their school bus.

Vehicle owners can now be charged if their vehicle is observed illegally passing a school bus that is stopped with its red lights flashing. Charging vehicle owners, as well as drivers, will reinforce the fact that ignoring school buses as they are loading or unloading children is a serious offence.

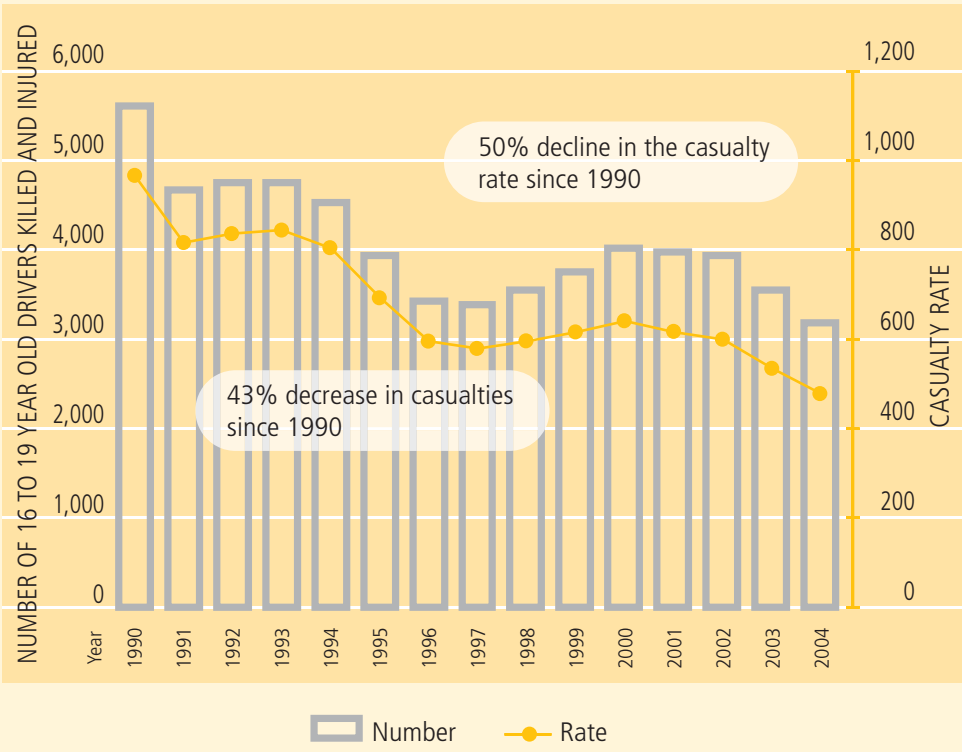
MTO will continue to support public education on this issue through annual campaigns including Ontario's School Bus Safety Week. The ministry expects the number of drivers who illegally pass stopped school buses in Ontario to drop significantly.

In addition, all new school buses must be fitted with a pedestrian safety-crossing arm to keep children out of the bus driver's blind spot. Pedestrian safety crossing arms, which physically stop children from crossing immediately in front of the bus where the driver cannot see them, will prevent incidents where children are tragically struck by their own school bus as they cross the street.

HELPING YOUNG DRIVERS BECOME SAFE DRIVERS

In 1994, the Graduated Licensing System (GLS) took effect across Ontario. Between 1994 and 2004, the number of drivers aged 16 to 19 years killed in motor vehicle collisions fell by more than 20 per cent, from 49 in 1994 to 38 in 2004. The number of injuries among young drivers also fell by 30 per cent during the same period, from 4,487 in 1994 to 3,140 in 2004. Altogether, the number of fatalities and injuries among youth aged 16 to 19 years old from motor vehicle collisions has fallen by more than 30 per cent over the past decade, from 9,978 in 1994 to 6,847 in 2004.

Number and Rate* of Drivers Between 16 and 19 Killed and Injured, 1990–2004



* number of injuries and fatalities per 10,000 licensed drivers

Nevertheless, young Ontarians continue to face the greatest risk of death or injury on Ontario's roads when they become drivers themselves. GLS was designed to reduce this risk by increasing the restrictions on inexperienced drivers and gradually easing these restrictions as new drivers demonstrated, through driver testing, that they were capable of driving safely. But driver testing alone cannot completely mitigate the increased collision risk that young and inexperienced drivers face on our roads.

Since GLS was introduced in Ontario, MTO has identified the number of teenage passengers in a vehicle as a particular risk factor for teenage drivers. That is why An Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004, gives MTO the authority to make regulations prohibiting teenage G2 drivers from carrying more than one young passenger in a motor vehicle driven between midnight and 5:00 a.m. during the first six months that they hold a G2 licence. After six months, and until the driver earns a full G licence or turns 20, a teenage G2 driver may carry only three passengers aged 19 or younger. Our goal is to reduce the distractions caused by young passengers during the hours when teenage drivers are typically less focused on driving. This measure is designed to balance safety and mobility considerations and is not meant to prevent teens from using their vehicles to carpool to school or work. In addition, the restriction on young passengers does not apply when the teenage G2 driver is driving young family members.

This passenger restriction is a targeted response to a clearly identified safety risk and will have a real, measurable effect on the road safety of young drivers in Ontario. It will also reduce the number of injuries and fatalities from motor vehicle collisions among teens in our province. In all, 31 jurisdictions across North America have enacted some sort of passenger restriction for teen drivers.

Drivers between the ages of 16 and 19 are three times more likely to be involved in a collision if there are other teens in the vehicle as compared to driving with older passengers.

ONTARIO MINISTRY OF TRANSPORTATION

Tightening the child safety seat requirements, making booster seats mandatory, making it easier to enforce Ontario's school bus stopping laws, requiring pedestrian safety crossing arms on new school buses, and reducing the distractions caused by passengers in vehicles driven by teenage G2 drivers – coupled with public education initiatives such as iDRIVE – will all contribute to real improvements in the fatality and injury rates among children and youth in Ontario in the coming years.

PLANNING FOR ONTARIO'S FUTURE

Improving passenger safety and driver behaviour on Ontario's roads is only one aspect of MTO's efforts to ensure greater road safety in 2004 and beyond.

As the population of Ontario continues to grow, particularly in urban areas such as the Greater Toronto Area, Ottawa and the Golden Horseshoe, moving more people out of cars onto public transit will help road safety in Ontario while improving our environment.

ONTARIO MINISTRY OF TRANSPORTATION

In 2004, the number of licensed drivers in Ontario grew from 8,541,555 in 2003 to 8,655,597. The number of registered motor vehicles on Ontario's roads also increased – from 7,603,372 to 7,698,416 – including a 4.5 per cent increase in the number of large trucks registered in Ontario.

These figures represent a long-term trend towards more drivers and vehicles on Ontario's roads each year. Since 1980, the number of licensed drivers in Ontario has increased by 73 per cent. Although the number of fatalities from motor vehicle-related collisions fell 47 per cent during this period – from 1,508 in 1980 to 799 in 2004 – MTO's efforts to improve road safety and reduce motor vehicle fatalities and injuries must take the growing number of motor vehicles and drivers on Ontario's roads into consideration.

At the same time, Ontario's transportation system is vital to Ontario's economic prosperity and quality of life: about $1.2 trillion worth of goods are transported on Ontario's roads and highways. Much of what we value – our jobs, health, education and family life – is affected by the quality and availability of transportation. Ontario's export-driven economy relies on its transportation system to keep people and goods moving efficiently and competitively across Ontario and our borders, particularly in the current climate of just-in-time delivery.

IMPROVING AND EXPANDING PUBLIC TRANSIT

Road safety research has shown that increasing public transit ridership can lead to significant improvements in road safety and public health. Through investments such as providing a share of Ontario's gas tax revenues to municipalities in 2004, Ontario's government is making public transit a viable alternative to the car by improving transit convenience, flexibility and accessibility.

Municipalities' share of the gas tax in 2004/05 amounted to an additional $156 million for transit improvements across Ontario. This funding (increased to $232 million in 2005/06), helped municipalities increase transit ridership and service, purchase new equipment, and better maintain their existing vehicle fleets. The province will eventually turn over more than $1 billion from the gas tax to Ontario's municipalities over five years for public transit in addition to regular provincial transit funding.

MTO also announced nearly $3 billion in funding for public transit in partnership with the Government of Canada and local municipalities in 2004, including:

- $1 billion to expand and renew public transit in Toronto, plus $90 million to strengthen the Toronto Transit Commission (TTC)
- $1 billion to improve GO Transit services in Southern Ontario
- $600 million to support Ottawa's O-Train project
- $150 million for bus rapid transit in York Region.

We expect these investments, with the additional funding provided by the dedicated gas tax funding program, to produce real improvements to public transit services.

IMPROVING CRITICAL TRANSPORTATION INFRASTRUCTURE

MTO is responsible for more than 16,500 kilometres of highways – more than the highway networks of either Great Britain or Sweden – in addition to 2,500 bridges. Maintaining the safety and efficiency of one of North America's largest highway networks presents a singular challenge for the ministry.

Ontario's infrastructure investments need to address both the physical safety and design of the province's roads, and improve efficiency and reduce traffic congestion. Our goal is to reduce the number of fatal and injury-causing collisions on the province's roads while ensuring that MTO's infrastructure investments represent good value for Ontario's taxpayers.

MTO plays a key role in carrying out the government's plan to increase investments in Ontario's transportation infrastructure. The year 2004 saw investments of over $1 billion in highway infrastructure projects across the province to ease congestion, improve trade and promote economic competitiveness, including:

- Four-laning Highway 69 between MacTier and Parry Sound
- Four-laning Highway 11 between Trout Creek and South River
- Constructing a new Highway 17 alignment east of Sault Ste. Marie
- Widening Highway 8 from the Kitchener-Waterloo Expressway to Fergus Avenue
- Reconstructing Highway 420 through Niagara Falls
- Improving Highway 7 from Fowler's Corners to Omemee.

In addition, MTO upgraded the physical safety of Ontario's most highly travelled highways, including Highways 400, 401, 427, 7/12 and the Queen Elizabeth Way (QEW).

IMPROVING ACCESS AND EFFICIENCY OF BORDER CROSSINGS

Our border crossings are vital to Ontario's economic well being. In 2004, Ontario's two-way trade with the United States (US) totalled $332 billion, more than 74 per cent of which travelled across Ontario's international border by highway. MTO estimates that more than $700 million worth of goods cross the Ontario-US border by highway daily.

However, since September 11, 2001, increased security at border crossings has become a major concern for MTO in terms of both public and road safety. The Ontario government is also concerned about the impact that congestion at border crossings has on Ontario's economy. Long line-ups at the border back up traffic in Ontario communities, block roads, and increase congestion and gridlock along side streets, which can threaten the safety and quality of life of both motorists and pedestrians in those communities. Similarly, time spent waiting in queues to cross the border not only costs Ontario in lost productivity and trade but also affects road safety as drivers attempt to make up for time lost at the borders.

The Intelligent Transportation Systems initiative, which MTO rolled out in 2004, is a first step towards a lasting solution to traffic congestion at our international border crossings. New video technology installed at border checkpoints will speed the flow of traffic through these crossings. MTO and its partners are proceeding on schedule to identify a single

preferred access road, inspection plaza and river crossing at the Windsor-Detroit border by mid-2007 through an environmental assessment process. This represents an important first step towards improving the flow of traffic at Ontario's busiest border crossing, while reducing congestion and the impact of border traffic on communities in the Windsor area.

Ontario also partnered with the federal government and a number of border stakeholders to make significant investments to improve highways and roads in border zones, and develop long-term strategies to improve border traffic in 2004. Significant projects included:

- The Canada-US-Ontario-Michigan Border Transportation Planning/Need and Feasibility Study, plus a similar study of the Niagara frontier fully funded by MTO
- Let's Get Windsor-Essex Moving Strategy, which included $300 million from Ontario and Canada for improvements to the Windsor-Detroit Tunnel, construction of a pedestrian overpass on Huron Church Road, an extension of the left-hand turn lane at Huron Church and Industrial drive, and other improvements
- $115 million for improvements to and around the Blue Water Bridge in Sarnia, including construction of a truck lane on Highway 402 from Airport Road to the bridge
- $166 million for improvements to the Queenston-Lewiston Bridge and area, including adding a fifth lane to the bridge itself and a truck lane to Highway 405 from the QEW to the bridge.

These projects represent MTO's long-term commitment to finding better ways to manage the approximately 35.6 million passenger vehicles and 8.5 million large trucks that passed through Ontario's border crossings in 2004, thereby improving traffic conditions and reducing congestion on Ontario's roads.

FACING ONTARIO'S ROAD SAFETY CHALLENGES

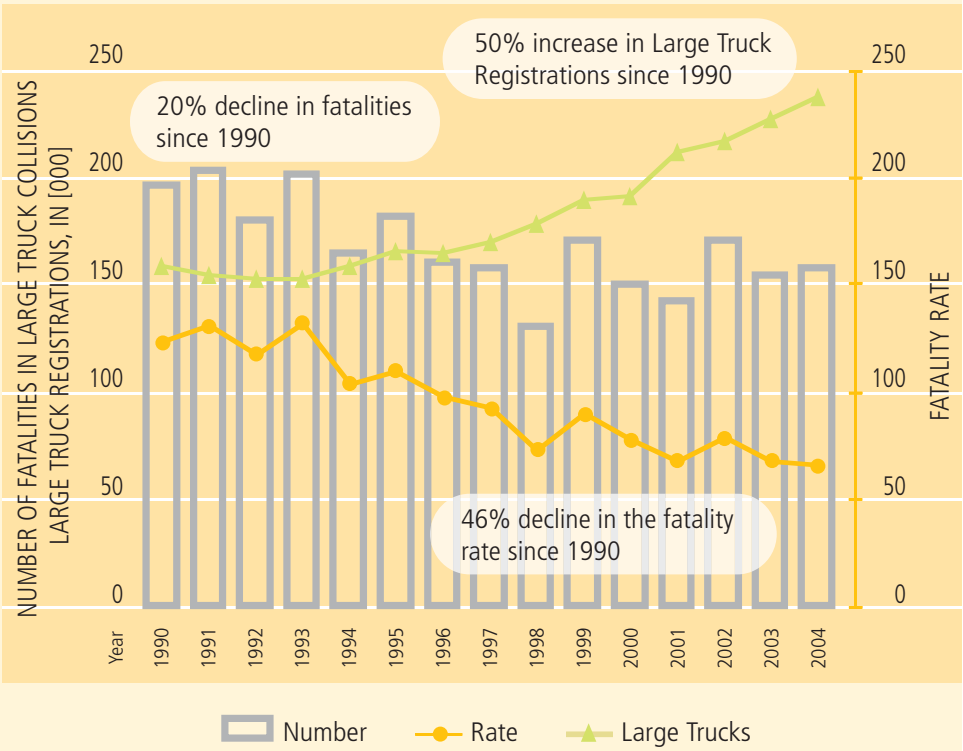
In 2004, the number of fatalities on our roads fell in nearly all major categories. We also expect MTO's achievements in 2004 – including the passage of An Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004; Ontario's record investment in public transit; and a commitment to renewing and improving Ontario's transportation infrastructure – will pay significant road safety dividends in the coming years.

Even with these successes, there are still critical road safety challenges that must be addressed.

LARGE TRUCKS

The number of fatalities resulting from collisions with large trucks rose slightly from 155 in 2003 to 158 in 2004, an increase of 1.9 per cent. However, the long-term trend of fewer collisions involving large trucks in Ontario continued as the fatality rate per 100,000 large truck registrations declined by 2.4 per cent in 2004.

Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1990–2004



* number of fatalities per 100,000 large truck registrations

Statistics from 2004 showed that about 65 per cent of large truck drivers involved in fatal collisions were driving properly at the time of the incident. In response, MTO reminded the general public that large trucks require more time and space to stop safely than passenger vehicles through our changeable message system and updates to Ontario's driver handbooks. Improving public knowledge about how to safely share the road with large trucks is a step towards eliminating the majority of collisions between passenger vehicles and large trucks.

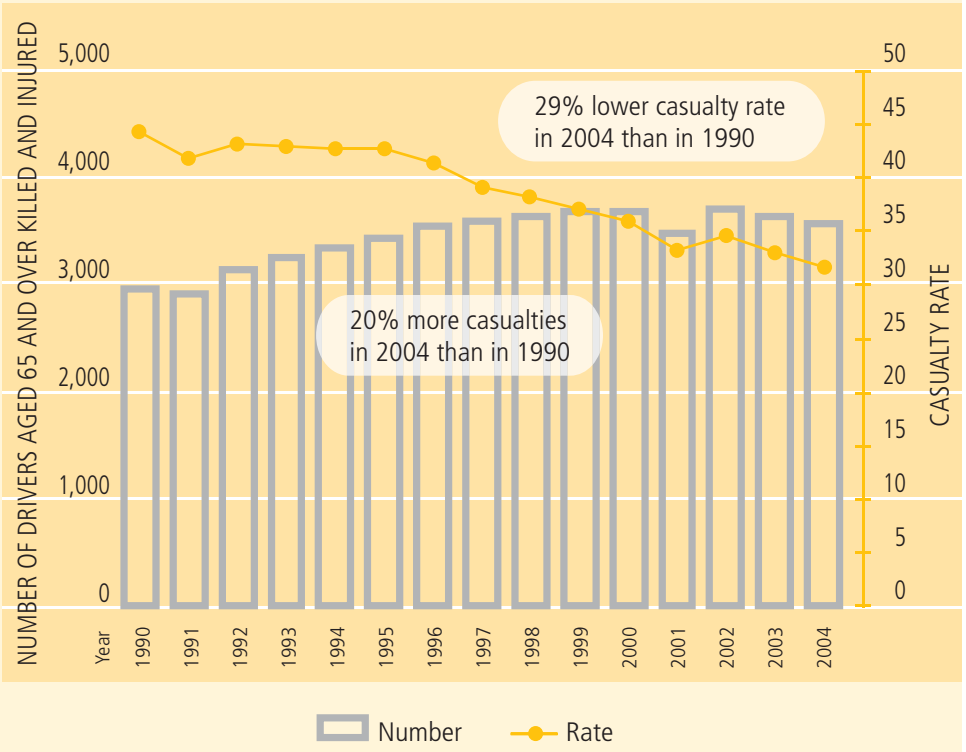
MTO is a leader in truck safety standards and enforcement. Ontario conducts more commercial vehicle inspections than any other province. In 2003/04, MTO enforcement officers conducted 146,611 commercial driver and vehicle inspections and 797 facility audits of commercial carriers' records. In 2004, Ontario continued to be the only jurisdiction in North America to impound large trucks found to have critical safety defects.

MTO will continue to ensure that its commercial carrier safety programs remain among the best in North America. This includes strengthening our commercial vehicle enforcement program by providing technology and timely information to inspectors and auditors to focus their efforts in the right locations and on chronic violators. We are also enhancing regulations to address commercial driver fatigue and to improve daily vehicle inspections.

ONTARIO'S AGING POPULATION AND SENIOR DRIVERS

ORSAR 2004 shows that, while the casualty rate among drivers aged 65 and older per 10,000 licensed drivers continues to decline, the total number of casualties involving these drivers is on the rise as the number of drivers aged 65 and older continues to grow in Ontario. The number of drivers in this group will increase dramatically over the next 25 years as Ontario's "baby boomers" enter their 60s. Addressing the issue of road safety for older drivers will take on an even more significant role in MTO's future road safety planning.

Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1990–2004



* number of fatalities and injuries per 10,000 licensed drivers

In 2004, MTO received the results of a review of the Senior Driver Group Education Session (GES), the cornerstone of MTO's Senior Driver Licence Renewal Program for drivers aged 80 and older. MTO has moved forward with the report's recommendations, including making improvements to GES curriculum and content, facilities, staff training and education materials.

INCREASING PEDESTRIAN SAFETY

Partly in response to the number of pedestrian fatalities in 2003, MTO participated in several pedestrian safety campaigns across Ontario in 2004, including campaigns in Niagara Region, Ottawa, Chatham and Toronto. The 13.3 per cent drop in the number of pedestrian fatalities – from 120 in 2003 to 104 in 2004 – shows public education does heighten awareness and increase pedestrian safety. Unfortunately, pedestrians continue to account for one in almost eight of all motor vehicle fatalities in Ontario. In addition, the number of pedestrian fatalities occurring at intersections increased from 50 per cent in 2003 to 56 per cent in 2004.

In response, Ontario made pedestrian safety a key priority of The Transportation Statute Act, 2005, which received Royal Assent on November 21, 2005. This Act increases fines for various offences at pedestrian crossings, including school crossings and pedestrian crosswalks at traffic lights; introduces demerit points for drivers convicted of offences at school crossings and harmonizes the number of demerit points for offences committed at all pedestrian crossings at three points. These new fines and demerit point penalties are intended to increase drivers' awareness of pedestrians and reinforce the need for drivers to drive with caution in areas including pedestrian crossings.

In addition, infrastructure improvements such as replacing street level railway crossings with bridges, building more pedestrian overpasses and continued public education will play an important role in safeguarding pedestrians in Ontario in the future.

MOTORCYCLE SAFETY

Between 1988 and 2004, the casualty rate per 10,000 registered motorcycles in Ontario declined by 69 per cent. While this decline and the fact that the number of motorcycle fatalities in Ontario fell from 52 in 2003 to 47 in 2004 are positive signs, MTO is concerned that the number of injuries increased by 3.6 per cent during the same period, from 1,355 in 2003 to 1,404 in 2004.

MTO has also observed that rising gas prices have led to an increase in the popularity of more economical and environmentally-friendly vehicles. Accordingly, MTO wants to ensure that, as Ontarians expand their mobility options to include more motorcycles, limited-speed motorcycles (motor scooters) and mopeds, they have the skills necessary to safely operate these vehicles and share the road with other vehicles and pedestrians. That is why MTO launched a review of its motorcycle licensing program in 2004. As a result of this review, MTO introduced a new restricted motorcycle licence for moped and limited-speed motorcycle (motor scooter) drivers in 2005. The restricted M licence, along with a specific road test for moped and motor scooter drivers, will increase the skill and safety of Ontario's motorcyclists.

SHARING OUR ENVIRONMENT — COLLISIONS WITH WILD ANIMALS

In Ontario, the number of collisions that involve wild animals has increased during the last decade, from 7,564 in 1995 to 13,707 in 2004. In 2004, there were eight fatalities and 726 injuries resulting from collisions with wild animals on Ontario's roads.

To reduce the number of wildlife collisions, MTO is:

- Installing fencing along major highways
- Installing more signs warning drivers of the potential of wildlife crossing the highways.

MTO has also created a new brochure, "Watch for Wildlife – Tips to Reduce Your Collision Risk" that will be distributed to Ministry of Natural Resources offices, schools, Ontario parks, police services, road safety groups and public health units throughout the province.

While it may not be possible to completely eliminate collisions with wildlife on our roads, we hope that these steps will reduce the number of fatalities and injuries caused by wildlife collisions.

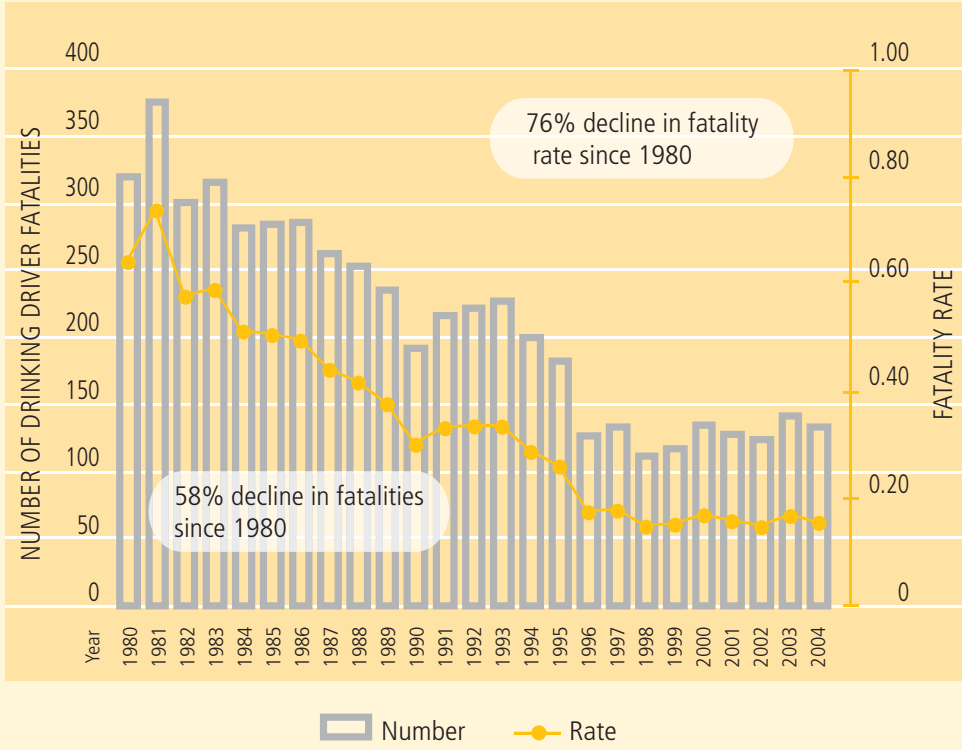
DRINKING AND DRIVING

In 2004, Ontario had the lowest alcohol-related fatality rate, not only in Canada but all of North America. In fact, since 1988, the number of drinking and driving-related fatalities in Ontario has dropped by 56 per cent. In 2004, the number of fatalities fell 11.5 per cent – from 217 in 2003 to 192 – the lowest number ever recorded. Still, drinking and driving is responsible for about one quarter of all fatalities on our roads. Drivers who choose to drive while impaired by alcohol or drugs still present a serious challenge for Ontario and jurisdictions across North America.

These results demonstrate that anti-drinking and driving programs supported by the Government of Ontario – Ontario's Holiday RIDE program, the Mothers Against Drunk Driving (MADD) Red Ribbon campaign, the Ontario Community Council on Impaired Driving's (OCCID) annual Drive Sober Campaign – have been successful at getting the message across that drunk driving will not be tolerated in Ontario.

Continuing to educate drivers, MTO launched iDRIVE in 2004, a program aimed at raising awareness among students and young drivers of the risks and consequences of unsafe driving, particularly drinking and driving. MTO partnered with OCCID, Ontario Students Against Impaired Driving (OSAID), and the Student Life Education Company to produce and distribute iDRIVE. About 1,800 copies of the program were distributed to schools across Ontario in 2004 and an additional 2,200 copies were available for the beginning of the 2005/06 school year.

Number and Rate* of Drinking Driver Fatalities, 1980–2004



* number of drinking driver fatalities per 10,000 licensed drivers

Ontario's current anti-drinking and driving measures are some of the toughest in North America, including:

- An immediate 90-day driver's licence suspension for drivers who have a blood alcohol content of more than 0.08 grams of alcohol per 100 millilitres of blood or who refuse to give a breath sample
- Mandatory "Back on Track" alcohol education and treatment remedial measures program, which must be completed before a driver's licence can be reinstated
- Vehicle impoundment for drivers caught driving while suspended following a driving related conviction under the Criminal Code of Canada
- An ignition interlock program as a condition of having a driver's licence reinstated after a drinking and driving conviction.

Between 1998 and December 31, 2004, Ontario issued:

- 4,806 lifetime driver's licence suspensions
- 86,825 mandatory remedial measure program notifications
- 157,303 automatic 90-day driver's licence suspensions
- 141,627 driver's licence suspensions for convictions under the Criminal Code of Canada.

Since initiating the Ignition Interlock program in December 2002, 887 interlock devices were installed in vehicles in Ontario in 2003, and another 1,517 were installed in 2004. MTO has also impounded more than 7,442 vehicles driven by drivers whose licences were suspended for a Criminal Code conviction.

While these programs represent a significant deterrent to drinking and driving, MTO continues to work with police across the province to make enforcing Ontario's impaired driving laws easier by giving police services direct access to MTO's driver and vehicle databases from their patrol vehicles, beginning with the Ontario Provincial Police (OPP) in 2004.

MTO will continue to explore new opportunities to counter drinking and driving and improve driver behaviour in Ontario. In particular, we will continue to reach out to younger drivers through programs such as iDRIVE that stress the message that there is no place for drinking and driving on Ontario's roads. At the same time, MTO will also continue to work with the Ministry of Community Safety and Correctional Services, the Ministry of the Attorney General, the police, and other road safety partners, to ensure the successful enforcement and prosecution of impaired driving offences.

SEATBELTS

Transport Canada's Rural Seatbelt Study, conducted in 2004, found that 87.9 per cent of drivers in rural Ontario used their seatbelts. While this figure is higher than the result of the 2002 study (85.1 per cent) and slightly higher than the national average (86.9 per cent), these results suggest that nearly one million Ontarians still do not wear their seatbelts when driving. At the same time, about one third of all drivers and passengers killed in motor vehicle collisions were not wearing seatbelts at the time of the collision. It is a fact that seatbelts save lives and that is why MTO will continue to make seatbelt use a major focus of its public education campaign, during Ontario's annual fall and spring seatbelt campaigns, and throughout the year.

TOMORROW'S SAFER ROADS

The picture of road safety presented in ORSAR 2004 is positive. Overall, there were fewer fatalities on our roads and Ontario continued its general trend towards fewer fatalities per 10,000 licensed drivers in all major categories. However, a population that is both aging and growing presents MTO with a number of road safety challenges, which must be addressed.

As the number of vehicles on our roads continues to increase, MTO will be considering:

Trucks and buses:

- Continuing to act as a North American leader in the area of truck safety, modernizing Ontario's commercial vehicle enforcement program
- Reviewing issues such as Ontario's daily vehicle inspection requirement, to ensure both truck drivers and their employees thoroughly understand and complete the required inspections before taking these vehicles onto our roads

- Exploring further opportunities to improve truck driver training in Ontario to ensure that only the very best trained drivers are licensed to operate large trucks on our roads
- Improving driver behaviour and the physical safety of large trucks in Ontario through tougher penalties and higher fines for offenders
- Working with the Ministry of Education to consider various improvements to school bus safety.

Public transit:

- Countering congestion by continuing to make public transit funding a priority
- Moving ahead on the planned Greater Toronto Transportation Authority to ease gridlock and passenger flow across the various municipal transit systems in the GTA
- Countering congestion through the introduction of the first provincial highway High Occupancy Vehicle (HOV) lanes for use by transit vehicles and other vehicles with at least two passengers.

Pedestrians, seniors and smaller vehicles:

- Improving driver education for seniors and motorcyclists, two groups that experienced an increase in the number of injuries in 2004 resulting from collisions
- Exploring possible improvements to the ministry's Senior Driver Licence Renewal Program, such as conditional licensing, to ensure that Ontario's aging driver population continues to be both safe and mobile
- Monitoring the fatality and injury rate for motorcyclists while reviewing Ontario's motorcycle licensing program to accommodate limited-speed motorcycle (motor scooter) and motor-assisted bicycle (moped) drivers, and improving the overall quality of motorcycle driving in Ontario.

Impaired Driving:

- Strengthening the penalties for repeat drinking and driving offences by studying jurisdictions around the world that have had particular success in addressing drinking and driving on their roads, and identifying solutions that might be applicable to Ontario
- Working with Ontario's police services to develop an enforcement strategy, appropriate sanctions and countermeasures to address the emerging problem of drug-impaired driving in Ontario.

Public education:

- Launching enhanced province-wide public education in 2005 to ensure parents and drivers understand the new measures in the Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004.

BILL 169, THE TRANSPORTATION STATUTE LAW AMENDMENT ACT, 2005

The province is maintaining its commitment to creating a safe, effective transportation system for the 21st century in Ontario, by introducing Bill 169, the Transportation Statute Law Amendment Act, 2005. This Act, which was introduced in the Ontario Legislature on February 21, 2005, and received Royal Assent on November 21, 2005, focuses on three key areas – improving road safety for all road users, strengthening public transit and easing congestion on our roads. The ongoing implementation of the Transportation Statute Law Amendment Act, 2005, continues to play a central role in MTO's activities in 2006.

As the measures contained in the Transportation Statute Law Amendment Act, 2005, come into effect, Ontario will:

Make a Safer Transportation Network For All by:

- Improving the daily inspection standards for large trucks, trailers and buses
- Creating an offence under the Highway Traffic Act (HTA) for flying vehicle parts
- Increasing fines for speeding 30 to 34 kilometres per hour (km/h) over the speed limit and allowing the courts to impose longer driver's licence suspensions for repeat offenders convicted of speeding 50 km/h or more over the limit
- Doubling fines for speeding in construction zones when workers are present
- Giving all municipalities the authority to set the speed limit at 30 km/h where traffic calming measures are in place
- Making it an offence for drivers to disobey a traffic slow and stop sign
- Enhancing safety at school and pedestrian crossings by increasing minimum fines and harmonizing the number of demerit points assigned to drivers convicted of not stopping or yielding the right of way at these crossings
- Clarifying the requirements for drivers to stop and wait for pedestrians and crossing guards
- Permitting firefighters to act as traffic control persons, so they may direct traffic at emergency scenes, and allowing firefighters to travel on closed roads in their personal vehicles when responding to emergencies
- Allowing residents of Northern Ontario to use studded tires to improve winter driving safety
- Cracking down on illegal taxis, and
- Strengthening MTO's oversight of driver education providers to better protect consumers and promote road safety across the province.

Create a Transit System for the 21st Century by:

- Giving MTO the authority to designate Bus Bypass Shoulders (BBS) to allow specific transit buses to bypass congestion
- Providing the means to better enforce the legitimate use of carpool lots to support the High-Occupancy Vehicle (HOV) lane program and the use of public transit, and
- Improving transit commute times by allowing transit vehicles to pre-empt traffic signals to lengthen a green light or change a red light to green sooner.

Ease Congestion for All Road Users by:

- Designating and enforcing the proper use of HOV lanes to encourage carpooling
- Amending the HTA to clear vehicles and debris from the highway faster by clarifying police powers to remove or order removed vehicles and debris from a highway to ensure the orderly movement of traffic or to prevent injury or damage to people or property
- Authorizing the Minister of Transportation to designate restricted border approach lanes
- Improving the collection of transportation data to assist MTO in planning future transit and highway improvements, and
- Allowing MTO to pilot test Variable Speed Limit Systems on freeways in Ontario and new and emerging vehicle technologies on Ontario's roads.

CONCLUSION

Over the past five years, Ontario's roads have consistently ranked the safest or among the top three safest jurisdictions in North America, based on a comparison of fatality rates per 10,000 licensed drivers. At the same time, there is always room for improvement.

To make the road safety improvements that Ontarians both expect and deserve, MTO will continue to build strong and effective working relationships with industry stakeholders, public health professionals and community groups across the province. We will also continue to work closely with our partners in all three levels of government, particularly the Ministry of the Attorney General, the Ministry of Community Safety and Correctional Services (including the OPP), the Ministry of Health and Long-Term Care, the Ministry of Health Promotion and Ontario's municipalities and municipal police services.

In 2004, An Act to Enhance the Safety of Children and Youth on Ontario's Roads, the Provincial Gas Tax Program, and investments in transportation infrastructure and borders again put Ontario at the forefront of road safety and mobility in Canada. The measures contained in the Transportation Statute Law Amendment Act, 2005, build on these successes by promoting both further improvements to the safety of our roads and a more efficient transportation system overall. MTO's commitment to programs and policies such as these will deliver real and measurable change in our province and help to build a safer, healthier, more prosperous future for all Ontarians.

OVERVIEW

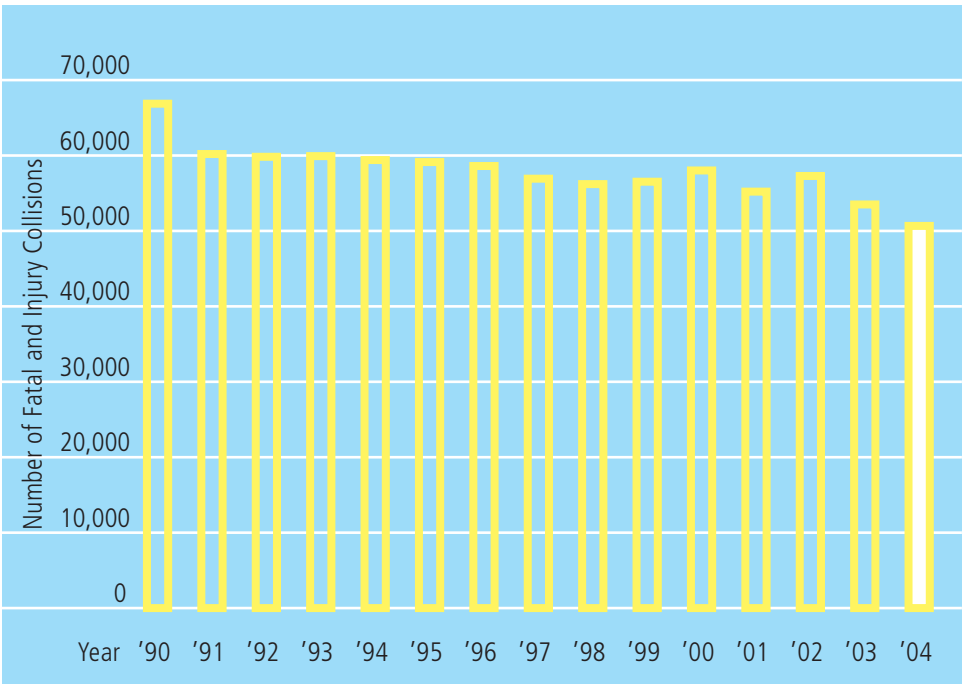
OVERVIEW

The first section of the Ontario Road Safety Annual Report (ORSAR) provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles for Ontario in 2004.

The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers on our roads. Ontario's rate of 0.92 fatalities per 10,000 licensed drivers was the lowest in North America for 2004, as well as the lowest ever recorded in this province. Other road safety performance measures such as fatality and collision rates based on 10,000 licensed drivers are also improving on an annual basis. This confirms that Ontario is a leader in road safety, not only in Canada, but also in all of North America.

The ORSAR results and the information on hospitalizations in this section are stark reminders 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 healthcare system, which affects everyone in Ontario.

Figure 1 | Total Number of Fatal and Injury Collisions in Ontario, 1990–2004



1A. SYNOPSIS

Selected Statistics, 2004	
Total Reportable Collisions	231,548
Total Drivers Involved in Collisions	411,271
Total Vehicles Involved in Collisions	426,951
Fatal Collisions	718
Personal Injury Collisions	49,948
Property Damage Collisions	180,882
Persons Killed	799
Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers)	496
Drivers Killed (Impaired or Had Been Drinking)	133
Passengers Killed	193
Pedestrians Killed	104
Other Road Users Killed	6
Persons Injured	73,008
Estimated Ontario Population (2004)	12,407,300
Licensed Drivers	8,655,597
Registered Motor Vehicles	7,698,416
Estimated Vehicle Kilometres Travelled (in millions)	122,079
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	6.44
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.66
Collision Rate per 100 Million Kilometres Travelled	189.67
Fatal Collision Rate per 100 Million Kilometres Travelled	0.59
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.92

1B. HEALTH PERSPECTIVE

Table 1.1 | Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, 2003/2004 Fiscal Year

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	191	1,148
Fracture of neck and trunk	910	8,390
Fracture of upper limb	495	2,819
Fracture of lower limb	1,308	12,052
Fractures involving multiple body regions	15	352
Dislocation, sprains and strains	151	617
Dislocations, sprains, and strains involving multiple body regions	–*	7
Intracranial injury	734	10,636
Internal injury of chest, abdomen, and pelvis	488	4,204
Open wound of head, neck, or trunk	93	296
Open wound of upper limb	15	59
Open wound of lower limb	39	300
Open wounds involving multiple body regions	–*	8
Other diagnosis	1,207	11,050
Total Admissions and Days*	**5,646**	**51,938**

Source: Ministry of Health and Long-Term Care, Integrated Policy and Planning Division, Health Data & Decission
* Small cell count (a value of less than 5); small cell counts are not to be published.

Table 1.2 | Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, 2003/2004 Fiscal Year

Selected Procedures	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	122	2,977
Spinal cord, spinal canal, and meninges	10	137
Nose, mouth, and pharynx	29	283
Chest wall, pleura, mediastinum, and diaphragm	83	761
Bone marrow and spleen	50	915
Kidney	–*	–*
Facial bones and joints	89	697
Reduction of fracture/dislocation with or without fixation (excluding head and facial bones)	1,656	16,868
Repair joint structures (excluding head or facial bones)	19	160
Skin and subcutaneous tissue	87	870
Other diagnostic and therapeutic interventions	1,647	19,950
Sub-total of surgical admissions and days	**3,792**	**43,618**
No interventions performed	1,860	8,319

Source: Ministry of Health and Long-Term Care, Integrated Policy and Planning Division, Health Data & Decission Support Unit
* Small cell count (a value of less than 5); Due to privacy concerns, small cell counts are not to be published.

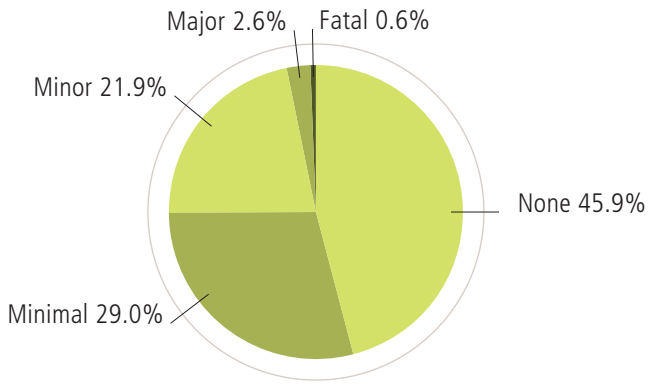
THE PEOPLE

THE PEOPLE

This section highlights traffic injuries, which are broken down by their severity and the characteristics of road users involved in motor vehicle collisions. Information on traffic injuries is provided by road user age and gender, driver and pedestrian action and condition prior to a collision. This data is helpful in analyzing collision occurrence. Key road safety historical data – covering a period of more than 70 years – is also provided to assist in analyzing long-term safety trends in Ontario.

Highlights in this section include a decrease in the number of traffic fatalities from 831 in 2003 to 799 in 2004, the lowest level since 1950. While the number of drivers on Ontario roads continues to increase, the number of persons killed and injured declined. Ontario also saw reductions in the number of drinking and driving fatalities and injuries, and the number of pedestrians killed in 2004.

Figure 2 | Per Cent of Involved Persons in Collisions by Severity of Injury, 2004



2A. PEOPLE IN COLLISIONS

Table 2.1 | Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2004

	Severity of Injury					Total
Category of Involved Person	None	Minimal	Minor	Major	Fatal	
Driver	39,549	23,180	16,698	1,730	433	81,590
Passenger*	22,342	12,568	8,740	956	190	44,796
Pedestrian	156	1,772	2,270	463	104	4,765
Bicyclist	39	1,261	1,148	117	19	2,584
Bicycle Passenger	8	141	133	14	0	296
All Terrain Vehicle Driver	6	12	18	8	0	44
All Terrain Vehicle Passenger	2	1	7	4	0	14
Snow Vehicle Driver	1	7	10	6	1	25
Snow Vehicle Passenger	1	6	4	2	0	13
Motorcycle Driver	63	307	614	186	44	1,214
Motorcycle Passenger	28	101	143	53	3	328
Moped Driver	6	12	5	1	0	24
Moped Passenger	2	3	4	0	0	9
Hanger On	29	87	72	19	1	208
Other	363	67	52	6	4	492
Total	**62,595**	**39,525**	**29,918**	**3,565**	**799**	**136,402**

* Includes bus passengers

This table shows persons involved in HTA (Highway Traffic Act) reportable collisions only. For more information on special vehicles, see Chapter 6.

This table excludes individuals involved in property-damage-only collisions.

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

Major: Person admitted to hospital. 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 Person Killed by Age Groups, 2004

	Age Groups																
Category of Person	0–4	5–9	10–15	16	17	18	19	20	21–24	25–34	35–44	45–54	55–64	65–74	75+	UK	Total
Driver	0	0	0	6	13	8	11	14	51	67	79	59	48	40	37	0	433
Passenger*	1	4	14	7	10	9	14	6	11	18	21	16	18	15	27	0	191
Pedestrian	1	1	3	0	1	1	1	5	5	9	11	10	10	22	24	0	104
Bicyclist	0	2	2	0	0	0	0	0	3	2	3	1	2	1	3	0	19
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	0	0	0	1
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	2	2	6	13	12	5	2	0	2	0	44
Motorcycle Passenger	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	3
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	1	0	0	0	1	0	0	0	0	0	2	0	4
Total	**2**	**7**	**20**	**13**	**25**	**19**	**29**	**27**	**78**	**109**	**126**	**91**	**80**	**78**	**95**	**0**	**799**

* Includes hangers on

This table shows persons killed in HTA (Highway Traffic Act) reportable collisions only.

UK = Unknown

For more information on special vehicles, see Chapter 6.

Table 2.3 | Category of Persons Injured by Age Groups, 2004

	Age Groups																
Category of Person	0–4	5–9	10–15	16	17	18	19	20	21–24	25–34	35–44	45–54	55–64	65–74	75+	UK	Total
Driver	1	0	29	186	876	979	1,099	1,110	4,062	8,751	9,427	7,392	4,169	2,074	1,416	37	41,608
Passenger*	922	1,318	2,010	628	777	768	767	714	2,118	3,231	2,661	2,286	1,515	1,066	839	776	22,396
Pedestrian	90	227	606	127	105	106	120	107	351	561	582	526	344	262	267	124	4,505
Bicyclist	1	16	59	9	13	16	15	16	61	75	89	56	27	16	3	2,054	2,526
Bicycle Passenger	3	17	67	20	19	11	11	8	24	38	47	25	15	7	6	4	322
All Terrain Vehicle Driver	0	0	10	1	2	1	4	1	1	9	5	1	2	0	0	1	38
All Terrain Vehicle Passenger	1	0	5	1	0	0	1	0	0	3	0	0	1	0	0	0	12
Snow Vehicle Driver	0	0	5	1	2	1	0	0	2	4	5	2	0	0	0	1	23
Snow Vehicle Passenger	1	0	1	1	1	0	2	0	0	3	1	2	0	0	0	0	12
Motorcycle Driver	0	0	4	12	10	19	24	32	106	242	270	255	106	19	5	3	1,107
Motorcycle Passenger	1	7	15	5	3	5	5	7	26	75	68	52	26	5	2	6	308
Moped Driver	0	0	0	0	0	0	1	0	1	9	1	2	0	1	1	2	18
Moped Passenger	0	3	0	1	0	1	0	0	0	0	1	0	1	0	0	0	7
Other	4	2	4	1	1	2	1	3	11	18	20	20	13	7	3	16	126
Total	**1,024**	**1,590**	**2,815**	**993**	**1,809**	**1,909**	**2,050**	**1,998**	**6,763**	**13,019**	**13,177**	**10,619**	**6,219**	**3,457**	**2,542**	**3,024**	**73,008**

* Includes hangers on

This table shows persons injured in HTA (Highway Traffic Act) reportable collisions only.

UK = Unknown

For more information on special vehicles, see Chapter 6.

Table 2.4 | Sex of Driver by Class of Collision, 2004

Sex of Driver	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Male	910	55,001	192,633	248,544
Female	264	33,276	103,441	136,981
Unknown*	34	4,930	20,782	25,746
Total	**1,208**	**93,207**	**316,856**	**411,271**

* 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. 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 within 30 days of the collision have been included.

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 private property including damage to the motor vehicle or its load.

The minimum reportable level for property-damage-only collision rose from $200 to $400 on January 1, 1978, and rose again to $700 on January 1, 1985. As of January 1, 1998, the minimum reportable level for property-damage-only collisions is $1,000.

On January 1, 1997, Collision Self-Reporting for property-damage-only collisions was introduced. See Appendix for further explanation of Collision Self-Reporting.

Table 2.5 | Driver Condition by Class of Collision, 2004

Condition of Driver	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Normal	782	72,580	248,124	321,486
Had Been Drinking	47	1,212	2,304	3,563
Ability Impaired – Alcohol over .08	119	871	1,677	2,667
Ability Impaired Alcohol	11	446	796	1,253
Ability Impaired Drugs	25	111	160	296
Fatigue	16	571	1,116	1,703
Medical/Physical Disability	15	516	548	1,079
Inattentive	78	10,145	22,938	33,161
Other*	10	286	809	1,105
Unknown**	105	6,469	38,384	44,958
Total	**1,208**	**93,207**	**316,856**	**411,271**

* 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, 2004*

	Driver Condition						
Driver Age	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	Total
Under 16	148	9	6	4	110	53	330
16	1,364	16	11	4	327	125	1,847
17	6,155	46	30	19	1,153	480	7,883
18	7,170	103	48	20	1,248	548	9,137
19	7,284	168	82	49	1,233	619	9,435
20	7,167	158	99	38	1,163	593	9,218
21–24	28,280	546	336	139	3,738	2,163	35,202
25–34	67,455	828	613	272	6,889	4,932	80,989
35–44	76,865	736	661	352	7,457	5,509	91,580
45–54	59,091	492	487	187	5,584	4,093	69,934
55–64	33,632	210	206	93	3,580	2,353	40,074
65–74	15,355	82	69	43	2,073	1,153	18,775
75 & over	8,499	39	14	16	1,861	692	11,121
Unknown	3,021	130	5	17	928	21,645	25,746
Total	**321,486**	**3,563**	**2,667**	**1,253**	**37,344**	**44,958**	**411,271**

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

Table 2.7 | Recorded Occurrence of Driver Condition In Drivers Killed, 2004*

Recorded Occurrence	Number of Drivers	%
Normal	267	53.3
Had Been Drinking	28	5.6
Ability Impaired – Alcohol over .08	105	21.0
Ability Impaired Alcohol	0	0.0
Ability Impaired Drugs	24	4.8
Fatigue	6	1.2
Medical/Physical Disability	13	2.6
Inattentive	26	5.2
Other	5	1.0
Unknown	27	5.4
Total	**501**	**100.0**

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

Table 2.8 | Apparent Driver Action by Class of Collision, 2004

Apparent Driver Action	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Driving Properly	486	44,508	157,629	202,623
Following Too Close	3	7,971	24,812	32,786
Speed Too Fast	84	1,087	1,877	3,048
Speed Too Fast for Conditions	81	5,030	16,008	21,119
Speed Too Slow	2	64	225	291
Improper Turn	14	3,839	12,300	16,153
Disobey Traffic Control	52	4,519	6,487	11,058
Fail to Yield Right of Way	84	8,986	21,685	30,755
Improper Passing	20	648	2,694	3,362
Lost Control	170	7,099	19,632	26,901
Wrong Way on One Way Road	5	102	164	271
Improper Lane Change	13	1,676	9,119	10,808
Other*	116	5,451	18,692	24,259
Unknown	78	2,227	25,532	27,837
Total	**1,208**	**93,207**	**316,856**	**411,271**

* Apparent driver action is not defined above.

Detailed information is entered on the collision report.

Table 2.9 | Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2004

	Severity of Injury					
Safety Equipment Used	Killed	Major	Minor	Minimal	Not Injured	Total
Seat Belt Used	263	1,277	14,505	21,411	36,156	73,612
Other Equipment*	13	88	649	622	356	1,728
Equipment Not Used	120	172	388	172	132	984
No Safety Equipment	0	3	19	25	43	90
Use Unknown	37	190	1,137	950	2,862	5,176
Total	**433**	**1,730**	**16,698**	**23,180**	**39,549**	**81,590**

* Approved safety equipment in use not detailed above.

Detailed information is entered on the collision report.

The tables 2.10 through 2.12 include safety equipment usage in collisions in which there were fatalities and personal injuries. Property-damage-only collisions are excluded.

Table 2.10 | Seat Belt Usage by Severity of Passenger Injury in Fatal and Personal Injury Collisions, 2004

	Severity of Injury					
Safety Equipment Used	Killed	Major	Minor	Minimal	Not Injured	Total
Seat Belt Used	117	643	6,922	10,476	18,040	36,198
Child Safety Seat Used Incorrectly	0	0	20	29	70	119
Child Safety Seat Used Correctly	1	9	165	394	1,572	2,141
Other Equipment*	2	30	207	168	97	504
Equipment Not Used	47	152	408	243	164	1,014
No Safety Equipment	11	53	444	711	1,147	2,366
Use Unknown	13	83	586	540	1,187	2,409
Total	**191**	**970**	**8,752**	**12,561**	**22,277**	**44,751**

* Approved safety equipment in use not detailed above.

Table 2.11 | Restraint Use for Children (0–4 Years) Killed in Collisions, 2000–2004

Year	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	**Total**
2000	1	0	3	0	0	1	**5**
2001	5	0	2	1	2	1	**11**
2002	1	2	4	0	0	0	**7**
2003	2	1	0	0	0	0	**3**
2004	1	0	0	0	0	0	**1**

Table 2.12 | Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2004

	Injury Level		
Restraint Used	Major/Fatal [%]	Minimal/Minor [%]	No Injuries [%]
Child Restraint Used Correctly	47.6	54.7	57.9
Child Restraint Used Incorrectly	0.0	5.1	2.7
Lap/Lap-Shoulder Belt	23.8	31.1	32.9
Not Available	14.3	4.5	3.1
Available/Not Used	0.0	1.0	0.6
Other	0.0	0.3	0.2
Unknown	14.3	3.2	2.8
Total	**100.0**	**100.0**	**100.0**

It is known from observational surveys that many child safety seats are not used correctly. This is not clear in these tables since children are often removed from the child safety seat before the police officer arrives on the scene. Both correct installation of the seats according to the manufacturer's instructions and correct use of the device in the vehicle are important for the child's protection.

Table 2.13 | Pedestrian Condition by Severity of Injury, 2004		
Condition of Pedestrian	Killed	Injured
Normal	58	2,953
Had Been Drinking	10	190
Ability Impaired Alcohol over .08	21	6
Ability Impaired Alcohol	0	64
Ability Impaired Drugs	4	14
Fatigue	0	4
Medical or Physical Defect	2	105
Inattentive	5	654
Other	0	64
Unknown	4	451
Total	**104**	**4,505**

Table 2.14 | Apparent Pedestrian Action by Severity of Injury, 2004		
Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	12	1,523
Crossing Intersection Without Right of Way	22	702
Crossing Intersection No Traffic Control	22	340
Crossing Pedestrian Crossover	0	132
Crossing Marked Crosswalk Without Right of Way	2	112
Walking on Roadway With Traffic	5	140
Walking on Roadway Against Traffic	3	53
On Sidewalk or Shoulder	14	350
Playing or Working on Highway	0	72
Coming from Behind Parked Vehicle or Object	1	117
Running onto Roadway	3	380
Getting On/Off School Bus*	0	4
Getting On/Off Vehicle	0	53
Pushing/Working on Vehicle	0	14
Other	20	513
Unknown	0	0
Total	**104**	**4,505**

* Calendar Year

2B. PUTTING THE PEOPLE IN CONTEXT

Table 2.15 | Category of Persons Killed and Injured, 1988–2004

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
1988	9,439,600	563	63,339	350	39,157	186	6,344	138	9,318	1,237	13.1	118,158	1,251.7
1989	9,598,600	627	66,334	369	39,950	161	6,187	129	8,181	1,286	13.4	120,652	1,257.0
1990	9,743,300	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	101,575	1,042.5
1991	10,084,900	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	90,519	897.6
1992	10,098,600	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	91,025	901.4
1993	10,813,200	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,149	842.9
1994	10,927,800	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	90,030	823.9
1995	11,100,000	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	89,572	807.0
1996	11,320,456	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	88,405	780.9
1997	11,500,329	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	85,527	743.7
1998	11,675,497	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	83,192	712.5
1999	11,513,700	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	84,062	730.1
2000	11,695,110	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	85,009	726.9
2001	11,966,960	430	45,758	224	26,510	119	5,063	72	4,451	845	7.1	81,782	683.4
2002	12,027,900	450	47,909	227	26,742	131	4,990	65	4,551	873	7.3	84,192	700.0
2003	12,293,700	425	44,212	216	24,563	120	4,758	70	4,346	831	6.8	77,879	633.5
2004	12,407,300	433	41,608	191	22,396	104	4,505	71	4,499	799	6.4	73,008	588.4

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

** Source: Statistics Canada

Table 2.16 | Sex of Driver Population by Age Groups, 2004

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	241,088	377,367	804,279	1,003,101	884,926	617,902	627,066	4,555,729
Female	212,069	342,494	763,067	926,317	813,424	539,922	502,575	4,099,868
Total	**453,157**	**719,861**	**1,567,346**	**1,929,418**	**1,698,350**	**1,157,824**	**1,129,641**	**8,655,597**

Table 2.17 | Driver Population by Age Groups, 1988–2004

Year	Age Groups							**Total**
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
1988	310,764	643,691	1,588,516	1,353,841	898,103	714,266	608,931	**6,118,112**
1989	323,109	631,470	1,634,187	1,409,053	931,991	720,788	639,826	**6,290,424**
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**

Table 2.18 | Driver Licence Class by Sex, 2004

Licence Class	Driver Sex					
	Male	[%]	Female	[%]	Total	[%]
A	97,905	2.15	2,108	0.05	100,013	1.16
AB	4,644	0.10	632	0.02	5,276	0.06
ABM	2,620	0.06	141	0.00	2,761	0.03
ABM1	7	0.00	0	0.00	7	0.00
ABM2	129	0.00	31	0.00	160	0.00
AC	23,344	0.51	842	0.02	24,186	0.28
ACM	9,603	0.21	148	0.00	9,751	0.11
ACM1	49	0.00	2	0.00	51	0.00
ACM2	881	0.02	33	0.00	914	0.01
AM	29,256	0.64	206	0.01	29,462	0.34
AM1	163	0.00	2	0.00	165	0.00
AM2	2,795	0.06	65	0.00	2,860	0.03
B	16,977	0.37	17,125	0.42	34,102	0.39
BM	4,589	0.10	916	0.02	5,505	0.06
BM1	13	0.00	16	0.00	29	0.00
BM2	316	0.01	223	0.01	539	0.01
C	6,432	0.14	740	0.02	7,172	0.08
CM	1,688	0.04	59	0.00	1,747	0.02
CM1	11	0.00	1	0.00	12	0.00
CM2	173	0.00	17	0.00	190	0.00
D	223,004	4.90	19,658	0.48	242,662	2.80
DE	105	0.00	24	0.00	129	0.00
DEM	27	0.00	1	0.00	28	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	1	0.00	0	0.00	1	0.00
DF	2,093	0.05	123	0.00	2,216	0.03
DFM	888	0.02	21	0.00	909	0.01
DFM1	6	0.00	0	0.00	6	0.00
DFM2	104	0.00	10	0.00	114	0.00
DM	59,031	1.30	1,367	0.03	60,398	0.70
DM1	194	0.00	11	0.00	205	0.00
DM2	3,545	0.08	217	0.01	3,762	0.04
E	1,352	0.03	2,088	0.05	3,440	0.04
EM	165	0.00	47	0.00	212	0.00

continued

Table 2.18 *Continued* | *Driver Licence Class by Sex, 2004*

Licence Class	Driver Sex					
	Male	[%]	Female	[%]	Total	[%]
EM1	0	0.00	0	0.00	0	0.00
EM2	13	0.00	8	0.00	21	0.00
F	7,010	0.15	5,568	0.14	12,578	0.15
FM	1,419	0.03	230	0.01	1,649	0.02
FM1	6	0.00	6	0.00	12	0.00
FM2	227	0.00	101	0.00	328	0.00
G	3,122,307	68.54	3,353,071	81.78	6,475,378	74.81
G1	216,391	4.75	298,113	7.27	514,504	5.94
G1M	44	0.00	8	0.00	52	0.00
G1M1	171	0.00	19	0.00	190	0.00
G1M2	835	0.02	156	0.00	991	0.01
G2	332,858	7.31	328,544	8.01	661,402	7.64
G2M	321	0.01	53	0.00	374	0.00
G2M1	187	0.00	25	0.00	212	0.00
G2M2	3,105	0.07	373	0.01	3,478	0.04
GM	332,916	7.31	53,855	1.31	386,771	4.47
GM1	2,117	0.05	501	0.01	2,618	0.03
GM2	41,987	0.92	11,994	0.29	53,981	0.62
M	899	0.02	172	0.00	1,071	0.01
M1	262	0.01	61	0.00	323	0.00
M2	544	0.01	136	0.00	680	0.01
Other	0	0.00	0	0.00	0	0.00
Total	**4,555,729**	**100.00**	**4,099,868**	**100.00**	**8,655,597**	**100.00**

Table 2.19 | Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2004

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1931	666,266	9,241	571	8,494
1932	648,710	9,171	502	8,231
1933	638,710	8,634	403	7,877
1934	665,743	9,645	512	8,990
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

Table 2.19 *Continued* | *Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2004*

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
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

* Graduated Licensing System (GLS) began on April 1, 1994. See Appendix for further details on GLS.

Table 2.20 | Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2004

Drivers 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	153	50	203	0	0	0
16	45,108	38,979	84,087	1,140	675	1,815	2.53	1.73	2.16
17	58,190	50,932	109,122	4,796	3,060	7,856	8.24	6.01	7.20
18	66,513	58,371	124,884	5,687	3,413	9,100	8.55	5.85	7.29
19	71,277	63,787	135,064	5,992	3,406	9,398	8.41	5.34	6.96
20	74,725	66,872	141,597	5,771	3,410	9,181	7.72	5.10	6.48
21–24	302,642	275,622	578,264	21,843	13,222	35,065	7.22	4.80	6.06
25–34	804,279	763,067	1,567,346	51,561	29,097	80,658	6.41	3.81	5.15
35–44	1,003,101	926,317	1,929,418	57,853	33,276	91,129	5.77	3.59	4.72
45–54	884,926	813,424	1,698,350	45,125	24,408	69,533	5.10	3.00	4.09
55–64	617,902	539,922	1,157,824	27,028	12,837	39,865	4.37	2.38	3.44
65–74	382,780	306,112	688,892	12,711	5,996	18,707	3.32	1.96	2.72
75 & over	244,286	196,463	440,749	7,178	3,919	11,097	2.94	1.99	2.52
Unknown	0	0	0	38,263	0	38,263	0	0	0
Total	**4,555,729**	**4,099,868**	**8,655,597**	**285,101**	**136,769**	**421,870**	**100.00**	**100.00**	**100.00**

* This table includes collisions with parked vehicles and excludes drivers of some non-motor vehicles, i. e. bicyclists, snow vehicle operators, etc.

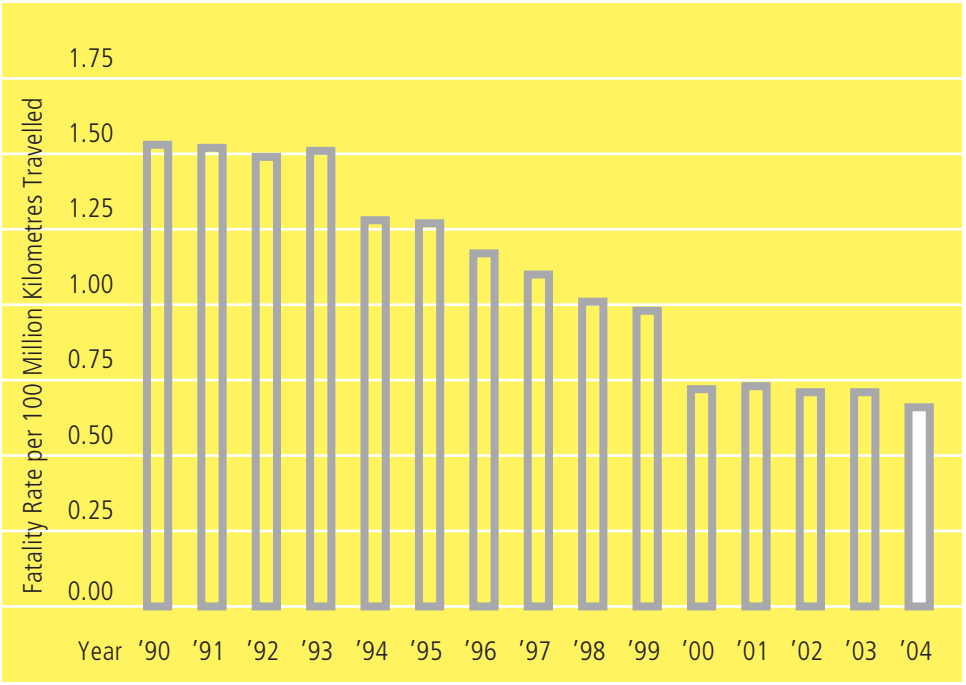
THE COLLISION

THE COLLISION

This section illustrates the types of collisions that occur in Ontario. To prevent motor vehicle collisions, we need to understand the context in which these collisions occur such as hour of occurrence, day of week, month of year, as well as collision type, location or environmental factors. Identifying these contributing factors is an important step toward reducing the incidence of collisions on Ontario's roads.

The number of fatal, injury, and property damage collisions decreased in 2004 as compared to previous years. In 2004, the fatal collision rate per 100 million kilometres travelled in Ontario was the lowest recorded over the last 15 years.

Figure 3 | Fatality Rate Per 100 Million Kilometres Travelled in Ontario, 1990–2004



3A. TYPES OF COLLISIONS

Table 3.1 | Class of Collision, 1988–2004

	Class of Collision			**Total**
Year	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**

Table 3.2 | Collision Rate Per One Million Kilometres Travelled, 1988–2004*

Year	Collision Rate
1988	3.2
1989	3.2
1990	3.0
1991	2.9
1992	3.1
1993	3.0
1994	2.9
1995	2.8
1996	2.7
1997	2.7
1998	2.5
1999	2.5
2000	2.0
2001	2.0
2002	2.0
2003	2.1
2004	1.9

* Since 2000, collision rates are calculated based on Statistics Canada estimates of vehicle kilometres travelled.

Table 3.3 | Motor Vehicles Involved in Collisions Based on Initial Impact, 2004*

Motor Vehicle in Collision Involving	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Moveable Objects:				
Other Motor Vehicles	727	73,130	261,853	335,710
Unattended Vehicles	6	555	13,472	14,033
Pedestrian	102	4,131	201	4,434
Cyclist	19	2,701	544	3,264
Railway Train	11	19	29	59
Street Car	0	39	245	284
Farm Tractor	3	28	95	126
Domestic Animal	0	60	607	667
Wild Animal	8	556	13,112	13,676
Other Moveable Objects	0	33	162	195
Sub-total	876	81,252	290,320	372,448
Fixed Objects:				
Cable Guide Rail	0	66	306	372
Concrete Guide Rail	1	322	914	1,237
Steel Guide Rail	2	190	852	1,044
Pole (Utility Tower)	6	327	1,323	1,656
Pole (Sign/Parking Meter)	1	118	765	884
Fence/Noise Barrier	2	24	194	220
Culvert	0	12	31	43
Bridge Support	0	18	118	136
Rock Face	1	17	31	49
Snow Bank or Drift	0	58	293	351
Ditch	8	285	766	1,059
Curb	17	431	1,481	1,929
Crash Cushion	1	25	36	62
Building or Wall	0	26	158	184
Water Course	0	3	7	10
Construction Marker	0	12	47	59
Tree, Shrub, or Stump	6	80	392	478
Other Fixed Object	6	250	1,560	1,816
Sub-total	51	2,264	9,274	11,589

* Table 3.3 reflects the number of motor vehicles involved in collisions by initial impact.

Table 3.3 *Continued* | *Motor Vehicles Involved in Collisions Based on Initial Impact, 2004**

Motor Vehicle in Collision Involving	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Other Events:				
Ran Off Road	141	3,477	8,022	11,640
Skidding/Sliding	146	5,362	17,467	22,975
Jack-knifing	0	34	119	153
Load Spill	0	7	61	68
Fire/Explosion	0	11	202	213
Submersion	0	0	6	6
Rollover	5	214	329	548
Debris on Road	1	105	899	1,005
Debris off Vehicle	6	97	1,175	1,278
Other Non-Collision Event	15	1,397	3,616	5,028
Sub-total	314	10,704	31,896	42,914
Total	**1,241**	**94,220**	**331,490**	**426,951**

* Table 3.3 reflects the number of motor vehicles involved in collisions by initial impact.

Table 3.4 | Initial Impact Type by Class of Collision, 2004

Initial Impact Type	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Approaching	111	1,526	2,417	4,054
Angle	83	6,745	16,419	23,247
Rear End	40	13,450	46,861	60,351
Sideswipe	54	3,307	21,530	24,891
Turning Movement	56	9,259	30,600	39,915
With Unattended Motor Vehicle	6	588	13,634	14,228
Single Motor Vehicle	364	14,974	47,078	62,416
Other	4	99	2,343	2,446
Unknown	0	0	0	0
Total	**718**	**49,948**	**180,882**	**231,548**

3B. TIME AND ENVIRONMENT

Table 3.5 | Month of Occurrence by Class of Collision, 2004

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	48	6.7	5,346	10.7	24,617	13.6	30,011	13.0
February	50	7.0	3,309	6.6	14,202	7.9	17,561	7.6
March	44	6.1	3,367	6.7	12,296	6.8	15,707	6.8
April	48	6.7	3,334	6.7	11,787	6.5	15,169	6.6
May	55	7.7	4,005	8.0	12,809	7.1	16,869	7.3
June	57	7.9	4,331	8.7	13,732	7.6	18,120	7.8
July	71	9.9	4,395	8.8	12,903	7.1	17,369	7.5
August	77	10.7	4,326	8.7	12,400	6.9	16,803	7.3
September	67	9.3	4,294	8.6	12,645	7.0	17,006	7.3
October	73	10.2	4,393	8.8	15,258	8.4	19,724	8.5
November	64	8.9	4,131	8.3	16,715	9.2	20,910	9.0
December	64	8.9	4,717	9.4	21,518	11.9	26,299	11.4
Total	**718**	**100.0**	**49,948**	**100.0**	**180,882**	**100.0**	**231,548**	**100.0**

Table 3.6 | Day of Week by Class of Collision, 2004

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	70	9.7	6,788	13.6	25,084	13.9	31,942	13.8
Tuesday	101	14.1	7,257	14.5	26,045	14.4	33,403	14.4
Wednesday	89	12.4	7,267	14.5	26,834	14.8	34,190	14.8
Thursday	95	13.2	7,322	14.7	28,061	15.5	35,478	15.3
Friday	117	16.3	8,540	17.1	31,456	17.4	40,113	17.3
Saturday	131	18.2	6,984	14.0	24,033	13.3	31,148	13.5
Sunday	115	16.0	5,790	11.6	19,369	10.7	25,274	10.9
Total	**718**	**100.0**	**49,948**	**100.0**	**180,882**	**100.0**	**231,548**	**100.0**

Table 3.7 | Hour of Occurrence by Class of Collision, 2004

Hour of Occurrence	Class of Collision							
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
A.M.								
12 to 1 a.m.	24	3.3	682	1.4	2,630	1.5	3,336	1.4
1 to 2 a.m.	26	3.6	642	1.3	2,513	1.4	3,181	1.4
2 to 3 a.m.	18	2.5	662	1.3	2,430	1.3	3,110	1.3
3 to 4 a.m.	20	2.8	530	1.1	2,060	1.1	2,610	1.1
4 to 5 a.m.	11	1.5	414	0.8	1,648	0.9	2,073	0.9
5 to 6 a.m.	10	1.4	455	0.9	2,266	1.3	2,731	1.2
Sub-total	109	15.2	3,385	6.8	13,547	7.5	17,041	7.4
6 to 7 a.m.	31	4.3	1,164	2.3	4,650	2.6	5,845	2.5
7 to 8 a.m.	31	4.3	1,825	3.7	7,442	4.1	9,298	4.0
8 to 9 a.m.	22	3.1	2,944	5.9	11,498	6.4	14,464	6.2
9 to 10 a.m.	28	3.9	2,235	4.5	8,837	4.9	11,100	4.8
10 to 11 a.m.	27	3.8	2,297	4.6	8,552	4.7	10,876	4.7
11 to 12 noon	31	4.3	2,650	5.3	9,617	5.3	12,298	5.3
Sub-total	170	23.7	13,115	26.3	50,596	28.0	63,881	27.6
P.M.								
12 to 1 p.m.	28	3.9	3,162	6.3	10,643	5.9	13,833	6.0
1 to 2 p.m.	29	4.0	3,091	6.2	10,331	5.7	13,451	5.8
2 to 3 p.m.	49	6.8	3,386	6.8	11,335	6.3	14,770	6.4
3 to 4 p.m.	39	5.4	3,991	8.0	13,793	7.6	17,823	7.7
4 to 5 p.m.	43	6.0	4,088	8.2	13,944	7.7	18,075	7.8
5 to 6 p.m.	49	6.8	4,008	8.0	14,086	7.8	18,143	7.8
Sub-total	237	33.0	21,726	43.5	74,132	41.0	96,095	41.5
6 to 7 p.m.	44	6.1	3,219	6.4	11,211	6.2	14,474	6.3
7 to 8 p.m.	38	5.3	2,352	4.7	8,324	4.6	10,714	4.6
8 to 9 p.m.	23	3.2	1,848	3.7	6,156	3.4	8,027	3.5
9 to 10 p.m.	31	4.3	1,636	3.3	6,065	3.4	7,732	3.3
10 to 11 p.m.	33	4.6	1,307	2.6	5,008	2.8	6,348	2.7
11 to 12 midnight	29	4.0	1,040	2.1	4,006	2.2	5,075	2.2
Sub-total	198	27.6	11,402	22.8	40,770	22.5	52,370	22.6
Unknown	4	0.6	320	0.6	1,837	1.0	2,161	0.9
Total	**718**	**100.0**	**49,948**	**100.0**	**180,882**	**100.0**	**231,548**	**100.0**

Table 3.8 | Statutory Holidays, Holiday Weekends – Fatal Collisions, Persons Killed and Injured, 2004

Statutory Holiday*	Number of Fatal Collisions	Drivers Killed	Drivers Injured	Passengers Killed	Passengers Injured	Others Killed	Others Injured	**Total Killed**	**Total Injured**
Easter Weekend	9	4	3	3	2	2	0	**9**	**5**
Victoria Day	2	2	1	1	5	0	0	**3**	**6**
Canada Day	8	7	4	2	5	0	0	**9**	**9**
Civic Holiday (Simcoe Day)	7	4	4	2	4	1	0	**7**	**8**
Labour Day	7	5	1	2	1	1	0	**8**	**2**
Thanksgiving Day	11	9	4	4	8	0	0	**13**	**12**
Christmas/Boxing Day	9	2	10	6	6	1	0	**9**	**16**

* Actual length may vary depending on the calendar year.

Table 3.9 | Light Condition by Class of Collision, 2004

Light Condition	Class of Collision: Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Daylight	412	57.4	36,274	72.6	124,507	68.8	161,193	69.6
Dawn	13	1.8	711	1.4	3,369	1.9	4,093	1.8
Dusk	26	3.6	1,531	3.1	6,033	3.3	7,590	3.3
Darkness	264	36.8	11,412	22.8	46,734	25.8	58,410	25.2
Other	3	0.4	20	0.0	239	0.1	262	0.1
Total	**718**	**100.0**	**49,948**	**100.0**	**180,882**	**100.0**	**231,548**	**100.0**

Table 3.10 | Visibility by Class of Collision, 2004

Visibility	Class of Collision: Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Clear	554	77.2	38,800	77.7	134,501	74.4	173,855	75.1
Rain	73	10.2	5,755	11.5	20,297	11.2	26,125	11.3
Snow	44	6.1	3,873	7.8	19,404	10.7	23,321	10.1
Freezing Rain	10	1.4	361	0.7	1,733	1.0	2,104	0.9
Drifting Snow	8	1.1	399	0.8	1,825	1.0	2,232	1.0
Strong Wind	5	0.7	157	0.3	606	0.3	768	0.3
Fog, Mist, Smoke, or Dust	20	2.8	448	0.9	1,773	1.0	2,241	1.0
Other	4	0.6	155	0.3	743	0.4	902	0.4
Total	**718**	**100.0**	**49,948**	**100.0**	**180,882**	**100.0**	**231,548**	**100.0**

3C. THE COLLISION LOCATION

Table 3.11 | Road Jurisdiction by Class of Collision, 2004

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excl.Twp. Rd.)	237	30,815	108,251	139,303
Provincial Highway	218	8,477	31,811	40,506
Township	45	1,636	6,463	8,144
County or District	115	2,703	11,111	13,929
Regional Municipality	99	6,218	22,878	29,195
Federal	3	81	279	363
Other	1	18	89	108
Total	**718**	**49,948**	**180,882**	**231,548**

Table 3.12 | Road Jurisdiction for All Collisions, 1995–2004

Road Jurisdiction*	Year										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	**Total**
Municipal	114,848	112,980	123,423	123,112	126,063	136,499	143,951	149,533	149,310	139,303	**1,319,022**
Provincial	46,365	46,867	41,947	33,590	37,139	38,366	36,511	39,579	42,518	40,506	**403,388**
Township	9,774	9,236	9,557	8,696	8,672	9,844	8,678	9,602	9,146	8,144	**91,349**
County or District	8,815	8,381	9,574	11,114	11,217	12,847	12,692	13,773	14,200	13,929	**116,542**
Regional Municipality	38,279	36,738	36,341	36,295	38,360	42,464	31,659	31,628	30,731	29,195	**351,690**
Federal	753	662	504	392	400	439	354	425	423	363	**4,715**
Other	251	160	154	157	111	171	159	102	135	108	**1,508**
Total	**219,085**	**215,024**	**221,500**	**213,356**	**221,962**	**240,630**	**234,004**	**244,642**	**246,463**	**231,548**	**2,288,214**

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

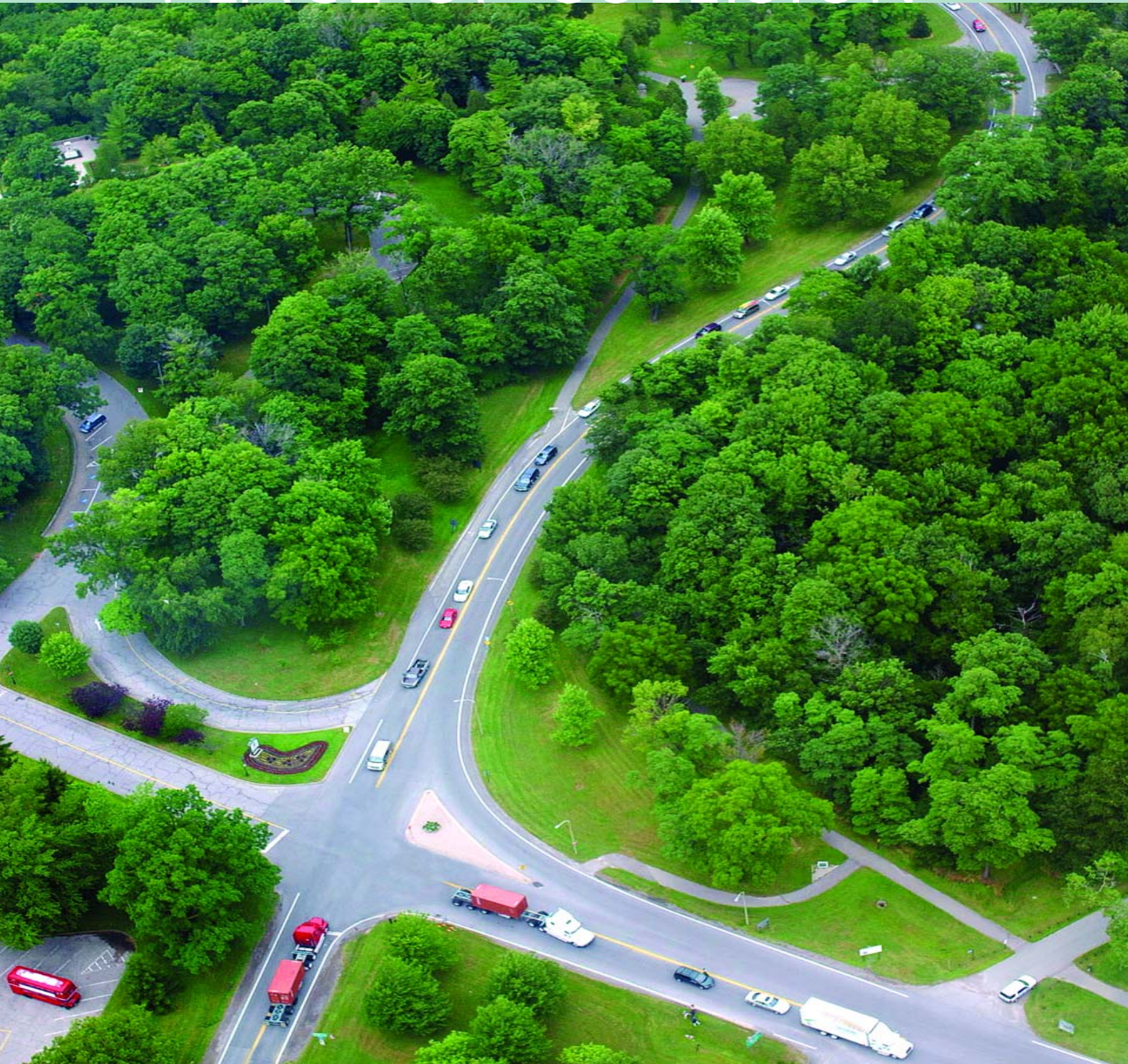
Table 3.13 | Collision Location by Class of Collision, 2004

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	452	63.0	19,046	38.1	81,319	45.0	100,817	43.5
Intersection Related	66	9.2	12,434	24.9	42,854	23.7	55,354	23.9
At Intersection	118	16.4	12,939	25.9	31,897	17.6	44,954	19.4
At/Near Private Drive	62	8.6	5,123	10.3	22,962	12.7	28,147	12.2
At Railway	9	1.3	81	0.2	351	0.2	441	0.2
Underpass or Tunnel	2	0.3	50	0.1	180	0.1	232	0.1
Overpass or Bridge	8	1.1	219	0.4	987	0.5	1,214	0.5
Other	1	0.1	56	0.1	332	0.2	389	0.2
Total	**718**	**100.0**	**49,948**	**100.0**	**180,882**	**100.0**	**231,548**	**100.0**

Table 3.14 | Road Surface Condition by Class of Collision, 2004

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	483	67.3	33,418	66.9	110,904	61.3	144,805	62.5
Wet	130	18.1	9,747	19.5	35,631	19.7	45,508	19.7
Loose Snow	35	4.9	2,105	4.2	10,823	6.0	12,963	5.6
Slush	12	1.7	1,107	2.2	5,376	3.0	6,495	2.8
Packed Snow	18	2.5	1,193	2.4	7,063	3.9	8,274	3.6
Ice	24	3.3	1,992	4.0	9,533	5.3	11,549	5.0
Mud	1	0.1	14	0.0	66	0.0	81	0.0
Loose Sand or Gravel	7	1.0	238	0.5	680	0.4	925	0.4
Spilled Liquid	0	0.0	21	0.0	37	0.0	58	0.0
Other	8	1.1	113	0.2	769	0.4	890	0.4
Total	**718**	**100.0**	**49,948**	**100.0**	**180,882**	**100.0**	**231,548**	**100.0**

PLACE OF COLLISION



THE PLACE OF COLLISION

This section pinpoints the location of collisions in Ontario and provides a breakdown of the various classes of collision by municipality. 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 can help to highlight areas where trends in road safety change over time. This information helps MTO and local authorities to prioritize their infrastructure projects.

Changes to the names and boundaries of municipalities due to amalgamation or annexation may mean that the statistics found in Table 4.1 of this section are not necessarily comparable from year to year. Information about fatality or injury rates per capita and population figures by municipality can be found at the Statistics Canada website at www.statscan.ca.

Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004

		Class of Collision			Persons		
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
ONTARIO	**231,548**	**718**	**49,948**	**180,882**	**799**	**73,008**	**7,942,962**
Blind River T	33	0	5	28	0	5	
Elliot Lake C	58	0	11	47	0	11	
Michipicoten TP	6	0	1	5	0	2	
Sault Ste. Marie C	1,453	3	298	1,152	3	433	
Provincial Highway	580	5	133	442	6	219	
Other Areas	263	1	54	208	1	82	
Algoma	2,393	9	502	1,882	10	752	107,733
Brantford C	1,556	0	322	1,234	0	449	
Provincial Highway	283	1	71	211	1	124	
Other Areas	469	7	122	340	7	183	
Brant	2,308	8	515	1,785	8	756	87,464
Kincardine M	168	0	29	139	0	42	
Provincial Highway	207	1	42	164	1	138	
Other Areas	897	3	196	698	3	291	
Bruce	1,272	4	267	1,001	4	471	62,398

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Cochrane T	58	1	10	47	1	12	
Hearst T	56	0	8	48	0	10	
Kapuskasing T	106	2	21	83	2	27	
Smooth Rock Falls T	3	0	0	3	0	0	
Timmins C	616	0	141	475	0	226	
Provincial Highway	347	3	73	271	5	113	
Other Areas	233	2	49	182	2	69	
Cochrane	1,419	8	302	1,109	10	457	81,607
Amaranth TP	106	0	21	85	0	34	
Melancthon TP	74	2	14	58	2	27	
Mono T	120	0	0	120	0	0	
Mulmur TP	90	1	19	70	1	37	
Orangeville T	319	0	44	275	0	61	
Shelburne T	56	0	10	46	0	11	
Provincial Highway	234	1	59	174	1	106	
Other Areas	404	0	101	303	0	155	
Dufferin	1,403	4	268	1,131	4	431	41,439
Ajax T	840	1	192	647	1	291	
Brock TP	136	3	26	107	3	37	
Oshawa C	2,302	2	484	1,816	2	675	
Pickering C	1,577	5	231	1,341	6	351	
Scugog TP	364	3	69	292	3	119	
Uxbridge TP	337	1	86	250	1	114	
Whitby T	1,365	2	237	1,126	3	340	
Provincial Highway	1,781	11	347	1,423	11	581	
Other Areas	889	5	194	690	5	293	
Durham	9,591	33	1,866	7,692	35	2,801	378,876
Aylmer T	58	0	14	44	0	18	
Bayham M	90	0	17	73	0	23	
Malahide TP	114	4	31	79	4	55	
St. Thomas C	405	2	111	292	2	165	
Provincial Highway	217	2	62	153	3	99	
Other Areas	480	5	83	392	5	127	
Elgin	1,364	13	318	1,033	14	487	68,011

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

		Class of Collision			Persons		
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Amherstburg T	243	2	45	196	2	73	
Essex T	217	0	35	182	0	44	
Kingsville T	235	1	67	167	1	112	
Leamington M	456	0	84	372	0	118	
Tecumseh T	314	2	62	250	2	90	
Windsor C	4,941	12	1,003	3,926	13	1,385	
Provincial Highway	291	4	65	222	6	127	
Other Areas	682	6	152	524	6	215	
Essex	7,379	27	1,513	5,839	30	2,164	263,030
Kingston C	1,553	4	326	1,223	4	447	
Provincial Highway	377	3	80	294	3	114	
Other Areas	528	1	121	406	1	174	
Frontenac	2,458	8	527	1,923	8	735	100,992
Chatsworth TP	66	0	12	54	0	18	
Hanover T	96	0	15	81	0	20	
Owen Sound C	353	0	84	269	0	117	
Southgate TP	51	0	15	36	0	25	
West Grey TP	114	0	23	91	0	29	
Provincial Highway	385	2	105	278	2	165	
Other Areas	757	2	167	588	3	234	
Grey	1,822	4	421	1,397	5	608	70,520
Provincial Highway	236	4	72	160	4	103	
Other Areas	1,295	9	274	1,012	9	398	
Haldimand-Norfolk	1,531	13	346	1,172	13	501	91,943
Minden Hills TP	85	0	7	78	0	8	
Dysart Et Al TP	114	0	20	94	0	23	
Provincial Highway	184	0	31	153	0	54	
Other Areas	132	3	26	103	3	32	
Haliburton	515	3	84	428	3	117	19,187
Burlington C	2,393	4	538	1,851	4	733	
Halton Hills T	615	2	158	455	2	233	
Milton T	779	5	180	594	6	264	
Oakville T	2,119	3	415	1,701	3	557	
Provincial Highway	2,329	6	449	1,874	6	670	
Other Areas	61	0	9	52	0	9	
Halton	8,296	20	1,749	6,527	21	2,466	299,031

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hamilton C	8,276	16	1,795	6,465	16	2,665	
Provincial Highway	1,027	8	252	767	11	444	
Other Areas	0	0	0	0	0	0	
Hamilton-Wentworth	9,303	24	2,047	7,232	27	3,109	294,874
Bancroft T	90	0	15	75	0	21	
Belleville C	1,063	0	237	826	0	334	
Deseronto T	10	0	3	7	0	5	
Marmora And Lake M	44	0	6	38	0	7	
Tyendinaga TP	72	1	13	58	1	24	
Provincial Highway	627	8	138	481	8	238	
Other Areas	901	7	188	706	8	282	
Hastings	2,807	16	600	2,191	17	911	108,069
Ashfield-Colborne-Wawanosh TP	51	0	6	45	0	9	
Central Huron M	23	0	7	16	0	10	
Howick TP	51	0	9	42	0	13	
Huron East M	34	1	11	22	1	15	
Morris-Turnberry M	68	3	16	49	3	21	
North Huron TP	21	0	1	20	0	1	
South Huron M	4	0	1	3	0	1	
Provincial Highway	178	2	35	141	3	81	
Other Areas	590	5	122	463	5	201	
Huron	1,020	11	208	801	12	352	48,978
Dryden C	120	1	11	108	2	15	
Ignace TP	1	0	0	1	0	0	
Kenora C	343	0	31	312	0	42	
Red Lake M	22	0	3	19	0	5	
Sioux Lookout T	69	0	10	59	0	21	
Provincial Highway	914	9	134	771	13	191	
Other Areas	160	1	19	140	1	27	
Kenora	1,629	11	208	1,410	16	301	51,424

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Provincial Highway	194	2	60	132	5	115	
Other Areas	1,380	12	365	1,003	14	524	
Kent	1,574	14	425	1,135	19	639	86,327
Brooke-Alvinston M	39	0	3	36	0	3	
Enniskillen TP	84	4	14	66	5	25	
Petrolia T	33	0	5	28	0	5	
Plympton-Wyoming T	98	4	21	73	4	37	
Point Edward V	36	0	8	28	0	9	
Sarnia C	1,009	1	227	781	1	356	
St. Clair TP	1	0	0	1	0	0	
Warwick TP	57	1	9	47	1	18	
Provincial Highway	311	2	71	238	2	99	
Other Areas	330	7	75	248	8	120	
Lambton	1,998	19	433	1,546	21	672	96,849
Carleton Place T	81	0	15	66	0	19	
Montague TP	78	1	12	65	1	17	
Perth T	147	0	24	123	0	31	
Smiths Falls St	247	0	32	215	0	42	
Provincial Highway	217	2	34	181	2	56	
Other Areas	731	1	101	629	1	147	
Lanark	1,501	4	218	1,279	4	312	53,480
Augusta TP	99	1	13	85	1	17	
Brockville C	370	0	67	303	0	99	
Edwardsburgh/Cardinal TP	94	1	7	86	1	9	
Elizabethtown-Kitley TP	177	0	17	160	0	22	
Front Of Yonge TP	24	1	4	19	1	5	
Prescott St	78	0	19	59	0	25	
Provincial Highway	639	6	150	483	7	247	
Other Areas	756	1	124	631	1	190	
Leeds & Grenville	2,237	10	401	1,826	11	614	81,148
Provincial Highway	249	2	70	177	3	110	
Other Areas	503	2	109	392	2	175	
Lennox & Addington	752	4	179	569	5	285	29,875

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Provincial Highway	251	1	32	218	1	43	
Other Areas	134	1	27	106	1	39	
Manitoulin	385	2	59	324	2	82	13,282
Adelaide-Metcalfe TP	58	1	11	46	2	15	
Lucan Biddulph TP	51	1	16	34	1	29	
London C	7,080	12	1,462	5,606	13	2,084	
Southwest Middlesex M	29	0	6	23	0	13	
Strathroy-Caradoc TP	227	2	52	173	2	72	
Provincial Highway	483	6	115	362	8	184	
Other Areas	727	10	172	545	12	269	
Middlesex	8,655	32	1,834	6,789	38	2,666	268,592
Bracebridge T	251	1	39	211	1	53	
Gravenhurst T	142	0	29	113	0	31	
Huntsville T	266	1	37	228	1	50	
Lake Of Bays TP	38	1	5	32	1	6	
Muskoka Lakes TP	120	1	18	101	1	27	
Provincial Highway	640	9	117	514	14	177	
Other Areas	98	1	20	77	1	26	
Muskoka	1,555	14	265	1,276	19	370	60,987
Fort Erie T	389	0	94	295	0	136	
Grimsby T	234	0	43	191	0	62	
Lincoln T	248	1	60	187	1	92	
Niagara-On-The-Lake T	232	4	62	166	4	97	
Niagara Falls C	1,784	8	318	1,458	9	455	
Pelham T	199	0	40	159	0	77	
Port Colborne C	170	1	25	144	1	35	
St. Catharines C	2,002	6	378	1,618	6	524	
Thorold C	273	1	52	220	1	79	
Wainfleet TP	70	0	19	51	0	27	
Welland C	667	0	156	511	0	216	
West Lincoln TP	159	3	31	125	3	49	
Provincial Highway	1,405	9	364	1,032	13	563	
Other Areas	132	1	22	109	1	27	
Niagara	7,964	34	1,664	6,266	39	2,439	302,466

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
East Ferris TP	20	0	5	15	0	5	
Mattawa T	18	0	3	15	0	3	
North Bay C	808	1	143	664	1	186	
Provincial Highway	723	4	159	560	5	268	
Other Areas	198	0	42	156	0	58	
Nipissing	1,767	5	352	1,410	6	520	73,264
Brighton M	113	0	24	89	0	44	
Cobourg T	266	0	59	207	0	78	
Cramahe TP	61	1	18	42	1	32	
Alnwick-Haldimand TP	131	2	31	98	2	45	
Port Hope M	175	0	34	141	0	54	
Provincial Highway	418	3	83	332	4	135	
Other Areas	309	3	60	246	3	84	
Northumberland	1,473	9	309	1,155	10	472	67,333
Ottawa	12,606	24	2,708	9,874	25	3,795	
Provincial Highway	1,483	5	270	1,208	6	384	
Other Areas	0	0	0	0	0	0	
Ottawa	14,089	29	2,978	11,082	31	4,179	462,725
Ingersoll T	120	0	33	87	0	49	
Tillsonburg T	175	0	34	141	0	48	
Woodstock C	496	0	117	379	0	170	
Zorra TP	185	4	45	136	5	84	
Provincial Highway	378	3	89	286	4	118	
Other Areas	463	3	125	335	3	203	
Oxford	1,817	10	443	1,364	12	672	81,517
McDougall TP	10	0	5	5	0	6	
Perry TP	14	0	4	10	0	5	
Provincial Highway	709	5	133	571	5	196	
Other Areas	323	0	69	254	0	97	
Parry Sound	1,056	5	211	840	5	304	49,461

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Brampton C	6,078	15	903	5,160	15	1,247	
Caledon T	1,147	7	227	913	8	340	
Mississauga C	8,834	8	1,153	7,673	10	1,596	
Provincial Highway	3,458	9	551	2,898	11	893	
Other Areas	522	0	12	510	0	15	
Peel	20,039	39	2,846	17,154	44	4,091	688,341
St. Marys St	49	0	13	36	0	14	
Stratford C	501	0	125	376	0	178	
Provincial Highway	190	4	50	136	4	72	
Other Areas	602	5	121	476	7	197	
Perth	1,342	9	309	1,024	11	461	56,370
Smith-Ennismore-Lakefield TP	275	1	68	206	2	109	
Peterborough C	654	1	383	270	1	551	
Provincial Highway	393	2	106	285	2	181	
Other Areas	650	2	126	522	2	185	
Peterborough	1,972	6	683	1,283	7	1,026	101,271
Casselman V	22	0	1	21	0	3	
East Hawkesbury TP	39	2	10	27	2	16	
Hawkesbury T	207	1	29	177	1	39	
Russell TP	127	1	29	97	1	52	
Provincial Highway	215	1	67	147	1	101	
Other Areas	659	2	167	490	2	248	
Prescott & Russell	1,269	7	303	959	7	459	76,327
Provincial Highway	48	1	7	40	1	13	
Other Areas	444	2	82	360	4	117	
Prince Edward	492	3	89	400	5	130	21,634
Atikokan TP	30	1	6	23	1	12	
Fort Frances T	144	0	15	129	0	24	
Provincial Highway	308	2	38	268	3	60	
Other Areas	61	1	9	51	1	21	
Rainy River	543	4	68	471	5	117	22,180

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

		Class of Collision			Persons		
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Arnprior T	87	1	11	75	1	15	
Deep River T	19	0	7	12	0	7	
Horton TP	50	1	12	37	1	18	
Laurentian Valley TP	124	1	26	97	1	44	
Pembroke C	275	0	65	210	0	93	
Petawawa T	125	0	24	101	0	32	
Renfrew T	178	0	32	146	0	43	
Whitewater Region TP	4	0	1	3	0	1	
Provincial Highway	512	6	110	396	6	182	
Other Areas	507	6	86	415	6	113	
Renfrew	1,881	15	374	1,492	15	548	87,853
Barrie C	2,064	2	416	1,646	2	595	
Collingwood T	311	0	40	271	0	48	
Essa TP	260	1	44	215	1	66	
Innisfil T	434	3	104	327	3	157	
Midland T	243	0	46	197	0	63	
Orillia C	560	0	125	435	0	168	
Tiny TP	157	1	32	124	1	47	
Wasaga Beach T	162	0	32	130	0	43	
Provincial Highway	1,919	5	372	1,542	5	593	
Other Areas	2,286	15	489	1,782	15	749	
Simcoe	8,396	27	1,700	6,669	27	2,529	319,486
Cornwall C	901	2	204	695	2	283	
Provincial Highway	394	5	99	290	7	202	
Other Areas	709	4	99	606	4	103	
Stormont Dundas & Glengarry	2,004	11	402	1,591	13	588	86,861
Espanola T	44	1	9	34	1	14	
Greater Sudbury C	2,029	5	545	1,479	5	816	
Provincial Highway	729	12	202	515	13	316	
Other Areas	429	1	114	314	1	157	
Sudbury	3,231	19	870	2,342	20	1,303	163,281

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Greenstone M	32	0	5	27	0	10	
Manitouwadge TP	16	0	3	13	0	5	
Marathon T	24	0	1	23	0	1	
Nipigon TP	9	0	0	9	0	0	
Schreiber TP	7	0	1	6	0	2	
Terrace Bay TP	8	0	2	6	0	3	
Thunder Bay C	2,269	2	452	1,815	3	633	
Provincial Highway	1,084	14	241	829	15	383	
Other Areas	185	2	42	141	2	57	
Thunder Bay	3,634	18	747	2,869	20	1,094	135,372
Englehart T	10	0	0	10	0	0	
Haileybury T	0	0	0	0	0	0	
Kirkland Lake T	85	0	12	73	0	18	
New Liskeard T	0	0	0	0	0	0	
Provincial Highway	306	1	66	239	1	106	
Other Areas	231	1	30	200	1	37	
Timiskaming	632	2	108	522	2	161	34,785
Toronto C	45,598	59	12,205	33,334	65	17,509	
Provincial Highway	8,526	10	1,733	6,783	11	2,498	
Other Areas	0	0	0	0	0	0	
Toronto	54,124	69	13,938	40,117	76	20,007	1,141,301
Kawartha Lakes C	1,160	7	247	906	7	378	
Provincial Highway	308	8	67	233	9	149	
Other Areas	15	0	1	14	0	1	
Victoria	1,483	15	315	1,153	16	528	65,896
Cambridge C	2,269	3	510	1,756	4	740	
Kitchener C	3,836	3	852	2,981	3	1,220	
North Dumfries TP	183	1	50	132	1	72	
Waterloo C	1,786	2	365	1,419	2	505	
Wellesley TP	50	0	11	39	0	23	
Wilmot TP	188	2	59	127	2	88	
Woolwich TP	396	4	94	298	4	136	
Provincial Highway	1,132	0	256	876	0	394	
Other Areas	85	0	25	60	0	31	
Waterloo	9,925	15	2,222	7,688	16	3,209	313,219

continued

Table 4.1 *Continued* | *Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2004*

	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Erin T	158	1	29	128	1	38	
Guelph C	1,416	3	518	895	3	766	
Minto T	127	0	22	105	0	41	
Provincial Highway	748	3	185	560	3	268	
Other Areas	1,156	4	218	934	5	311	
Wellington	3,605	11	972	2,622	12	1,424	141,957
Aurora T	519	1	72	446	2	103	
Georgina T	396	3	87	306	4	130	
East Gwillimbury T	367	5	89	273	5	125	
King TP	422	3	90	329	3	132	
Markham T	3,081	6	535	2,540	6	777	
Newmarket T	870	0	178	692	0	276	
Richmond Hill T	2,030	3	347	1,680	3	489	
Vaughan C	3,471	11	571	2,889	12	849	
Whitchurch Stouffville TP	263	3	46	214	3	77	
Provincial Highway	1,939	6	432	1,501	6	657	
Other Areas	285	0	43	242	0	73	
York	13,643	41	2,490	11,112	44	3,688	583,946

Legend T = Town; C = City; V = Village; TP = Township; M = Municipality

Other Areas Jurisdictions with less than 1,500 population and/or experienced amalgamations/annexation, or name change after 1992.

* This number matches the vehicle population in Table 5.5, however, it does not include 19,272 vehicles that are not associated with a county or district in Ontario.

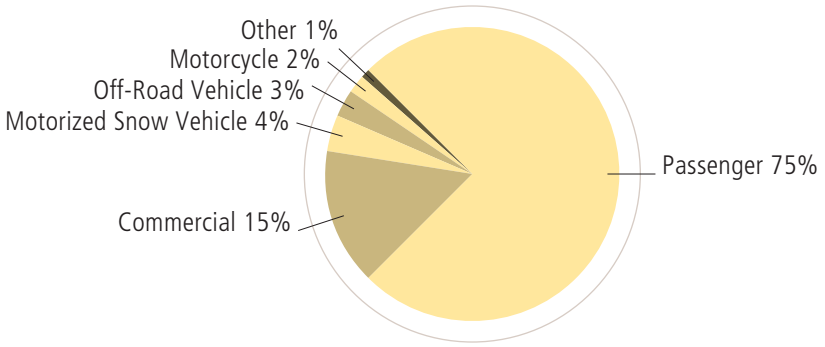
Municipalities that experienced amalgamation, annexation, or name change after 1992 are included in "other areas". Table 4.1 is not comparable to previous years.

THE VEHICLE

THE VEHICLE

This section examines vehicles involved in motor vehicle collisions in Ontario. Passenger vehicles made up about 75 per cent of all vehicles on Ontario's roads and close to 70 per cent of all vehicles involved in motor vehicle collisions. In 2004, of all motor vehicles involved in collisions, less than 1.5 per cent had apparent mechanical defects.

Figure 5 | Vehicle Population by Vehicle Class in Ontario, 2004



5A. VEHICLES IN COLLISIONS

Table 5.1 | Vehicles Involved in Collisions, 2004

Type of Vehicle*	Number of Vehicles Involved in Collisions			
	Fatal	Personal Injury	Property Damage	Total
Passenger Car	695	66,121	229,550	296,366
Passenger Van	118	9,756	33,543	43,417
Motorcycle & Moped	47	1,379	659	2,085
Pick-up Truck	146	7,131	28,862	36,139
Delivery Van	20	1,319	5,044	6,383
Tow Truck	4	129	458	591
Truck	148	2,927	14,183	17,258
Bus	9	681	2,403	3,093
School Vehicle	4	219	1,109	1,332
Off-Road Vehicle	0	53	65	118
Snowmobile	1	33	37	71
Snow Plow	0	21	134	155
Emergency Vehicle	5	421	1,543	1,969
Farm Vehicle	3	56	180	239
Construction Equipment	1	39	225	265
Motor Home	1	19	100	120
Railway Train	12	28	35	75
Street Car	0	92	327	419
Bicycle	20	2,965	612	3,597
Other	0	0	1	1
Other Non-Motor Vehicle	1	34	104	139
Unknown	6	797	12,316	13,119
Total	**1,241**	**94,220**	**331,490**	**426,951**

* Categories in this table are not comparable to years prior to 2001

Table 5.2 | Condition of Vehicle by Class of Collision, 2004

Condition of Vehicle	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
No Apparent Defect	1,179	90,568	297,375	389,122
Service Brakes Defective	5	42	125	172
Steering Defective	1	10	20	31
Tire Puncture or Blow Out	1	43	103	147
Tire Tread Insufficient	1	13	20	34
Headlamps Defective	0	8	15	23
Other Lamps or Reflectors Defective	0	1	9	10
Engine Controls Defective	0	1	16	17
Wheels or Suspension Defective	0	6	35	41
Vision Obscured	0	8	20	28
Trailer Hitch Defective	0	3	2	5
Other Defects	11	563	4,649	5,223
Unknown	43	2,954	29,101	32,098
Total	**1,241**	**94,220**	**331,490**	**426,951**

Table 5.3 | Model Year of Vehicle by Class of Collision, 2004

Model Year of Vehicle	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
2005	15	900	3,315	4,230
2004	59	5,220	19,538	24,817
2003	102	7,611	29,566	37,279
2002	79	7,248	27,449	34,776
2001	92	6,603	24,498	31,193
2000	109	7,422	27,468	34,999
1999	84	6,344	22,977	29,405
1998	92	6,226	22,061	28,379
1997	68	5,670	19,851	25,589
1996	70	4,536	15,051	19,657
1995 and earlier	433	31,125	99,266	130,824
Unknown	38	5,315	20,450	25,803
Total	**1,241**	**94,220**	**331,490**	**426,951**

Table 5.4 | Insurance Status of Vehicle by Class of Collision, 2004

Insurance	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Insured	1,194	88,300	310,863	400,357
Not Insured	18	789	1,373	2,180
Unknown	29	5,131	19,254	24,414
Total	**1,241**	**94,220**	**331,490**	**426,951**

5B. PUTTING THE VEHICLE IN CONTEXT

Table 5.5 | Vehicle Population by Type of Vehicle, 2004

Vehicle Class	Vehicle Population
Passenger	6,014,496
Motorcycle	135,028
Moped	2,177
Commercial*	1,173,586
Bus	21,623
School Bus	8,300
Motorized Snow Vehicle	321,445
Off-Road Vehicle	232,200
Road Building Machinery	516
Permanent Apparatus	2,818
Farm Trucks	50,045
Total	**7,962,234**

* Excludes plated fit vehicles registered under Prorate-P category (57,627 vehicles). These are commercial vehicles registered in Ontario for a specific period of the year.

Table 5.6 | Selected Types of Vehicles by Model Year, 2004

Vehicle Class	Model Years											
	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995+	**Total**
Passenger	159,186	416,195	531,562	509,868	438,279	490,719	395,384	405,433	367,979	284,552	2,015,339	**6,014,496**
Motorcycle	874	9,130	14,328	11,424	10,727	9,971	6,674	4,385	3,559	2,967	60,989	**135,028**
Moped	122	133	88	147	464	149	60	11	10	3	990	**2,177**
Commercial*	24,441	88,001	93,570	78,341	74,958	90,988	81,705	80,330	66,910	49,776	497,945	**1,226,965**
Bus	743	2,684	2,203	1,930	2,295	2,601	2,349	1,943	1,526	1,867	9,782	**29,923**
Motorized Snow Vehicle	5,314	8,435	9,445	10,974	7,893	10,839	11,668	14,560	13,519	11,626	217,172	**321,445**
Off-Road Vehicle	4,325	21,663	19,652	15,875	18,461	15,036	10,365	7,029	4,980	5,845	108,969	**232,200**
Total	**195,005**	**546,241**	**670,848**	**628,559**	**553,077**	**620,303**	**508,205**	**513,691**	**458,483**	**356,636**	**2,911,186**	**7,962,234**

* Excludes plated fit vehicles registered under Prorate-P category (57,627 vehicles). These are commercial vehicles registered in Ontario for a specific period of the year.

Table 5.7 | Vehicle Damage Level, 2004

	Class of Collision			
Damage	Fatal	Personal Injury	Property Damage	Total
None	45	8,572	19,161	27,778
Light	125	24,486	137,512	162,123
Moderate	147	24,698	99,313	124,158
Severe	188	21,021	32,110	53,319
Demolished	678	10,023	5,883	16,584
Unknown	58	5,420	37,511	42,989
Total	**1,241**	**94,220**	**331,490**	**426,951**

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.

SPECIAL VEHICLES

SPECIAL VEHICLES

This section takes a look at vehicles of special interest and includes motorcycles, school buses, large trucks, snowmobiles, off-road vehicles and bicycles.

The ministry is continuously monitoring the safety of specific vehicle types.

6A. MOTORCYCLES

Table 6.1 | Motorcyclists* Killed and Injured, 1995–2004

	Drivers		Passengers	
Year	Killed	Injured	Killed	Injured
1995	37	1,309	4	289
1996	27	1,006	2	244
1997	36	993	2	255
1998	32	1,068	3	263
1999	38	1,115	3	223
2000	37	1,161	1	257
2001	49	1,166	3	318
2002	35	1,161	3	311
2003	46	1,087	6	268
2004	44	1,107	3	297

* Excludes hangers on, moped drivers and passengers.

Table 6.2 | Selected Factors Relevant to Fatal Motorcycle Collisions, 2004

	%
Factors (not mutually exclusive)	
Unlicensed Motorcycle Drivers	0
Under 25 Years Old	26
Alcohol Used	
Ability Impaired Alcohol > .08	13
Had Been Drinking	0
Unknown	6
Helmet Not Worn (Fatalities)	13
Motorcycle Driver Error	
Speed Too Fast/Lost Control	49
Other Error	17
Single Vehicle Collisions	40
Day/Night	79/21
Weekend	47

6B. SCHOOL VEHICLES

Table 6.3 | Pupils Transported Daily, and Total Number of School Vehicles Involved in Collisions, School Years, 1999/2000–2003/2004

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
1999/2000	Not Available	1,218
2000/2001	778,108*	1,084
2001/2002	708,294*	1,015
2002/2003	721,680	1,283
2003/2004	685,325	1,239

* Estimated number

Table 6.4 | School Vehicle Type by Nature of Collision, 2003/2004

School Vehicle Type	Nature of Collision				Total Number of School Vehicles Involved in Collisions	Five Year Total (1999/2000 – 2003/2004)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	7	61	104	947	1,119	4,879
School Van	0	2	9	29	40	280
Other School Vehicles	0	2	3	75	80	409
Total	**7**	**65**	**116**	**1,051**	**1,239**	**5,586**

Table 6.5 | Pupil Injury by Collision Event and Vehicle Type, 2003/2004 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five Year Total (1999/2000 – 2003/2004)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	54	0	5	0	59	1	554
School Van	0	0	0	1	0	0	0	1	0	41
Other School Vehicles	0	0	0	0	0	0	0	0	1	11
Total	**0**	**0**	**0**	**55**	**0**	**5**	**0**	**60**	**2**	**606**

6C. TRUCKS

Table 6.6 | Number of Persons Killed in Collisions Involving Large Trucks, 2000–2004

Year	Persons Killed in Truck Collisions: Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2000	43	28.7	150	17.7
2001	39	27.3	143	16.9
2002	66	38.6	171	19.6
2003	51	32.9	155	18.7
2004	55	34.8	158	19.8
Total	**254**	**32.4**	**777**	**18.2**

Table 6.7 | Number of Large Trucks in All Classes of Collisions, 2004

Truck Types	Class of Collision: Fatal	Personal Injury	Property Damage	Total
Straight Truck	39	1,172	5,964	7,175
Straight Truck & Trailer	7	138	504	649
Tractor Only	11	492	2,839	3,342
Tractor & Semi-Trailer	83	833	3,695	4,611
"A-C" Train Double	2	19	58	79
"B" Train Double	3	30	127	160
Other/Unknown	7	372	1,454	1,833
Total	**152**	**3,056**	**14,641**	**17,849**

Table 6.8 | Registered Trucks, 2004	
Driver Licence Required	Registered Trucks
G	1,046,837
D	60,980
A*	176,775**
Total	**1,284,592**

* Tractor/trailer combination only.

** Includes plated fit vehicles registered under Prorate-P category (57,627 vehicles). These are commercial vehicles registered in Ontario for a specific period of the year.

Class G trucks refers to trucks that have a gross weight less than 11,000 kilograms e.g. pickups.

Data for truck/trailer combinations requiring Class "A" driver licence are not reported in the Vehicle Registration System (VRS).

Table 6.9 | Selected Factors Relevant to Fatal Large Truck Collisions, 2004	
Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	0.7
Driving Properly	65.1
Collisions	
Single Vehicle	20.7
Weather Condition – Clear	73.3
Daylight	60.7
Vehicles	
Vehicle Defect Present*	2.6

* Excludes unknown category

6D. OFF-ROAD VEHICLES

For the purposes of this publication, off-road vehicles include dune buggies, off-road motorcycles (dirt bikes), and three-and-four-wheeled all-terrain vehicles. Off-road vehicles were first required to be registered on June 1, 1984; (one-time registration requirement).

Table 6.10 | Collision Location by Off-Road Vehicle Drivers Killed and Injured, 2000–2004*

	Killed					Injured				
Location	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
On-Highway	3	1	10	6	7	68	87	103	93	122
Off-Highway	6	8	9	3	7	71	87	99	101	100
Total	**9**	**9**	**19**	**9**	**14**	**139**	**174**	**202**	**194**	**222**

Table 6.11a | Collision Location by Off-Road Vehicle Passengers Killed and Injured, 2000–2004*

	Killed					Injured				
Location	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
On-Highway	1	0	1	0	0	35	54	69	62	64
Off-Highway	2	0	0	0	2	24	45	56	55	63
Total	**3**	**0**	**1**	**0**	**2**	**59**	**99**	**125**	**117**	**127**

Table 6.11b | Pedestrians Killed and Injured by Off-Road Vehicle, 2000–2004*

	Killed					Injured				
Location	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
On-Highway	0	0	0	0	0	1	5	2	5	3
Off-Highway	0	0	0	0	1	3	3	5	2	6
Total	**0**	**0**	**0**	**0**	**1**	**4**	**8**	**7**	**7**	**9**

* As of the start of the 2004 ORSAR edition, off-road vehicle statistics include victims of all "on-highway" collisions, and not only HTA reportable collisions. As a result, provided statistics are uncomparable with the statstics provided in the previous editions of ORSAR.

Table 6.12 | Registered Off-Road Vehicles, 2000–2004	
Year	Vehicles Registered
2000	152,570
2001	169,987
2002	189,180
2003	211,073
2004	232,200

Table 6.13 | Selected Factors Relevant to All Off-Road Vehicle Collisions, 2004	
Factors	%
Drivers Under 25 Years of Age	43
Alcohol Used	14
Speeding	18
Helmet Not Worn	59
Daytime	76
Two-Wheeled	15
Three-Wheeled	5
Four-Wheeled	80

6E. MOTORIZED SNOW VEHICLES

Table 6.14 | Collision Location by Motorized Snow Vehicle Drivers Killed and Injured – Riding Seasons, 1999/2000–2003/2004*

	Killed					Injured				
Location	99/00	00/01	01/02	02/03	03/04	99/00	00/01	01/02	02/03	03/04
On-Highway	4	3	4	4	4	55	47	65	73	50
Off-Highway	8	32	11	26	24	208	343	142	161	131
Total	**12**	**35**	**15**	**30**	**28**	**263**	**390**	**207**	**234**	**181**

Table 6.15a | Collision Location by Motorized Snow Vehicle Passengers Killed and Injured – Riding Seasons, 1999/2000–2003/2004*

	Killed					Injured				
Location	99/00	00/01	01/02	02/03	03/04	99/00	00/01	01/02	02/03	03/04
On-Highway	0	2	0	0	0	24	44	41	36	28
Off-Highway	2	1	1	2	1	63	83	86	79	59
Total	**2**	**3**	**1**	**2**	**1**	**87**	**127**	**127**	**115**	**87**

Table 6.15b | Pedestrians Killed and Injured by Motorized Snow Vehicle, 1999/2000–2003/2004*

	Killed					Injured				
Location	99/00	00/01	01/02	02/03	03/04	99/00	00/01	01/02	02/03	03/04
On-Highway	0	1	0	0	0	5	10	2	8	4
Off-Highway	0	0	1	2	1	7	11	2	4	7
Total	**0**	**1**	**1**	**2**	**1**	**12**	**21**	**4**	**12**	**11**

* As of the start of the 2004 ORSAR edition, the snow vehicle statistics include victims of all "on-highway" collisions, and not as in the previous years only HTA reportable collisions. As a result, provided statistics are uncomparable with the statstics provided in the previous editions of ORSAR.

Table 6.16 | Registered Motorized Snow Vehicles, 2000–2004

Year	Registered Motorized Snow Vehicles
1998	363,737
1999	364,200
2000	332,446
2001	334,129
2002	321,582
2003	331,704
2004	321,445

Table 6.17 | All Motorized Snow Vehicle Collisions, 2003/2004

Factors	%
Unlicensed Operators	4
Rider Error; Speed too Fast	26
Alcohol Used	14
Surface Condition; Icy or Packed Snow	67

* The numbers in these tables are captured under the Motorized Snow Vehicles Act (MSVA) and the Highway Traffic Act (HTA), therefore, they are not comparable with the numbers in Tables 2.2 and 2.3, which are HTA reportable collisions only.

6F. BICYCLES

Only collisions involving a bicycle and a moving motor vehicle or a streetcar are required to be reported. These tables do not include bicycle only, bicycle/ bicycle, or bicycle/pedestrian collisions.

Table 6.18 | Bicyclists* Killed and Injured, 2000–2004

	Drivers		Passengers	
Year	Killed	Injured	Killed	Injured
2000	9	2,694	0	105
2001	16	2,349	0	254
2002	13	2,478	0	241
2003	13	2,398	0	243
2004	19	2,526	0	322

* Includes hangers on

Table 6.19 | Age of Bicyclists Involved in Collisions by Light Condition, 2004

	Age Groups						
Light Condition	0–5	6–15	16–30	31–60	61+	UK	Total
Daylight	4	85	187	204	35	2,435	2,950
Dawn	0	0	3	4	1	18	26
Dusk	0	3	6	13	1	108	131
Dark	0	8	38	39	4	395	484
Other	0	0	0	0	0	2	2
Unknown	0	0	0	0	0	1	1
Total	**4**	**96**	**234**	**260**	**41**	**2,959**	**3,594**

Table 6.20 | Selected Factors Relevant to All Bicycle Collisions, 2004

Factors	%
Driving Properly (Bicyclist)	41
Driving Properly (Motor Vehicle Driver)	49
Intersection Related	66
Going Ahead (Bicyclist)	83
Alcohol Related (Bicyclist)	3
No Apparent Vehicle Defect (Bicycle)	88
Clear Visibility	92
Weekend	19

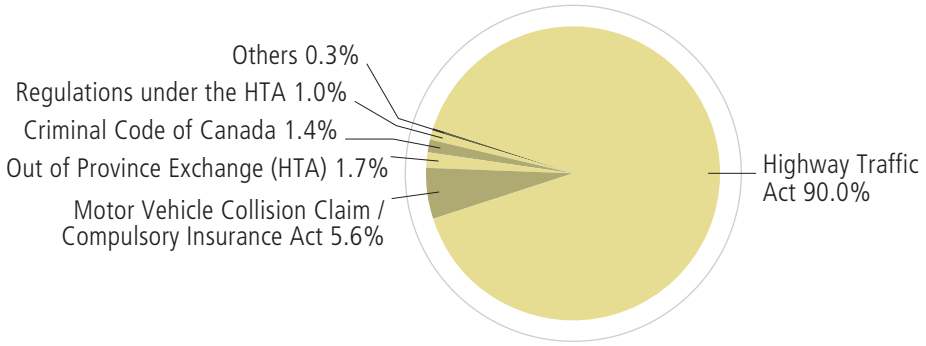
CONVICTION, OFFENCE AND SUSPENSION DATA

CONVICTION, OFFENCE AND SUSPENSION DATA

This section takes a look at conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and offence data and by conviction type. A record of the total number of Administrative Driver Licence Suspensions (immediate 90-day suspensions for failing or refusing a roadside breath test) issued since the program began in 1998 is also included.

In 2004, more than 90 per cent of motor vehicle convictions were related to Highway Traffic Act offences and only about 1.4 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, failure to remain). Motor vehicle-related convictions for Criminal Code of Canada offences declined slightly between 2003 and 2004.

Figure 7 | Per Cent of Motor Vehicle Convictions in Ontario, 2004



7A. CONVICTION DATA

Table 7.1 | Summary of Motor Vehicle Related Convictions, 2004	
Convictions*	Number
Highway Traffic Act	1,130,793
Regulations under the HTA	12,103
Criminal Code of Canada**	17,351
Municipal By-Law***	2
Motor Vehicle Collision Claim/Compulsory Insurance Act	70,675
Motorized Snow Vehicles Act	1,882
Off-Road Vehicles Act	1,536
Out of Province Exchange (HTA)	21,287
Others****	350
Total	**1,255,979**

* Includes manually recorded convictions.

** This figure does not include 500 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 Fuel Tax Act, Truck Transport Act, Dangerous Goods Act and Motor Vehicle Transportation Act.

Table 7.2 | Motor Vehicle Convictions Related to the Highway Traffic Act, 2004	
Convictions	Number
Equipment	22,048
Administrative*	146,283
Seat Belt (Driver & Passenger)**	55,758
Other Non-Pointable Convictions***	29,137
Speeding	717,519
Other Pointable Convictions (2–4 pts)	141,489
Other Pointable Convictions (5–7 pts)	8,677
Driving While Suspended	9,882
Total	**1,130,793**

* 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, 2004*

Convictions	Number
Alcohol Related**	13,404
Criminal Negligence	19
Fail to Remain at Collision	547
Fail to Stop for Police Officer	450
Driving While Disqualified	1,797
Dangerous Driving	1,134
Motor Manslaughter	0
Total	**17,351**

* Does not include 500 convictions for young offenders.

** Includes some out-of-province convictions.

7B. OFFENCE DATA

Table 7.4 | Number of Convicted Drivers* with Criminal Code of Canada Offenses, During the Specified Years

Conviction Type	1999	2000	2001	2002	2003	2004
Criminal Negligence	0	30	21	27	26	12
Fail to Remain	608	654	622	606	534	296
Dangerous Driving	1,060	1,067	1,147	1,068	1,017	589
Impaired Driving	9,102	9,237	8,817	8,066	6,798	3,968
Blood/Alcohol over .08	7,149	7,110	7,100	6,281	5,205	3,252
Fail to Provide Breath Sample	1,361	1,305	1,353	1,194	1,028	511
Driving While Disqualified	2,035	1,995	1,801	1,745	1,695	1,144
Motor Manslaughter	0	0	0	0	0	2
Undefined	0	0	210	409	445	298
Total	**21,315**	**21,398**	**21,071**	**19,396**	**16,748**	**10,072**

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

As of March 31, 2005, there were 10,072 Criminal Code offences recorded for 2004. The 2004 breakdown will be updated in the 2005 annual report to accommodate the lag time in the recording of offences (offences are only recorded upon conviction).

Table 7.5 | Adminstrative Driver License Suspension Monthly Suspensions Issued, 1998–2004*

Suspensions	1998	1999	2000	2001	2002	2003	2004
January	1,337	1,352	1,550	1,500	1,416	1,349	1,203
February	1,471	1,567	1,487	1,450	1,452	1,391	1,501
March	1,608	1,664	1,662	1,874	1,683	1,566	1,400
April	1,681	1,592	1,799	1,816	1,574	1,412	1,494
May	1,801	1,763	1,634	1,752	1,756	1,578	1,528
June	1,665	1,531	1,646	1,768	1,811	1,608	1,391
July	1,665	1,720	1,854	1,795	1,712	1,589	1,483
August	1,750	1,660	1,808	1,699	1,675	1,639	1,476
September	1,609	1,570	1,699	1,837	1,720	1,498	1,385
October	1,663	1,839	1,724	1,691	1,671	1,568	1,555
November	1,617	1,686	1,624	1,790	1,668	1,591	1,377
December	1,810	1,760	1,879	1,986	1,792	1,578	1,468
Total	**19,677**	**19,704**	**20,366**	**20,958**	**19,930**	**18,367**	**17,261**

* Adminstrative Driver License Suspension (ADLS) began on November 29, 1996.

See Appendix for more explanation of ADLS.

7C. SUSPENSION DATA

Table 7.6 | Demerit Point Suspensions by Driver Age, 2004

	Demerit Point Suspensions				
	Probationary	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	1	0	0	0
17	0	34	0	0	0
18	0	212	2	0	0
19	0	468	24	29	0
20–24	0	1,392	188	403	25
25–34	0	571	70	609	55
35–44	0	160	19	342	26
45–54	0	77	10	155	12
55–64	0	13	1	62	6
65–74	0	5	0	12	2
75 +	0	3	1	4	0
Total	**0**	**2,936**	**315**	**1,616**	**126**

Since 1994, novice drivers have been under the Graduated Licensing System. These drivers are subject to escalating actions, from a warning letter at 2 to 5 demerit points, an interview at 6 to 8 points and a 60-day suspension for a first accumulation of 9 points. After a first suspension, the demerit points are reduced to 4. If a driver attains 9 points again, the subsequent suspension is 6 months. Drivers who have obtained a full Class G licence are suspended for 30 days on the first accumulation of 15 demerit points and are suspended for 6 months on the second accumulation of 15 points within 2 years.

Until 1994, newly licensed drivers were covered by the probationary licence system until they had successfully completed two one-year periods of suspension-free driving. Probationary drivers were suspended for 30 days after accumulating 6 or more demerit points. The probationary licensing system ended on March 31, 1994. Drivers were grandfathered into the new Graduated Licensing System.

APPENDIX

8A. GLOSSARY

Ability Impaired – Alcohol:

Driving while one's ability is impaired by alcohol or driving with a blood alcohol concentration exceeding 80 milligrams in 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 both drivers reported as ability impaired by alcohol and drivers reported as "had been drinking".

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

- must have a zero blood alcohol content while driving;
- must have only one passenger in the front seat. That person, the accompanying driver, must be a fully licensed driver (Class A, B, C, D, E, F and G) with at least four years driving experience. That person's blood alcohol content must be less than .05;
- 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 limit the number of back seat passengers they carry to the number of seat belts in the back seat of the vehicle;
- must not drive between the hours of midnight and 5 a.m.;
- may drive Class G vehicle only.

Level One lasts 12 months, but that time can be reduced to eight months by completing an approved driver education course. For information about approved courses, contact any Ministry of Transportation licensing office. At the end of the level, drivers must pass a road test before proceeding to Level Two.

Class G2 Driver's Licence:

A holder of a Class G2 driver's licence:
- must have a zero blood alcohol content while driving;
- is allowed to drive any motor vehicle that requires a Class G driver's licence (e.g. an automobile) on the road;
- must limit the number of back seat passengers they carry to the number of seat belts in the back seat of the vehicle.
- must restrict number of teenage passengers, since 2005.

Level Two lasts 12 months. After completing this level, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

Class M1 Motorcycle Driver's Licence:

A holder of a Class M1 motorcycle driver's licence:
- allows the holder to operate a motorcycle 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);
- is only allowed to drive on roads with speed limits of 80 km/h or less, except where there is no other route to take; Class M1 Motorcycle Driver's Licence holders may drive on highways 11, 17, 61, 69, 71, 101, 102, 144, and 655;
- may not carry passengers.

Level One lasts at least 60 days, and the licence is valid for 90 days. Level One drivers must pass a motorcycle road test before proceeding to Level Two. Alternatively, during Level One they may take an approved motorcycle 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 content while driving.

After completing Level Two, drivers will be eligible to take a comprehensive test to qualify for full licence privileges.

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 bylaw.

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.

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. Blood alcohol concentration between .05 and .08 results in a 12-hour suspension.

Hanger-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, e.g., riding in back of 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.

Kilometres Travelled:

Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. Total litres sold were converted to kilometers travelled based on a conversion factor of 22.0 kilometres per gallon. Starting in 2000, vehicle kilometers travelled are based on estimates provided by Statistics Canada and Transport Canada.

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 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:

An off-highway collision involving any of the motorized vehicles which are covered by legislation under the *Highway Traffic Act*, the *Motorized Snow Vehicles Act*, and the *Off-Road Vehicles Act*.

On-Highway Collisions:

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

Pedestrian:

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

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 motor vehicle for a prescribed period of time.

* The minimum reportable level for property damage only collisions rose from $200 to $400 on January 1, 1978 and rose again to $700 on January 1, 1985. As of January 1, 1998, the minimum reportable level for property damage only collision is $1,000.

8B. ACKNOWLEDGEMENTS

The Ministry of Transportation would like to acknowledge the following for their assistance:

Police Officers of Ontario

Office of the Chief Coroner
Ministry of Community Safety and Correctional Services

Traffic Injury Research Foundation (TIRF)

Information Planning & Court Statistics
Program Development Branch
Ministry of the Attorney General

Knowledge Management Unit
Information Planning and Evaluation Branch
Ministry of Health

Ministry of Municipal Affairs & Housing

Ministry of Education

Cover photos: Transit
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The Vehicle Section photo: Vehicle Images
Garry Williamson
Ministry of Transportation

The Collision Section photo: Collision Scene
Garry Williamson
Ministry of Transportation

ISSN #0832-8269 (Printed version)
ISSN #1710-2499 (CD-ROM Version)
ISSN #1710-2480 (Internet Version)