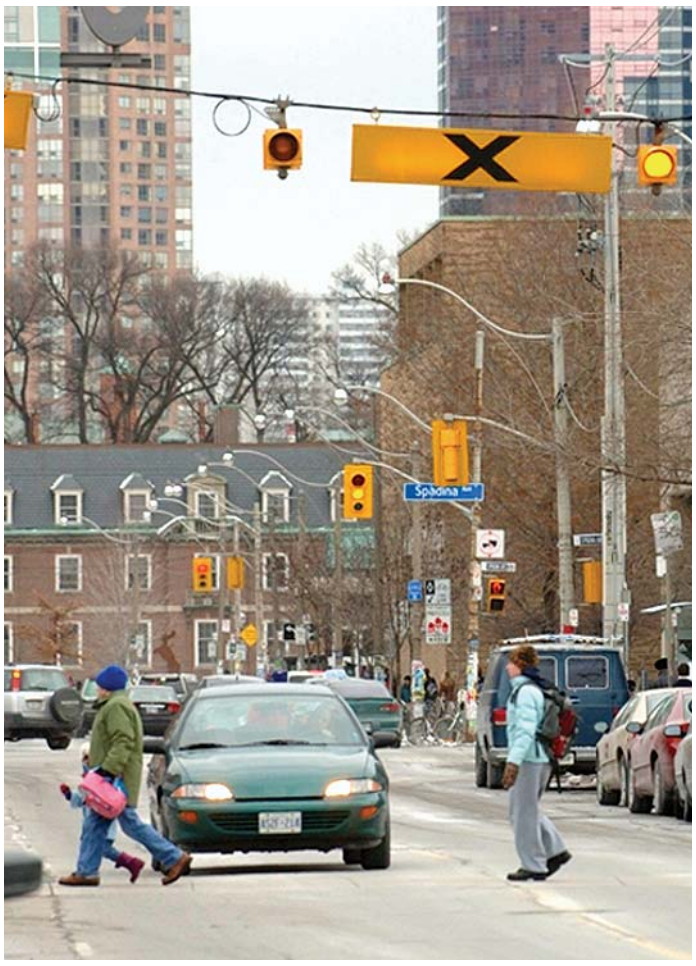
ONTARIO ROAD SAFETY

| ANNUAL REPORT 2006



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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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Minister's Message

I am pleased to present Ontario's Road Safety Annual Report for 2006.

Ontario is a leader in road safety. In 2006 Ontario's roads were the safest in North America, based on a comparison of fatality rates for all jurisdictions across the continent.

Other highlights from 2006 include:

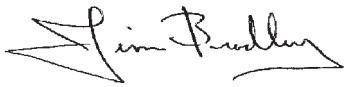
- Ontario's fatality rate continues to be the lowest ever recorded in Ontario – 0.87 per 10,000 licensed drivers.
- Fatalities among drivers aged 65 and over fell 10.9 per cent between 2005 and 2006.
- Motorcycle fatalities dropped 28.4 per cent below 2005 levels.

The report also highlights some of our accomplishments of 2006: Ontario's "One person, one seatbelt" law, for example, requires every occupant in a vehicle to buckle up and makes drivers responsible for ensuring children under 16 are properly secured. By alerting drivers to the importance of seatbelt and child safety seat use, this law has left a lasting legacy that is and will continue to be a real life-saver.

Making roads safer takes effective laws, tough sanctions, visible enforcement and public education. Ontario's safe roads are the result of a collaborative effort with municipalities, police services, the public health sector, road safety organizations and community groups from across the province. Of course, safer roads takes good drivers – the millions of Ontarians who are out there every day, leading by example.

More than just a report card, ORSAR shows us where work needs to be done. Collisions continue to claim lives every day and we are always looking for new approaches and strong partnerships to help us achieve our goal of having even safer roads. As you read through this report, you will see this aim demonstrated on every page.

Yours sincerely,



Jim Bradley
Minister of Transportation

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Foreword

In 2006, Ontario has the safest roads of any jurisdiction in North America, based on the number of fatalities per 10,000 licensed drivers.

The 2006 fatality rate per 10,000 licensed drivers (0.87) and the rate per 100 million kilometers driven (0.59) is the lowest ever recorded in Ontario.

Ontario's road safety ranking (1st) is well ahead of other comparable neighbouring jurisdictions, such as New York (ranked 10th), Quebec (14th), Michigan (16th) and Ohio (19th).

WHAT IS THE ONTARIO ROAD SAFETY ANNUAL REPORT (ORSAR)?

Learning from collisions is one of the key ways the Ministry of Transportation implements new and innovative ways to save lives and reduce injuries on our roads. Taking steps before tragedies can occur is what this document – The Ontario Road Safety Annual Report (ORSAR) – is all about.

ORSAR is a comprehensive yearly review of road safety figures and statistics for the Province of Ontario. For more than 50 years, Ontario has collected major road safety statistics and tracked and recorded long-term trends in road safety, including:

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

The report is compiled from information in motor vehicle collision reporting forms filled out by police officers across Ontario, along with information from the Office of the Chief Coroner, Statistics Canada and other ministries and agencies within the government of Ontario.

The information provides a useful, annual report card on the safety of Ontario's roads in comparison with other jurisdictions and helps the ministry distinguish between short-term fluctuations and long-term trends in road safety. Being able to identify issues as they develop helps the ministry and its partners to respond quickly and effectively to the most serious threats to safety on our roads.

For example, by analyzing the results of ORSAR, we can target emerging trends in unsafe driving behaviours; rising rates of collision among certain classes of vehicles; growing risks associated with specific categories of drivers; and areas where the Province may need to strengthen its road safety laws.

At the Ministry of Transportation, we believe that a safe, efficient and seamlessly-integrated transportation system is a key to our way of life and our economic prosperity. Millions of people rely on Ontario's highways, roads and transit systems including GO Transit, to get to their destination safely and on time. At the same time, thousands of businesses depend on the province's roads and highways to move the more than $1.2 trillion worth of goods to domestic and international markets annually.

The ministry works to reduce preventable deaths and injuries on our roads through partnerships with our road safety partners and targeted action. In 2006, this action included the "One Person, One Seatbelt" amendment to the Highway Traffic Act, effective road safety programs and public education; increased funding for public transit to reduce congestion; forward-looking transportation planning; successful highway management and enforcement. As ORSAR 2006 shows, this multi-pronged approach ensures Ontario's roads are among the safest in the world.

KEY ROAD SAFETY FINDINGS FOR ONTARIO IN 2006

Ontario continues to make road safety a top priority, demonstrated by the many legislative, education and enforcement measures implemented to save lives and prevent injury. These initiatives are producing results.

Ontario's roads rank as the safest in North America, with the lowest fatality rate of any Canadian or North American jurisdiction.

This ranking is based on the number of motor vehicle collision-related fatalities for every 10,000 licensed drivers. In 2006, the fatality rate per 10,000 licensed drivers declined to its lowest level on record in Ontario, at 0.87. Ontario's fatality rate per 100 million kilometres driven also reached a recorded low, declining from 0.61 in 2005 to 0.59 in 2006, a drop of 3.7 per cent.

Because jurisdictions use different methods to estimate the number of kilometers driven, the ministry uses the fatality rate per 10,000 licensed drivers as the most reliable method when making comparison with other jurisdictions.

Based on the fatality rate per 10,000 licensed drivers in 2006, Ontario's road safety ranking (1st) was well ahead of other comparable neighbouring jurisdictions such as New York (ranked 10th), Quebec (14th), Michigan (16th) and Ohio (19th).

Collision-related fatalities increased by 0.4 per cent in 2006 – from a record low of 766 in 2005 to 769. Over the long-term, there continues to be a positive downward trend as progress is made to reduce fatalities on the province's roads. Between 1980 and 2006, the number of fatalities dropped 49 per cent.

In 2006, the number of serious injuries requiring hospitalization declined 0.6 per cent, from 3,619 in 2005 to 3,597. Minor injuries resulting from motor vehicle-related collisions that were seen in an emergency room declined for the fourth consecutive year, from 29,518 in 2005 to 28,876 in 2006, a drop of 2.2 per cent.

The number of licensed drivers increased from 8,762,210 in 2005 to 8,867,965 in 2006, the highest level ever in the province. At the same time, number of registered motor vehicles rose to unprecedented levels: from 7,854,228 in 2005 to 8,016,875 in 2006.

The number of fatalities involving drinking and driving increased from 174 in 2005 to 190 in 2006, an increase of 9.2 per cent.

While the number of fatalities involving speeding or loss of control of a motor vehicle decreased – from 366 in 2005 to 350, this improvement is tempered by the fact that these collisions continued to be a factor in nearly half of all motor vehicle-related fatalities in Ontario.

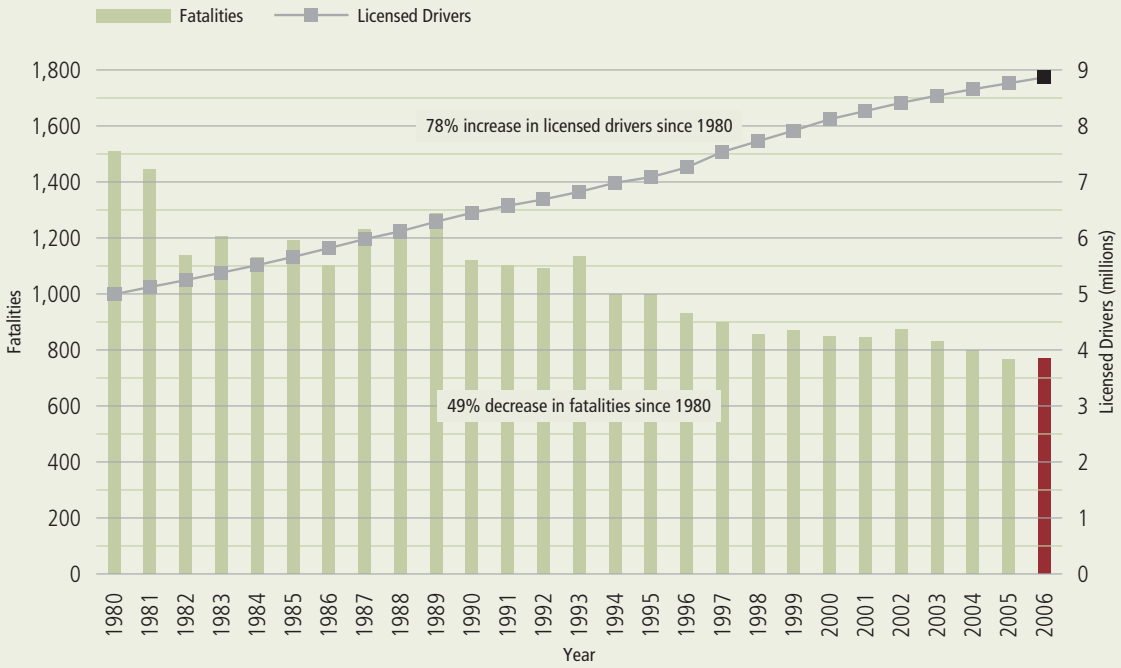
Collisions among the most vulnerable road users continue to be a serious concern for the ministry. In 2006, Ontario saw disturbing increases in the number of collision-related fatalities for pedestrians and cyclists. Pedestrian fatalities increased from 105 in 2005 to 126 in 2006, while fatalities among cyclists rose from 21 in 2005 to 32 in 2006.

An especially deadly year for motorcycle riders in 2005 (74 fatalities), was reduced to 53 fatalities. This number, while showing a positive year-over-year improvement, indicates motorcycle safety will continue to require significant attention as their use increases.

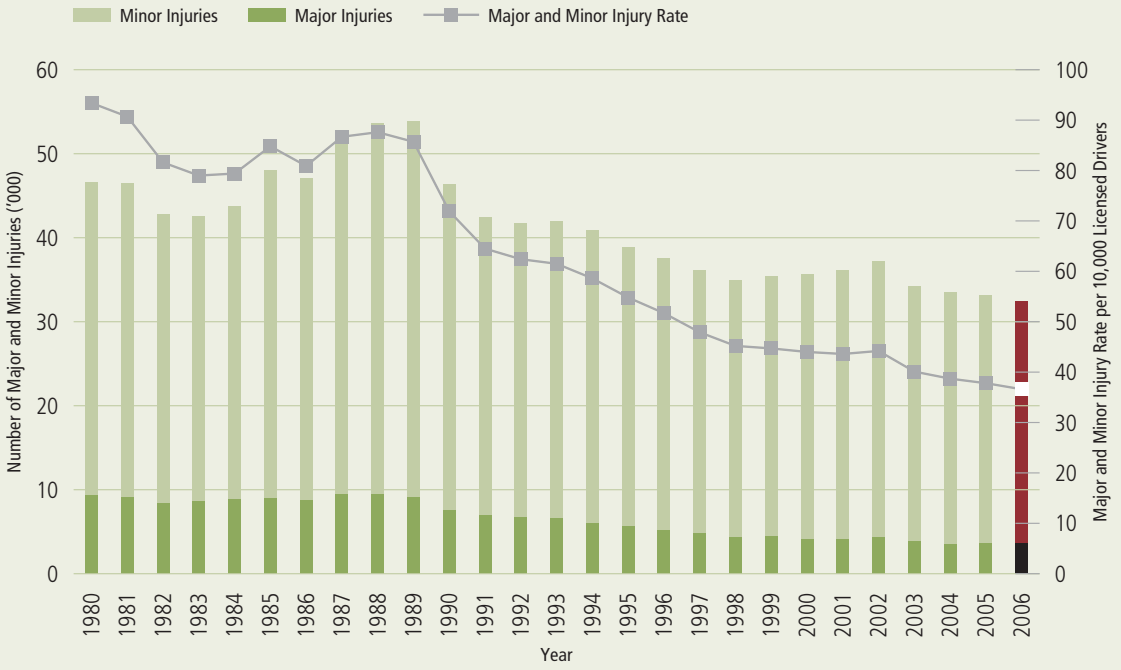
ORSAR 2006 also shows that Ontario continues to make progress toward achieving its targets under Canada's Road Safety Vision 2010, a national goal of a 30 per cent reduction in the average number of road users killed or seriously injured during the 2008–2010 period when compared with 1996–2001 average figures.

Whether the data contained in ORSAR shows positive results or detects troubling trends where aggressive action is warranted, each number tells a human story. They serve as a reminder that while Ontario's highways and roads consistently rank among the safest in North America, there is always more work to be done; more deaths, injuries and collisions to be prevented.

Number of Fatalities and Licensed Drivers: 1980–2006



Number and Rate of Major and Minor Injuries: 1980–2006



IMPROVING ROAD SAFETY FOR ALL ONTARIANS

"One Person, One Seatbelt" Legislation

Wearing a seatbelt is the single most effective action that people can take to protect themselves and other passengers in motor vehicle collisions.

The dangers are clear. Unbelted occupants can become projectiles during a collision and seriously injure themselves, other passengers and the driver. Unbelted vehicle occupants in fatal or personal injury collisions are nearly 28 times more likely to be killed than belted occupants.

In 2006, approximately one in every four drivers and passengers killed in a collision in the province was not wearing a seatbelt.

ONTARIO ROAD SAFETY ANNUAL REPORT 2006

The year 2006 marked the 30th anniversary of the first mandatory seatbelt legislation in Ontario. In 1976, Ontario took a leadership role when it became the first jurisdiction in North America to make wearing seatbelts mandatory. Since then, the number of people killed and injured in collisions has steadily dropped.

In 2006, Transport Canada conducted a survey of seatbelt use in rural areas across the country. Ontario ranked fifth, with a seatbelt usage rate of 88.3 per cent. An earlier Transport Canada survey of seatbelt use in urban areas, conducted in 2004 and published in 2006, found that Ontario has the second highest rate of seatbelt use in urban areas in Canada – at nearly 93 per cent. Combined, the results placed Ontario with the second highest provincial compliance rate, at 92.1 per cent, above the national average of 90.8 per cent.

Despite these numbers, eight per cent of Ontarians, or close to one million people, still do not wear a seatbelt. With Transport Canada reporting that a one per cent increase in seatbelt use saves five lives, Ontario can settle for nothing less than full compliance.

That's why one of the major road safety initiatives implemented in 2006 was the "One Person, One Seatbelt" legislation.

On an October weekend in 2006, a two-vehicle crash in the community of Caledon seized the attention of all Ontarians when four people were killed and six others injured. One of the vehicles involved in this collision was a minivan carrying 10 people. The vehicle was designed to carry just seven occupants.

While Ontarians' thoughts were with the victims and their families, this tragedy also led the government, through the autumn of 2006, to move quickly to introduce, pass, and implement new legislation to strengthen Ontario's existing seatbelt law.

The "One Person, One Seatbelt" legislation further improved the province's laws by requiring every passenger and driver to wear a seatbelt when traveling in a motor vehicle on Ontario's roads. This prohibited the practice of transporting more passengers than available seatbelts.

"It's now clear – no seatbelt, no passenger."

BRIAN PATTERSON,
THE PRESIDENT OF THE ONTARIO SAFETY LEAGUE

Under the new law, drivers continue to be responsible for ensuring passengers under the age of 16 are properly secured in a seatbelt, child car safety seat or booster seat. This legislation also prohibits "doubling up"- when two or more people use the same seatbelt at the same time.

The ministry and its partners continue to support this new legislation through public education to remind drivers to limit the number of occupants in a vehicle to the number of seatbelts.

Spreading the Road Safety Message in 2006

"Smart Love" Campaign: Raising Awareness, Saving Lives

Effective laws reinforced by tough sanctions and visible enforcement activities are fundamental to the province's road safety strategy. But ultimately, success in saving lives on our highways and roads rests to a great extent on our ability to raise public awareness through education.

In 2006, the centerpiece of the ministry's public education strategy was an advertising "Smart Love" campaign – to remind parents and caregivers that properly used child car safety seats not only save lives but are required by law in Ontario.

"Collisions remain a leading cause of death and injury for children between one and nine years old. An advertising campaign will get the message out – child car safety seats save lives."

VALERIE LEE,
EXECUTIVE DIRECTOR OF THE INFANT AND TODDLER SAFETY ASSOCIATION

The campaign included television, radio and newspaper ads across the province. The Smart Love message was also displayed on COMPASS system traffic signs on 400-series highways.

A properly used child car safety seat can reduce the likelihood of death or serious injury by as much as 75 per cent. The Smart Love campaign was designed to drive that message home.

The message in the Smart Love campaign was supported during the province's annual Spring and Fall Seat Belt Campaigns. For more than a decade, the Ministry of Transportation has held these seasonal campaigns with the help of our road safety partners including police, fire, emergency medical services, health care professionals and community groups across the province.

The 2006 Spring and Fall Seat Belt campaigns reinforced the message to parents and caregivers that child car safety seats and booster seats save lives and are mandatory for children up to the age of eight. The 2006 campaigns included police enforcement blitzes, seatbelt counts (where groups of volunteers survey and tally seatbelt usage), and clinics highlighting the proper use of child car safety seats and booster seats.

New and Emerging Vehicles: Greater Mobility, Lower Emissions

2006 was a ground-breaking year for Ontario in terms of introducing and evaluating new and emerging vehicles on the province's roadways.

Over the course of the year, three separate pilot projects were launched for a series of new electric vehicle types that have the potential to not only improve mobility for Ontarians, but also to reduce vehicle emissions.

The three vehicles are Segways, low-speed vehicles, and electric bicycles. All are being pilot tested to evaluate their safe integration with pedestrians and other vehicles. The results of these evaluations will be a key consideration before any new type of vehicle will be allowed permanently on Ontario's roads.

Low-Speed Vehicle (LSV) Pilot

Effective September 19, 2006, Ontario began a five-year pilot project to evaluate the use of low-speed vehicles on provincial park, municipal park and conservation area roads. Under the pilot, these vehicles can only be operated by licensed park employees and only on park roads that have a maximum posted speed of 40 km/h.

Power-Assisted Bicycles ("E-Bikes") Pilot

Effective October 3, 2006, Ontario began a three-year pilot project to evaluate the use of power-assisted bicycles (also known as electric bikes or e-bikes) on roads and highways where conventional bicycles are currently permitted. During the pilot, electric bikes must follow the same Highway Traffic Act rules of the road that currently apply to cyclists, with two exceptions: E-cyclists must be 16 years of age or older and must wear a bicycle helmet.

Segway Pilot

Effective October 19, 2006, Ontario began a five-year pilot project to evaluate the use of the Segway Human Transporter and the Segway Personal Transporter device.

The Segway pilot permits the device to be used on sidewalks (where a municipality approves) and roadways (where sidewalks are not available). The pilot is limited to:

- Individuals aged 14 and over with a disability that impairs their mobility (Users under age 18 must wear an approved helmet)
- Canada Post employees delivering mail door-to-door
- Police officers for enforcement purposes.

Cracking Down on Impaired Boating

Drinking and driving leads to fatalities, injuries and tragedy, on the road or on the water. According to national statistics, approximately 40 per cent of all power boating fatality victims have a blood alcohol level over the legal limit.

That's why, in advance of the 2006 boating season, Ontario implemented the same provincial sanctions that apply to impaired drivers of motor vehicles for boaters.

Effective June 22, 2006, impaired boaters became subject to the following penalties:

- An immediate 12-hour driver's licence suspension if caught in the "warn" range (0.05 to 0.08 blood alcohol concentration)
- An immediate driver's licence suspension for 90 days if the boat operator blows over 0.08 or fails/refuses to blow
- Upon conviction for an offence under the Criminal Code, a driver's licence suspension of between one year and a lifetime, depending on whether it is a first, second, or subsequent offence
- A requirement to drive only ignition-interlock-equipped vehicles (or abstain from driving) for a period after reinstatement
- Mandatory alcohol assessment, education/treatment and follow-up
- Vehicle impoundment for driving a motor vehicle while under suspension.

BUILDING AN INTEGRATED TRANSPORTATION NETWORK

Improving and Expanding Transit Services

It is not hard to make a case for the benefits that flow from improving public transit including improved safety, increased mobility and lower vehicle emissions. The facts speak for themselves:

- Public transit is safer than any other type of transportation, with the lowest fatality rate of any mode of urban transportation.*
- Congestion in the Greater Toronto Area (GTA) alone costs the economy almost $2 billion each year in lost productivity.**
- Transit increases personal mobility for millions of Ontarians who do not or cannot drive.
- Increasing public transit is a key strategy in reducing greenhouse gas emissions.

(*) Source: Canadian Urban Transit Association
(**) Source: Central Ontario Smart Growth Panel

Public transit is attractive to potential riders when it is accessible, reasonably comfortable and involves short wait times. These kinds of improvements matter to people and convince more commuters to leave their cars at home.

Increased ridership means less fuel burned, cleaner air and less traffic congestion. We all benefit from more convenient and efficient transit systems."

MICHAEL ROSCHLAU,
PRESIDENT, CANADIAN URBAN TRANSIT ASSOCIATION

In 2006, to help transit providers deliver these improvements, the Ministry of Transportation delivered the biggest investment in public transit in the last decade – a record $1.3 billion.

These investments included the launch of the third year of Ontario's gas tax program. In the 2006/07 fiscal year, the provincial investment of two cents per litre in gas tax funding means $313 million for 86 transit systems in 104 communities across the province. By the end of 2007, public transit ridership in the province is expected to grow by 31 million – the equivalent of removing 25.8 million car trips from Ontario roads.

Other key provincial investments in transit in 2006 included:

- Providing $670 million through a Move Ontario Trust to the City of Toronto and York Region to extend the subway system into York Region
- Providing $65 million through Move Ontario to the City of Mississauga to help support its Transitway, a dedicated bus line along Highway 403 and Eglinton Avenue. The Province is also providing $25 million towards this project through GO Transit investments
- Providing $95 million through Move Ontario to the City of Brampton to help support its AcceleRide project, which will provide express bus service on major streets in the city
- Providing new buses, increasing service levels with new and expanded routes and extending hours of service by delivering gas tax revenues for transit across Ontario, as part of the ReNew Ontario infrastructure plan
- Providing $7 million that could be used for the planning study for Phase two of VIVA in York Region
- Providing $1 million for an environmental assessment relating to the future of the Scarborough RT, in Toronto.

GO Transit: The Backbone of Public Transit in the GTA and Surrounding Area

On October 11, 2006, GO Transit welcomed its one-billionth rider since the system opened in May 1967.

The original GO Transit train service carried 2.5 million passengers in 1967. In 2006, GO Transit's 181 train trips and nearly 1,700 bus trips carried about 190,000 passengers on a typical weekday and more than 48 million riders annually – the equivalent of taking 170,000 cars off of our roads every day.

After 40 years and one billion riders, GO Transit's importance in the province's transit plans grew stronger in 2006. With ridership expected to double within 20 or 30 years, GO is the backbone of public transit in the Greater Toronto Area. That's why Ontario invested nearly $750 million into the system in fiscal year 2006-07. Key investments and initiatives during the year included:

- Investing more than $73 million in new railcars and buses, adding 20 more bi-level railcars and 31 highway buses to GO Transit's fleet to meet the growing demand for service. (The additional railcars will allow GO to carry more than 6,400 more daily passengers – the equivalent of a fourteen-kilometer line of cars, bumper to bumper)
- Finalizing an agreement with the City of Barrie to bring GO train service to the City of Barrie by late 2007
- Adding more than 1,240 new parking spaces at the Ajax, Aurora, Bradford, King City, and Oshawa GO stations and at Bowmanville to make room for more commuters
- Breaking ground on the first new GO station (Lisgar) to be built in Mississauga in 25 years (to open in fall 2007)
- Upgrading Union Station's track and signal system to prepare for expected GO Transit ridership growth (a $37.6 million provincial investment to help GO replace track switches in the station's rail corridor).

Greater Toronto Transportation Authority (Now known as "Metrolinx")

The Greater Toronto Area (GTA) is the third fastest growing urban region in North America. While the region occupies less than one per cent of Ontario's land area, it is home to nearly half of the province's 12.5 million residents. The 400-series highways that pass through this area are some of the busiest in North America. Much of the $650 million in daily two-way trade that crosses the Ontario/US border travels on these roads.

In the next 25 years it's estimated we'll see an increase of nearly two million vehicles in the Greater Toronto and surrounding area. The amount of time spent stuck in traffic could increase by four times and drive the cost of congestion as high as $28 million a day. Simply put, delays threaten our prosperity. Developing a quick, reliable, and safe transportation system is essential to the prosperity of this region and the entire province.

In 2006, the Province created the Greater Toronto Transportation Authority (now known as Metrolinx), to bring together the Province, the Regions of Durham, Halton, Peel, and York, and the Cities of Hamilton and Toronto, as well as local transit agencies to create a seamless and convenient transportation network. In its work, the GTTA takes into account road, rail and transit service. Its mandate includes:

- Development of an integrated transportation plan for local transit, GO Transit and major roads for the GTA region
- Development and submission of a five-year capital and investment strategy
- Ensuring that the transportation and capital plans align with the Ontario's Growth Plan objectives for the Greater Golden Horseshoe, Greenbelt objectives, provincial policy statements and municipal official plans.

"Coordination of transit services across the GTA is a vital part of the transportation solution for all of our communities. We look forward to working with the GTTA to make transit a more effective and attractive option for our citizens."

DURHAM REGIONAL CHAIR ROGER ANDERSON

Fare Card

An integrated, seamless transit system offers major benefits for the public and the environment. More convenient transit will get people out of their cars and into transit, reducing congestion on provincial roads and highways. The easier it is to transfer from one system to another, the more attractive public transit becomes.

Many transit systems are in the process of replacing their aging fare collection systems. This provides an excellent opportunity for the development of a seamless fare card system across the GTA.

The GTA fare card system will allow commuters to travel from Oshawa to Hamilton using a single card. By the end of 2006, planning for the new Fare Card system was complete and the design of the system finalized. As well, a vendor was chosen to implement the system.

It is planned that the new Fare Card will be fully implemented across the GTA and Hamilton by 2010.

Once fully implemented, the GTA Fare Card System will:

- Place over two million fare cards in the hands of GTA residents
- Benefit over 800 million transit riders annually
- Provide $100 million in travel time savings to transit customers
- Save transit agencies $20 million per year in operating costs
- Reduce fraud and improve security.

High Occupancy Vehicle Lanes a Success

In December 2006, Ontario marked the first year anniversary of the introduction of High Occupancy Vehicle (HOV) lanes on provincial highways. One year after their introduction, these new lanes have proved to be an unmitigated success.

Ontario's first HOV lanes were introduced on Highways 403 and 404 with the goal of managing congestion and improving travel for commuters. HOV commuters on 403 and 404 generally save between 14 and 17 minutes in their peak-hour commute times compared to their travel times prior to the HOV lanes opening.

HOV lanes are also encouraging people to take public transit because bus operators can offer faster, more reliable trips, and customers can be confident that their bus won't get slowed down in traffic. GO Transit reports that ridership on the bus routes using HOV lanes was growing. Public transit agencies using HOV lanes also reported that their buses arrive at their destinations on time and with greater consistency than ever before.

Our environment also benefits as lane use increases with more and more commuters carpooling or taking transit. But it's not just HOV and public transit users who benefit. Motorists in general traffic lanes on Highway 403 and 404 saw eight to 11 minutes shaved from their commute times in 2006 because there were fewer cars on the road.

Ontario plans to build on this success by expanding the HOV network in 2007 with the opening of the northbound HOV lane on Highway 404 north of Highway 401 and initial construction of HOV lanes on the QEW between Oakville and Burlington. The Province will introduce HOV lanes on Highway 417 in Ottawa, between Palladium Drive and Highway 416.

Improving Transit Efficiency for Commuters

In 2006, Ontario took further steps to improve ride times for commuters by allowing all transit vehicles in the province to install technology that speeds up bus traffic and cuts congestion.

Traffic signal pre-emption technology on buses, streetcars and other transit maintenance vehicles is now able to shorten a red, or lengthen a green traffic signal to their advantage when approaching an intersection. The technology, which was previously only permitted for use by emergency services, was extended to transit vehicles in 2006.

The 2006 regulation implementing the use of traffic signal pre-emption technology in buses and streetcars, was part of the Transportation Statute Law Amendment Act, 2005.

Record Highway Investments Target Congestion, Safety

Ontario is the third-largest financial centre in North America and our highways are the lifeblood of our economy.

Every year, $1.2 trillion worth of goods are carried on Ontario's highways. Every day, $650 million worth of goods crosses the Ontario/US border by road. Over the next 25 years, the province will see up to two million more vehicles, and up to 50 per cent more trucks on its roads.

Supporting our economy is critical to maintaining the high quality of life that we've come to expect in Ontario. To manage the expected growth, the Province is taking a sustainable and strategic approach – one that creates a seamless, integrated and safe transportation system that takes into account road, rail and public transit.

In addition to making an unprecedented investment in transit in 2006, Ontario delivered a record level of funding for our highways – over $1.4 billion.

This funding is part of ReNew Ontario, a five-year plan announced in 2005, to increase government investment in public infrastructure by more than $30 billion by 2010. This investment includes:

- $3.4 billion over five years for the first ever Southern Ontario Highways Program to construct 130 kilometers of new highways and 64 bridges; repair 1,600 kilometers of highways and 200 bridges.
- $1.8 billion over five years, in partnership with the Ministry of Northern Development and Mines, to make Northern Ontario's highways safe and efficient by expanding 62 kilometers of highway, adding or replacing 54 bridges and repairing 2,000 kilometers of highway and 200 bridges.

"Ontario's population is growing by leaps and bounds. This five-year highway program addresses the needs of our growing province by creating a highway system capable of supporting higher traffic volumes. These investments will prolong highway life, improve road safety and reduce wear and tear on vehicles."

TERRY WILLIAMS,
PRESIDENT OF ONTARIO ROAD BUILDERS ASSOCIATION

The record investment of over $1.4 billion in 2006 focused on improvements that will keep Ontario's highways safe and reduce traffic congestion across the province: delivering 10 kilometres of new lanes, 390 kilometres of highway repairs, 5 new bridges, 83 bridge repairs, and one new commuter parking lot.

Work on specific construction projects in 2006 included:

- Widening Highway 401 from four to six lanes from Port Hope to Cobourg to improve driving conditions along this major trade corridor and reduce transportation costs for the 40,400 drivers, including 14,200 truck drivers, who use this section of road every day
- Widening Highway 401 from four to six lanes from Highway 402 to Wellington Road in London and replacing the Wellington Road interchange to ease congestion along this major economic corridor leading to the border
- Repairing Highway 402 from Lambton Road 26 to Lambton Road 30 near Sarnia to improve road conditions leading to the border for over 25,000 drivers who use this section of highway every day
- Extending Highway 410 from Bovaird Drive to Mayfield Road to improve traffic flow and provide a link to growing communities in the Brampton area

- Widening Highway 7 from two to four lanes from Highway 417 to Carleton Place to ease traffic congestion and improve road safety
- Building new bridges at Bronte Creek and Sixteen Mile Creek to accommodate the future widening of the Queen Elizabeth Way, an important international trade route, through Oakville and Burlington
- Continuing with the four-laning of Highway 17 east of Sault Ste. Marie
- Continue the four-laning of Highway 69 to Sudbury as well as the four-laning of Highway 69 through Wahta First Nation in Muskoka; completing four lanes from Toronto to Parry Sound
- Continue the four-laning of Highway 11 to North Bay.

With these investments, Ontario is balancing the needs of rural communities – where roads and highways are a literal lifeline – with those of large urban centres, where traffic congestion threatens our prosperity. And we are balancing the needs of Ontario businesses that ship goods on our highways every year and commuters who simply want to get home quickly and safely to their families at the end of the day.

New Driver's Licence Card Will Improve Security, Safety

Ontario is committed to enhancing the safety and security of Ontarians. That's why, in 2006, the ministry took significant steps toward further enhancing the integrity of Ontario's driver's licence card.

The ministry's goal is to develop a new card that will be one of the most secure documents of its kind in North America. The new card will also enhance safety by being tamper evident to further assist police in their efforts to ensure only qualified drivers in good standing are behind the wheel.

The new driver's licence, once in production, will contain security features that will:

- Make fraudulent Ontario driver's licences easier to detect
- Make driver's licences more difficult to tamper with or counterfeit
- Increase the protection of personal data on the cards.

In 2006, the ministry launched a rigorous, open, competitive process to attract bids from the best companies with experience in this kind of production. We expect to have a vendor on board in early 2007 and to introduce the new card by the end of 2007. The privacy and security of Ontarians is paramount in the production of the new card.

Improving Access and Efficiency at Ontario's International Border Crossings

The nature of Ontario's export-driven economy makes the safety, security and efficiency of our international border crossings a critical issue for both the Province and this ministry. Our highways and border crossings are vital to sustaining and supporting economic growth by carrying goods to market and large values of trade to the U.S. Every day, more than $650 million in goods crosses the Ontario-U.S. border by highway.

The Windsor-Detroit Gateway is this province's busiest trade corridor for goods moving between Ontario and the United States. More than 45 per cent of this province's trade crosses the border in Windsor-Detroit each year. Delays along this corridor or any of our major international border crossings can cost businesses in Ontario billions of dollars each year.

Ontario is working with our U.S. and Canadian partners to develop bi-national transportation strategies at the Windsor-Detroit and Niagara frontiers. Canada, Ontario, the U.S. and Michigan have partnered to undertake the Detroit River International Crossing study (DRIC), a coordinated Environmental Assessment process for additional international crossing capacity at the Windsor-Detroit gateway. The DRIC study team is proceeding on schedule. In November 2005, the study team announced the Area of Continued Analysis, a significant step forward in the study of alternatives for a new end-to-end border crossing system in Windsor-Detroit. The study team identified five "Practical Alternatives" for the access road in March 2006 with public consultation continuing throughout 2006.

The ministry is also partnering with the federal government and other stakeholders to invest over $800 million in highways and roads to support trade with its biggest trading partner.

These investments include:

- Sarnia-Point Edward: $115 million (Ontario: $56.5 million)
- Niagara Frontier: $207.5 million (Ontario: $75.5 million)
- Windsor: $424.9 million (Ontario: $212.4 million)
- Sault Ste Marie: $15.1 million (Ontario: $5.6 million).

Other improved border crossings:

- Rehabilitation of the Baudette/Rainy River International Bridge on Highway 11
- Overhead pedestrian bridge at Huron Church Road in Windsor completed in 2005
- The start of advance utility relocations for the Walker Road/CPR grade separation project
- Improvements to Highway 3 and Huron Church Road in Windsor-Essex
- The continued planning studies for border crossing improvement projects including improvements to the Canadian plaza of the Windsor-Detroit Tunnel; the Howard Avenue/CPR grade separation; and improvements to Essex County Road 19.

Along with the federal government, the ministry is evaluating innovative technology for implementation at Ontario's border crossings such as:

- Queue monitoring and warning system (on Highway 402 in Sarnia)
- Traffic management systems (traffic cameras on Highway 3 and at the Windsor-Detroit Tunnel)
- Smart border technology, such as cameras and variable message signing to improve traffic management at the approaches to the Blue Water Bridge in Sarnia and Ambassador Bridge in Windsor
- Traveller information systems
- Commercial vehicle and passenger car pre-screening systems
- Electronic toll payment
- Hazardous goods/oversize/overweight load tracking systems.

The investments the ministry is making in safety, security and efficiency at Ontario's borders, in partnership with the Government of Canada and the Great Lakes states, will benefit Ontario's communities and businesses by reducing shipping times and lowering costs.

Safer, More Efficient Transportation Through Research, Technology

In 2006, Ontario remained vigilant in the search for new technologies to make the province's transportation system safer, more reliable and efficient. To help deliver this goal, the Province is looking to intelligent transportation systems (ITS).

ITS is a new and rapidly developing field that can help us make great strides in delivering the kind of transportation system that meets the needs of Ontarians today and into the future. It focuses on how the creative use of information processing, communication systems and sensing devices can be combined and integrated to make transportation systems work more effectively. Centralized traffic management and transit smart cards are examples of intelligent transportation systems in action.

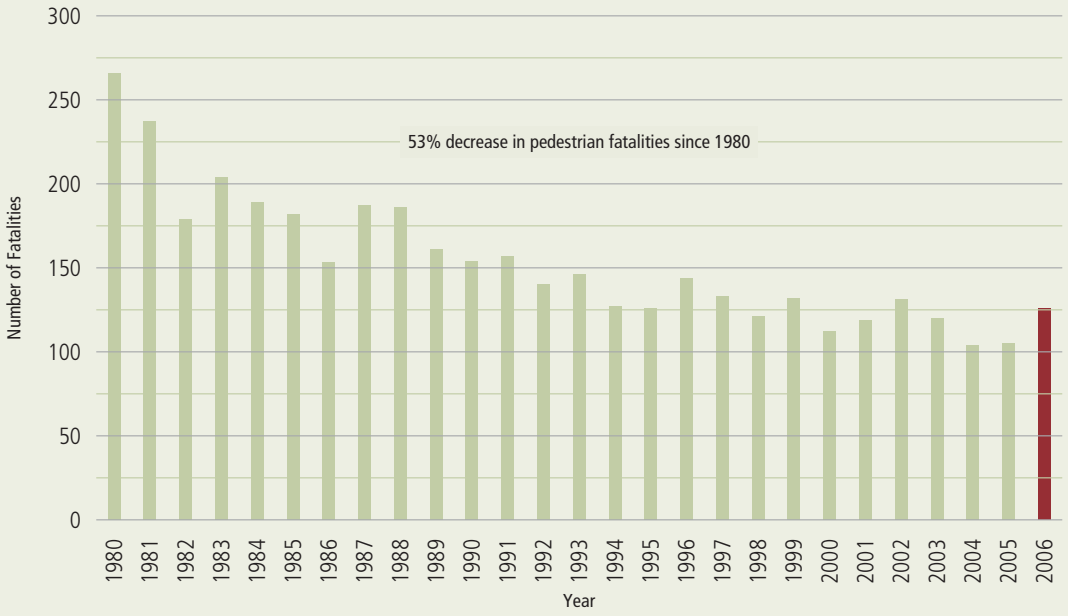
In 2006, the Province joined with the Government of Canada to support the development of new and innovative ITS initiatives. Under this arrangement, the University of Toronto is performing three projects totaling $264,000, which are expected to be completed by fall 2008. Two of these projects will explore ways to make transit more convenient and attractive for passengers by increasing the level of service and making transit schedules and routes more flexible. A third project will explore changes in the movement of goods by commercial vehicles.

These projects support Ontario's intelligent transportation systems plan to enhance and improve the province's transportation network.

MEETING ONTARIO'S ROAD SAFETY CHALLENGES

Enhancing Pedestrian Safety

Number of Pedestrian Fatalities, 1980–2006



According to ORSAR 2006, pedestrian fatalities increased by 20 per cent, from 105 in 2005 to 126 in 2006. This rise in the number of fatalities among our most vulnerable road users is a very serious concern, as is the fact that these deaths represented approximately 16 per cent of all motor vehicle fatalities in the province.

Although Ontario's population increased by about 50 per cent over the past three decades, there has been a positive downward trend in motor vehicle collisions that result in fatal and seriously injured pedestrians in Ontario. In 1980, the number of pedestrians killed was 266, more than double the number in 2006. However, this downward trend has stalled over the past 10 years with the number of pedestrian deaths averaging 120 annually.

In 2006, 52.4 per cent (66 out of 126) of pedestrian fatalities occurred when the person was crossing a road at an intersection or marked pedestrian crossing. This proportion is up from 2005, when 46.7 per cent (49 out of 105) pedestrian fatalities occurred at an intersection or marked crossing. Year after year, these locations continue to be the scene of a large portion of these collisions.

In 2006, the Province took significant steps toward improving the safety of pedestrians, especially at intersections and crossings. Specifically, Ontario has cracked down on drivers who ignore the rules at school and pedestrian crossings.

Provisions under the *Transportation Statute Law Amendment Act*, which came into force on March 31, 2006; increased the fines and sanctions at pedestrian crossings:

- Increased minimum fines and synchronized demerit points for motorists who don't stop or yield to pedestrians at pedestrian crossings. (Fines increased from a minimum of $60 to $150, and 3 demerit points apply if convicted for offences at pedestrian crossings, school crossings and pedestrian crossovers. All fines are doubled in community safety zones.)

- Gave all municipalities authority to set a 30 km/hr speed limit where traffic calming (e.g., speed humps) is in place.
- Required drivers to remain stopped at school crossings until children and the crossing guard have left the half of the roadway where the vehicle is traveling and require crossing guards to display stop sign until all children have left the crossing.
- Expanded the function of school crossing guards to cover the movement of all persons crossing a highway – not just children.

As public education and enforcement efforts related to the tougher rules continue, the ministry expects a reduction in pedestrian fatalities and injuries.

"Unintended Pedestrians"

ORSAR 2006 also identifies an emerging group of pedestrian fatalities.

So-called "unintended pedestrians" are made up of people who began their journey in a motor vehicle but due to various circumstances wind up on foot, either on the road or along the side of the road.

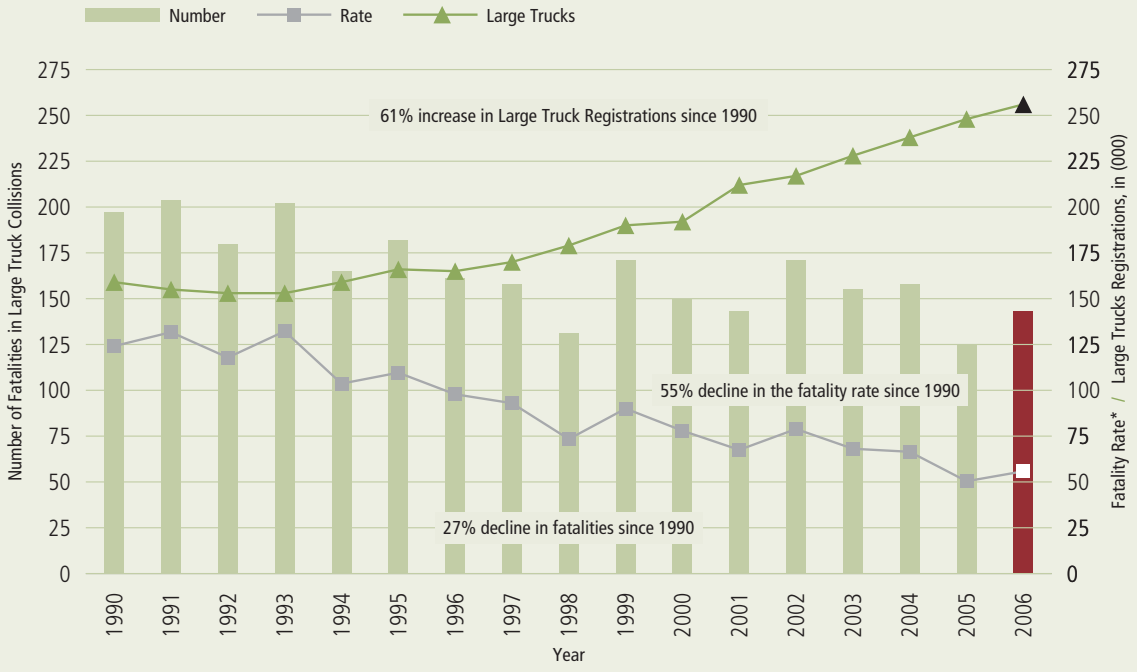
These individuals can include, but are not limited to, drivers or passengers who abandon a broken down car; vehicle occupants involved in a collision; or motorists who have run out of fuel.

In 2006, ORSAR reports that the number of fatalities involving these "unintended pedestrians" almost doubled, up from 7 in 2005 to 13 in 2006. The number of serious injuries involving these individuals also increased, from 7 in 2005 to 14 in 2006.

The ministry is monitoring this upward trend, which may be due in part to a lack of knowledge on the part of some motorists of what to do when they are stranded at the side of the highway. Public education may help address these fatalities, which, like so many others on our roads, are preventable.

Improving Truck Safety

Number and Rate* of Fatalities in Large Truck Crashes; Large Truck Registrations: 1990–2006



* number of fatalities per 100,000 large trucks

In 2006, there were 143 fatal collisions involving large trucks on Ontario's roadways, compared to 125 in 2005, an increase of 14.4 per cent.

Despite this year-over-year increase in fatalities – and the growing number of trucks on Ontario's roads (there was a record high of over 250,000 registered large trucks in the province in 2006) – there has been a long-term decrease in fatal collisions involving large trucks. Between 1990 and 2006, the number of large trucks on our roads grew by over 60 per cent, while the number of fatal collisions involving large trucks dropped almost 30 per cent.

In 2006, Ontario introduced several new measures to further improve truck safety in the province:

- Reducing vehicle-related road debris by deeming vehicles "unsafe" if parts become detached (New offence came into effect in 2006 and includes all motor vehicles).
- Improving daily vehicle inspections of commercial vehicles to further enhance the early detection of safety-related mechanical defects and clearly identify the responsibilities of both drivers and carriers (effective July 1, 2007).
- Modernizing rules for commercial vehicle operator hours of service based on scientific principles related to fatigue management and fatigue management practices (effective January 1, 2007).

Ontario remained the only jurisdiction in North America to impound trucks and trailers with critical defects. The Province continues to take the lead in other sanctions as well, with fines for operating an unsafe commercial vehicle that can be as much as $20,000; four times greater than most Canadian jurisdictions. For some offences, such as wheel separations, the fines in Ontario can be as much as $50 thousand.

Wheel separations are a truck safety issue that have received a good deal of public and ministry attention in recent years. As a result of a zero tolerance approach to this problem, reported wheel separations have dropped by 70 per cent, from a high of 215 in 1997 to 65 occurrences in 2006.

Roadcheck – Truck Inspection Blitz

Ontario's provincial enforcement officers conduct more truck safety blitzes than any other province. Each year officers conduct more than 100,000 commercial driver and vehicle inspections, 12 province-wide safety blitzes and 250 regional safety blitzes.

From June 6 to 8, 2006, Ontario's truck enforcement officers participanted in Roadcheck, an international annual safety inspection blitz involving jurisdictions across Canada, the United States and Mexico.

During Roadcheck, provincial enforcement officers are located at inspection stations across Ontario to inspect the condition of buses, trucks and trailers, and check whether loads are properly secured and if drivers are driving too many hours.

Ontario achieved a 78.4 per cent compliance rate, which was down slightly from 2005 but continued an overall trend of improvement in commercial vehicle safety over the last decade.

The coordinated enforcement effort is designed to:

- Track the safety performance of the truck and bus industries
- Monitor the effectiveness of enforcement programs
- Increase awareness of commercial vehicle safety issues
- Remove unsafe vehicles from highways.

Over the last few years, Roadcheck activities have expanded to include more ways to reduce collisions and save lives by helping to educate drivers. In the last five years, more than one million pieces of educational literature have been distributed to drivers across North America during Roadcheck.

The ministry will continue to work with police, industry representatives and other jurisdictions as we search for innovative ways to further reduce collisions involving large trucks. This includes a commitment to implement a mandatory requirement for all large trucks to limit their electronic speed limiters to 105 km/h.

Targeting Speeding

Speeding remains one of the biggest killers on Ontario's roads.

In 2006, 350 people were killed in collisions that involved drivers who were speeding, going too fast for conditions, or who lost control of their vehicle. While this number dropped slightly, from 366 fatalities in 2005, this toll continues to be unacceptable. As in previous years, almost half of all Ontario traffic fatalities in 2006 were attributed to this high-risk driving behaviour.

The evidence is clear: based on collision data, we know that the risk of a fatality or serious injury is almost three times greater for vehicles crashing at 50 km/h or more above the posted limit on a highway with a posted limit of 100 km/h. The increase in risk is even greater on roads with lower posted limits because of the presence of intersections and vulnerable road users such as pedestrians and cyclists.

Over the last six years (from 2001 to 2006), approximately 2,200 people were killed in these speed-related collisions. With these crashes figuring as such a prominent and persistent contributing factor in fatalities and injuries, the Province has moved to take aggressive steps to further counter this high-risk behaviour.

In 2006, Ontario implemented anti-speeding measures that were contained in the Transportation Statute Law Amendment Act, 2005. As part of this legislation, the government cracked down on speeders by:

- Increasing fines for speeding 30–34 km/h over the limit
- Longer court-ordered licence suspensions for repeat offenders who speed 50 km/h or more over the limit (up to 60 days for 2nd offence within 5-year period and up to one year for 3rd or subsequent offence within 5-year period)
- Doubling fines for speeding in a construction zone when workers are present.

Street Racing

On November 21, 2006, the ministry organized a street-racing symposium that included the participation of key stakeholders such as police services, federal government representatives, youth representatives, road safety stakeholders and car clubs. The purpose of the event was to discuss issues and challenges regarding street racing and probe solutions to curb this dangerous behaviour.

The feedback received through this symposium was invaluable as the ministry worked to build on its most recent measures targeting speeders. Over the balance of 2006, the ministry used the knowledge gained at the symposium and continued to work with its road safety partners to develop a major legislative package that would feature measures to target street racing, stunt driving and excessive speeding as key elements.

Protecting Children and Youth on Our Roads

Child Car Seats/Booster Seats

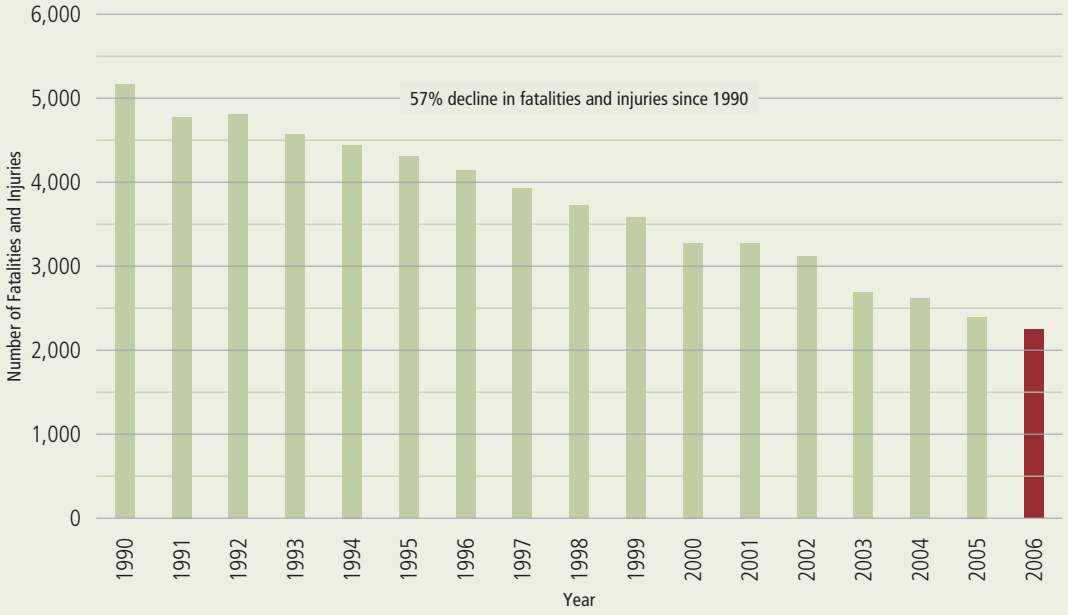
In September 2005, Ontario amended the Highway Traffic Act to strengthen the rules covering children and the use of proper restraints in motor vehicles. The new measures include:

- Requiring all caregivers, including grandparents and babysitters, to use child car seats or booster seats when transporting children

- Requiring booster seats for children who have outgrown child car seats but are still too small to be fully protected by seatbelts alone.

Drivers who don't comply with these requirements, or who do not use the appropriate seat correctly, face a fine and two demerit points.

Number of Persons Age 0–9 Killed and Injured, 1990–2006



ORSAR 2006, which reports on the first full year that these new laws were in effect, shows that the number of children killed and seriously injured in road collisions fell by more than 6 per cent compared to 2005.

While this reduction – which continues a downward trend – is encouraging, it is tempered by the knowledge that, according to Safe Kids Canada, collisions are a leading cause of death and injury for children between one and nine years old. That's why the ministry has been so aggressive in introducing measures to further improve the safety of children on our roads.

A properly used child car safety seat can cut the chances of death or serious injury by as much as 75 per cent.

INFANT AND TODDLER SAFETY ASSOCIATION

Despite reductions in the number of road fatalities and injuries among children in 2006, many drivers are still not taking adequate steps to ensure that their young passengers are properly restrained.

Ontario continues to work closely with child safety advocates at the provincial and community level to provide wide-spread public education on the safe transportation of children, including educating parents and caregivers on legal requirements and best practices.

Young Drivers

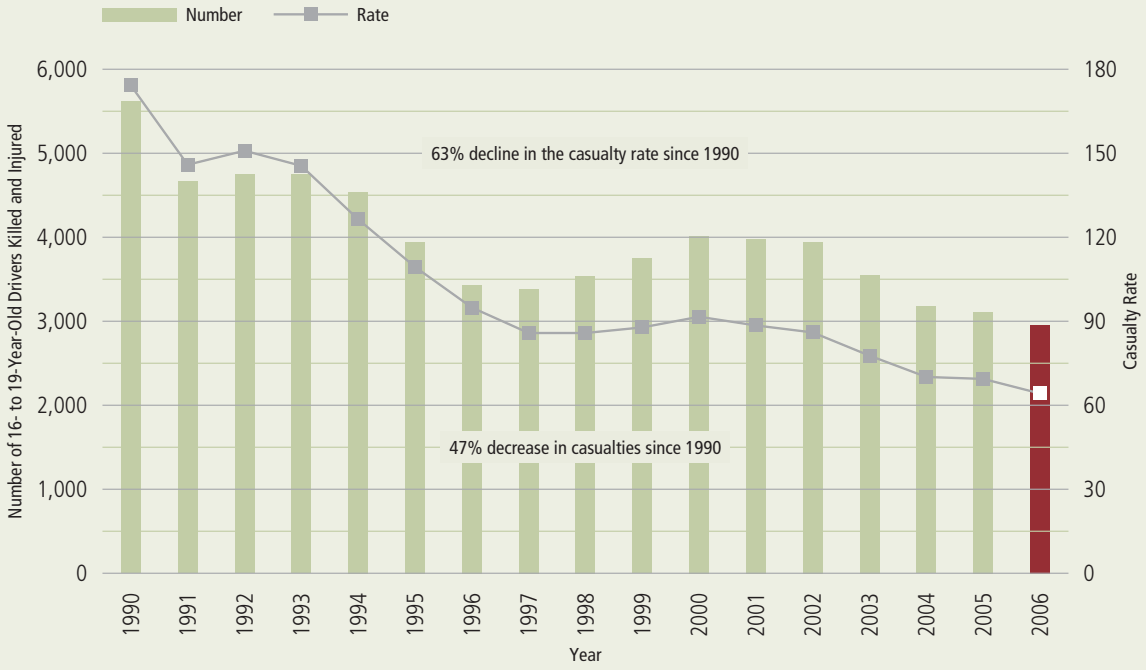
Novice Drivers

In 1994, Ontario was the first jurisdiction in North America to introduce a comprehensive Graduated Licensing System (GLS).

GLS helps reduce the risk of collisions for new drivers by requiring them to progress through a two-step (G1 and G2) licensing system before full licensure. Novice drivers are required to adhere to a comprehensive set of driving restrictions designed to reduce their exposure to high risk driving situations.

Simply put, GLS has saved lives on our roads. Between 1994 and 2006, the number of drivers aged 16 to 19 years killed in motor vehicle collisions fell by 16.3 per cent. However, as ORSAR 2006 shows, young drivers continue to have a higher collision risk due to their inexperience.

Number and Rate* of 16 to 19-Year Old Drivers Killed and Injured; 1990–2006



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

In 2006, four successive years of declining fatalities among drivers aged 16–19 were disrupted. Fatalities among these younger drivers increased from 31 in 2005 to 41 in 2006. More positively, the number of injuries among drivers in this age group dropped for the sixth straight year, from 3,077 in 2005 to 2,917 in 2006.

ORSAR 2006 shows that young drivers continue to have a higher collision risk due to their inexperience. Year after year, young drivers continue to be over-represented in fatal collisions. In 2006, the young drivers (16 to 19) fatal collision involvement rate was 65 per cent higher than the general population fatal collision involvement rate (2.28 vs.1.38).

In order to build on the success of GLS and to address this over-representation in collisions, Ontario continuously reviews the safety benefits that new measures and restrictions can deliver for our youngest and most inexperienced drivers.

For example, in recent years, the ministry has focused on research that shows new teenage drivers are almost three times more likely to be in a fatal or serious collision if they're carrying young passengers in the vehicle as compared to driving with older passengers.

This research led, in September 2005, to the implementation of a teenage G2 passenger restriction. It means that all teenage G2 drivers must limit the number of passengers under the age of 20 that they can carry between midnight and 5 a.m. During the first six months in G2, teenage drivers may carry only one passenger under 20 years old between midnight and 5 a.m. After six months in G2 and until they either get their full G licence or turn 20, they may carry up to 3 passengers under 20 years old between midnight and 5 a.m. These restrictions do not apply if the teenage novice driver has a fully licensed driver with four years experience in the front seat, or if the young passengers are members of the driver's immediate family.

The ministry will continue to review the latest research and best practices in other jurisdictions to ensure Ontario remains a leader when it comes to the safety of our young and new drivers.

Beginner Driver Education

There are more than 460 Ministry of Transportation-approved commercial Beginner Driver Education (BDE) course providers in Ontario, and over 200 high schools deliver the ministry-approved course.

Graduates of these ministry-approved courses receive a four-month reduction in the minimum amount of time a novice driver must remain in the "G1" learner class of licence (from 12 months to 8 months), and possible discounts to premiums charged by many insurance companies.

Because drivers who complete this course are able to advance through Ontario's Graduated Licensing System more quickly, it is critical that we ensure the highest standards in Beginner Driver Education so that new drivers have the necessary skills to drive safely on our roads.

With this in mind, the ministry, as part of its comprehensive strategy for BDE program renewal, will be reviewing existing curriculum standards and updating them to focus on key topics such as reckless driving behaviour.

The ministry is working with stakeholders on proposed regulatory elements that are aimed at strengthening the provincial government's oversight of ministry-approved driving schools by ensuring:

- Clear enforceable standards
- A formal sanctioning process
- Tools to better enable auditing of schools.

In spring 2006, the Ministry of Transportation began unprecedented and extensive consultations on improvements to BDE in the province. These consultations began with three sessions held in Mississauga, Kingston and London. Over 200 representatives participated in the sessions including driving school and driving instructor associations, individual driving schools and driving instructors.

"We feel that professional driving instructors will applaud the government in their efforts to create an environment that will continue to encourage and upgrade safety in the province of Ontario."

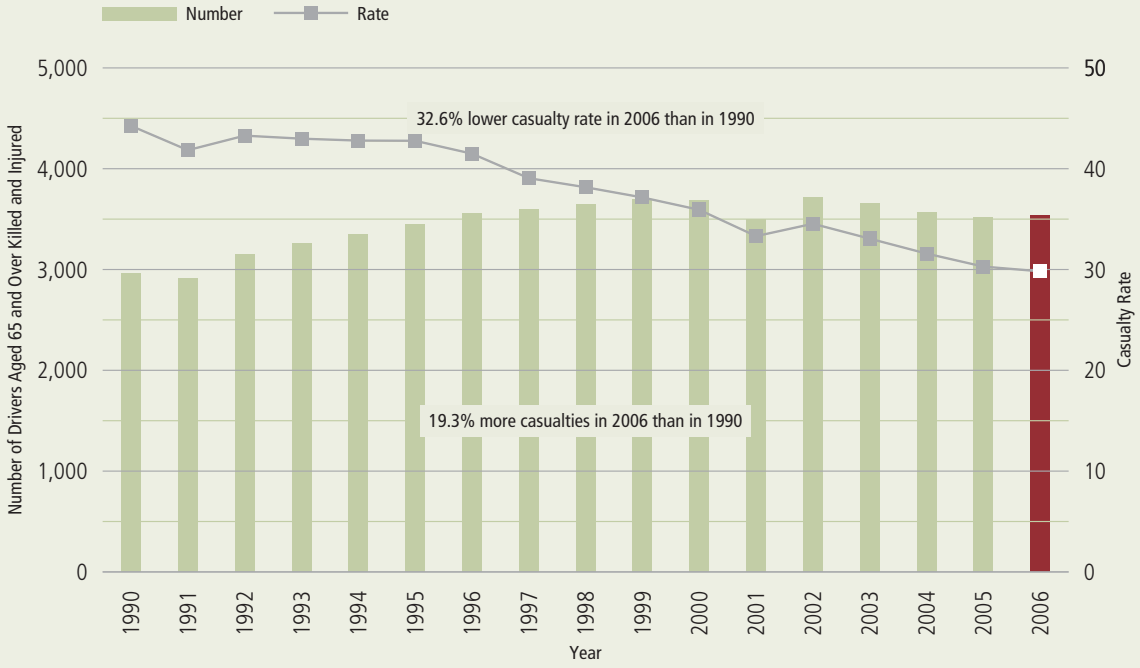
KEITH BLACK,
PRESIDENT OF THE CERTIFIED TRANSPORTATION INSTRUCTOR ASSOCIATION

In the summer of 2006, the ministry also met with the Ministry of Education to discuss potential improvements for Beginner Driver Education in the province.

Based on feedback received, the ministry began to draft a plain language version of the proposed BDE regulatory elements for driving schools and driving instructors. Looking forward, the ministry will post the plain language version of the regulatory proposal online in 2007 for further stakeholder and public feedback. Once all feedback is received, the ministry will draft a final regulation for approval and implementation.

Senior Drivers

Number and Rate* of Drivers Aged 65 and Over Killed and Injured: 1990–2006



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

One of the growing challenges facing jurisdictions across North America is how to address the safety and mobility challenges of an aging driver population.

In 2006, the number of fatalities among drivers aged 65 decreased from 64 in 2005 to 57 in 2006. As well, continuing a trend over recent years, the casualty rate (number of drivers killed or injured) per 10,000 licensed drivers aged 65 and over fell from 30.29 in 2005 to 29.82 in 2006.

While the number of fatalities involving senior drivers has been coming down in recent years, it is important to note that senior drivers continue to be over-represented in fatal collisions, as compared to the general driving population.

The declining fatality rate for senior drivers can be, in part, attributed to the ministry's programs for senior drivers, which keep seniors driving for as long as they can safely do so.

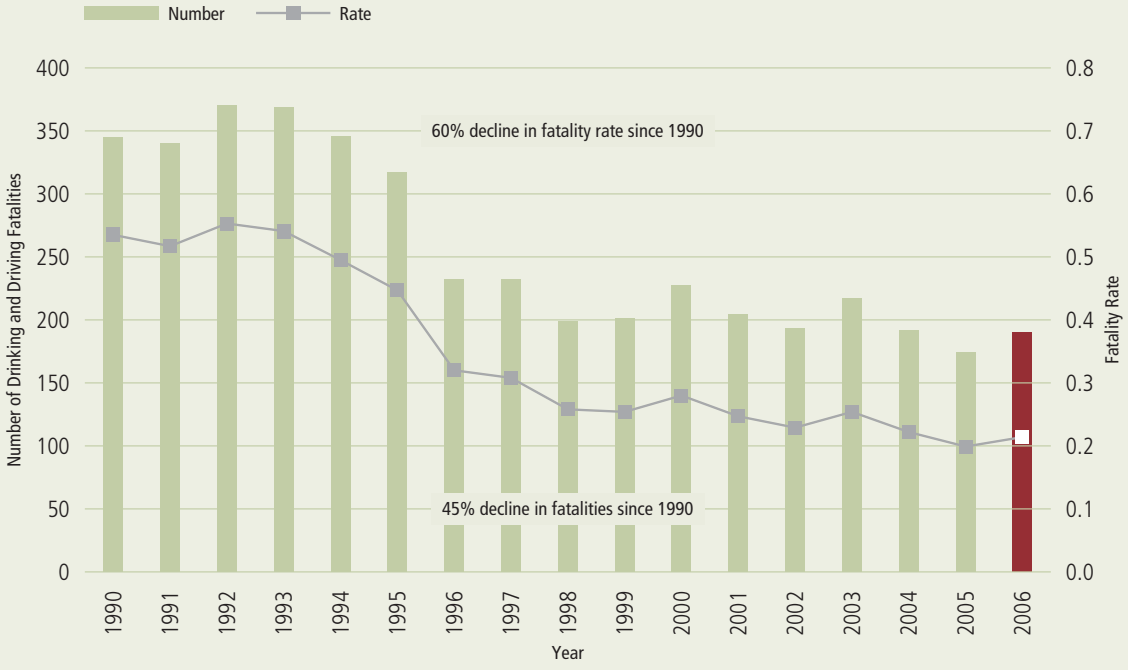
For example, the ministry's licence renewal program for drivers aged 80 and over is the most stringent age-based program in Canada and North America. The program includes knowledge and vision tests; a group education session; driver record review and a road test if deemed necessary by a ministry counsellor. Changes to this program in the mid-1990s have dramatically reduced the average fatal collision involvement rate per 10,000 licensed drivers aged 80 and over.

After an enhanced Group Education Session curriculum for senior drivers was launched across Ontario in July 2005, the ministry spent 2006 developing and implementing several new initiatives to further improve safety for these drivers. These initiatives included:

- In co-operation with the Ministry of Health and Long Term Care and the Ontario Medical Association, developing a standardized reporting form to assist physicians with their reporting requirements with regard to medically unfit drivers. The form was introduced April 1, 2006.
- Introducing a new form to help police report drivers who may be medically unfit to operate a motor vehicle to the Ministry of Transportation.
- Continuing the ministry's partnership with the Ontario Seniors' Secretariat and the Canadian Automobile Association to deliver 16 "Shifting Gears, Helping Seniors Drive Safely" sessions, three-hour educational programs for older drivers held in various locations across the province. The ministry and CAA built on the success of the 2005 campaign with 14 additional presentations in 2006.
- Exploring ways to assist senior drivers with language and literacy barriers as part of the continuous review of the senior driver licensing programs. As part of this effort, the ministry worked with community organizations to hold trial alternative language Group Education Sessions. These sessions, which won a customer service award for excellence from the American Association of Motor Vehicle Administrators (AAMVA), are being evaluated to determine the feasibility of incorporating the use of interpreters and help the ministry assess how to best address the needs of senior drivers with language and/or literacy challenges.

Drinking and Driving

Number and Rate* of Drinking and Driving Fatalities: 1990–2006



* number of drinking and driving fatalities per 10,000 licensed drivers

Of particular concern for the ministry is the number of impaired drivers on our roads. After a long-term decline in the number of fatalities related to drinking and driving collisions, the numbers have remained largely stagnant over the past 10 years or so. In 2006, the number of fatalities involving drinking and driving increased to 190, from 174 in 2005, an increase of 9.2 per cent.

During 2006, ministry staff conducted a review of all aspects of drunk driving legislation that fall within provincial jurisdiction. Working with our road safety partners, the focus of this review concentrated on repeat offenders and those who blow in the "warn" range (.05 to .08 blood alcohol concentration). The ministry used the results of this review to develop new and innovative measures to protect Ontarians from drunk drivers.

The new measures were designed to build upon Ontario's existing laws, which are among the toughest in North America. They include:

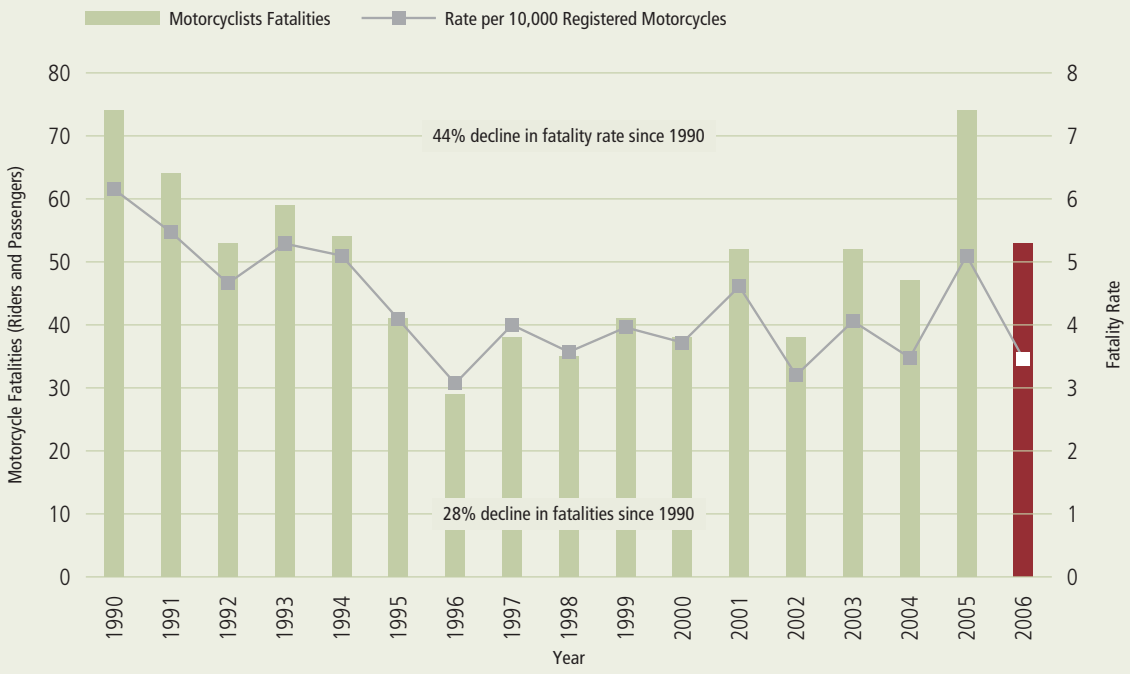
- Immediate 90–day driver licence suspensions
- Mandatory "Back on Track" remedial measures
- Vehicle impoundment
- Ignition interlock.

Not only does Ontario have tough rules, but the Province rigorously enforces them. For example, actions taken against drunk drivers include:

- 6,414 lifetime suspensions issued (includes some reducible to 10 years) between Sept. 1998 and December 2006.
- 114,061 drivers notified of requirement to complete remedial measures program between Sept. 1998 and December 2006.
- 189,870 people have lost their privileges to drive for 90 days as a result of Ontario's Administrative Driver's Licence Suspension (ADLS) program between November 1996 and December 2006.
- 55,101 drivers are either subject to the Ignition Interlock Program, after licence reinstatement (or required not to drive at all until condition removed from their licence) between December 2001 and December 2006.
- 9,912 vehicles were impounded for driving while suspended (all driving-related Criminal Code suspensions; the *majority* for drinking and driving convictions) between 1999 and 2006.

Motorcycles

Number and Rate* of Motorcycle Fatalities: 1990–2006



* number of motorcycle fatalities per 10,000 registered motorcycles

In 2006, the number of motorcycle fatalities (driver and passenger) dropped from 74 in 2005 to 53 – a decline of 28.4 per cent. At the same time, motorcycle injuries (driver and passenger) stayed the same as in 2005 at 1,583.

Overall, in ORSAR 2006, the combined fatality and injury rate for riders and passengers was 103.5 per 10,000 registered motorcycles, the lowest level in Ontario since 1988.

The 74 motorcycle deaths in 2005 marked a disturbing increase from the previous year, up 57.1 per cent from 2004. The decline of motorcycle rider deaths in 2006 (to 53) is welcome news, especially given the growing number of motorcycles on the province's roads.

Notably, motorcycle registrations hit an all time high in the province, climbing from 145,194 in 2005 to 158,103 in 2006. It is likely that rising fuel prices along with the rising popularity of more economical and low emission vehicles are contributing factors in this record number of registrations.

Public Education

Throughout the year, the Ministry of Transportation works with police and more than 100 road-user safety groups on a variety of education initiatives, such as anti-drinking and driving campaigns, child seat inspection clinics and seat belt campaigns. These Ontario-wide and community-based efforts are critical in raising public awareness about the steps we can all take to improve road safety and the consequences we face if we persist in unsafe and dangerous driving behaviours.

As described previously, a central part of the ministry's public education effort in 2006 was the Smart Love advertising campaign to remind parents and caregivers that properly used child car safety seats not only save lives but are required by law in Ontario. There were, however, many other public education initiatives, several of which are summarized below.

iDRIVE

iDRIVE is an award-winning, exciting, youth road safety program developed by the Ministry of Transportation in partnership with the Ontario Community Council on Impaired Driving, Ontario Students Against Impaired Driving and The Student Life Education Company.

The program raises awareness among drivers under the age of 25 about the risks and consequences of unsafe driving practices including aggressive, distracted and drowsy driving and impairment by alcohol and drugs.

In 2006, the ministry and its road safety partners continued to distribute copies of iDRIVE into the hands of road safety advocates for use in presentations to secondary school and community audiences across Ontario.

Since 2004, more than 3,500 video presentations and presenter's guides have been distributed to police, public health and road safety groups for use in presentations to secondary schools and community audiences across Ontario.

The high-energy video delivers its message through a combination of music; expert testimonials; celebrity endorsements; interviews with college and university students; and scripted segments developed by teenage actors.

iDRIVE has also been adapted for national release.

Impaired Driving

In 2006, the ministry continued its efforts to spread the message that impaired driving will not be tolerated. This effort included a partnership between the Ontario government and Mothers Against Drunk Driving Canada to launch a program to commemorate lives lost as a result of an impaired driver by placing roadside memorial signs on provincial highways. The memorial signs will not only serve as a tribute to loved ones who have lost their lives as a result of an impaired driver, but they will also send a strong reminder to all motorists not to drive while impaired.

Also in 2006, the ministry supported the Ontario Community Council on Impaired Driving's "Shut Out Impaired Driving" campaign which targeted sports fans and included posters and drink coasters distributed to licensed establishments. The campaign also delivered a public service announcement featuring Ottawa Senator Antoine Vermette that played on radio and television.

School Bus Safety Week

School buses travel nearly two million kilometres every school day in Ontario. School bus safety week is an important public education tool to remind drivers of the importance of safety around schools and school buses. That's why the ministry works closely with safety partners such as school boards, the Ontario School Bus Association, the Ontario Safety League and others to make sure everyone in Ontario knows how important it is to drive with caution near school buses and school zones.

In 2006, School Bus Safety Week provided an opportunity to highlight some of the government's recently implemented measures to make the safety of children a priority, including:

- requiring new safety features on buses, including an arm at the front of new buses to prevent children from walking out in front of the vehicle where the driver can't see them
- changing the law so that the owner of any vehicle that illegally passes a school bus now faces charges regardless of who is driving at the time
- cracking down on speeders and those who ignore the rules at crosswalks and school crossings.

Reducing Wildlife Collisions

In Ontario, a motor vehicle and a wild animal collide every 37 minutes. In 2006, the number of collisions involving wild animals increased by approximately 1.8 per cent from 14,228 in 2005 to 14,482 in 2006.

In 2006, the ministry's efforts to reduce this number included a public education component. Specifically, the ministry participated in the Ottawa Wildlife Collision Prevention Initiative and supported its work to reduce human/wildlife collisions. This initiative included enhanced speed enforcement along with billboards and advertising on radio and television designed to increase awareness of the risks of human/wildlife collisions. This City of Ottawa initiative also included the Canadian Automobile Association, the Ontario Provincial Police, and the Ontario Federation of Anglers and Hunters. The materials developed for this campaign are available to other communities to help reduce wildlife collisions in their area.

The Ontario Driver's Handbook also includes a section on avoiding animals on or near the road. In addition, the Ministry of Transportation has developed the "Watch For Wildlife" brochure to provide driving tips and help reduce motor vehicle collisions involving animals across Ontario. In addition to public education, the ministry has taken other steps to help keep animals from wandering onto the road, including:

- Installing fencing along major highways
- Removing roadside brush to improve sightlines and visibility for drivers
- Draining salty ponds beside highways, which may attract wildlife
- Posting warning signs where there is a history of wildlife collisions
- Installing highway lighting to improve visibility at night.

Partnerships – A Shared Commitment to Road Safety

The Ministry of Transportation remains vigilant in looking for new ways and new partnerships that can help us achieve the goal of having the safest roads in the world.

Fortunately, there are many organizations in the province that share our commitment to road safety and make an invaluable contribution toward continuously improving driver behaviour, vehicle condition and infrastructure safety.

At the provincial level, the ministry works with partners such as the Ministry of the Attorney General, the Ministry of Health and Long-Term Care, and the Ministry of Community Safety and Correctional Services (including the Ontario Provincial Police).

The Ministry of Transportation also works closely with municipal police services, volunteer community groups, other levels of government, and a number of dedicated safety organizations, to make our roads safer.

Honouring Those Who Died While Making Our Roads Safer

While the Ministry of Transportation works hard to develop road safety measures that save lives and reduce injury, these efforts would be wasted without the active role of our enforcement officers.

Everyday in Ontario, police join with ministry enforcement officers in patrolling our roads and highways. Tragically, some of these police officers have been killed in the line of duty – giving their lives as they work to protect our families.

In 2006, the Ontario government honoured four of these police officers by dedicating bridges in their honour.

In the Sudbury area, the twin structures at the Highway 17 and 69 Interchange were dedicated as the Sergeant Rick McDonald Memorial Bridges. The Junction Creek Bridge was dedicated as the Constable Joe MacDonald Memorial Bridge.

In the Chatham area, the bridge over Highway 401 at Chatham-Kent Road 7 was dedicated as the Senior Constable James C. McFadden Memorial Bridge. The Highway 40 bridge over Highway 401 was dedicated the Sergeant Margaret J. Eve Memorial Bridge.

In 2005, the Bonnechere River Bridge on Highway 17 in Renfrew County was dedicated as the Philip Shrive Memorial Bridge, in memory of Senior Constable Philip Shrive of the Ontario Provincial Police.

Dedicating these bridges honours these officers and their families. It helps ensure we will never forget the sacrifice these officers made on our behalf.

ROAD SAFETY: MORE WORK AHEAD

Although Ontario enjoys a reputation as a leader in road safety, we can never allow ourselves to become complacent. Anyone who questions the stakes involved need only consider the following:

- More than two people are killed and 10 seriously injured every day on our roads.
- Motor vehicle collisions continue to be the single leading cause of unintentional injuries and deaths among children and youth in Ontario.
- Motor vehicle collisions cost Ontario $9.1 billion annually in social and health care costs.

These numbers are sobering. They serve to demonstrate that despite Ontario's top safety ranking in North America, there is more work to be done when it comes to preventing death and injury on our roads.

Each year, in ORSAR, the Ministry of Transportation highlights some of the key road safety issues it will target in the coming year(s). The issues listed are developed in large part by evaluating the results and trends found in this and previous ORSAR reports.

Specifically, the results of ORSAR 2006 indicate that the ministry needs to work closely with its road safety partners to address a number of critical issues, including:

Drinking & Driving:

Strengthen Ontario's impaired driving laws and programs based on the comprehensive review begun by the ministry in 2006. Implement tougher sanctions and new measures to further target this reckless driving behaviour, focusing squarely on repeat offenders and those who blow in the "warn" range (.05 to .08 blood alcohol concentration).

Street Racing and Excessive Speeding:

Build on the anti-speeding measures implemented in 2006 and use the information gathered during the 2006 street racing symposium to develop additional measures to target street racing and excessive speeding.

Safer Roads for Our Children

To promote increase compliance with existing child car seat and booster seat laws, the ministry will continue to work with Safe Kids Canada and other child safety advocates to explore the use of:

- Integrated child car seats and booster seats. (These seats are easy to use and are part of the vehicle design – no installation required.)
- New types of restraints especially designed for children with disabilities.
- Further ways to effectively increase public awareness about the legal requirements for child car safety seats and booster seats along with the life saving benefits these seats provide for our children.
- Review international best practices and explore the potential for the expanded delivery of Road Safety Education in primary and secondary schools.

School Bus Safety

Work with school bus operators and safety advocates to expand the requirement for safety-crossing arms to all school buses in Ontario – not just new ones.

Young and New Drivers

- Continue to review the latest research and best practices in other jurisdictions to ensure Ontario continues to be a leader when it comes to the safety of our young and new drivers.
- Finalize and implement new standards and curriculum to ensure the highest standards in Beginner Driver Education so that new drivers have the necessary skills to drive safely on our roads.

Senior Drivers

Review the latest research and best practices in other jurisdictions to identify potential senior driver program improvements. This includes exploring options to issue licences to drivers with functional impairments with specific conditions or restrictions imposed, such as, daytime driving only.

Motorcycle and Moped Safety

Continue to work with our partners to promote motorcycle and moped safety and review the province's motorcycle licensing program.

Piloting New Vehicles

Continue to promote transportation choices that are safe, reduce pollution, reduce energy use, ease congestion and expand mobility options.

Off-Road Vehicles/Snowmobiles

Consult with stakeholders as the ministry reviews Ontario's off-road vehicle and snowmobile legislation, including examining the minimum age requirements along with education and training programs for young riders.

Truck Safety

- Work with industry safety experts and jurisdictions across Canada to develop mandatory speed limiter policies that will require large trucks to have a maximum speed capped at 105 km/h. (The potential benefits are reduced greenhouse gas emissions, increased safety and reduced consumption of fossil fuels).
- Work towards implementing the fourth and final phase of the Vehicle Weight and Dimensions reforms which are causing a gradual migration to trucks designated as Safe, Productive and Infrastructure-Friendly (SPIF).

Public Transit

Continue to invest in public transit to make it more attractive to commuters.

Public & Customer Service

Enhance public service and customer satisfaction by delivering efficient and innovative services and products to Ontarians. For example, the ministry will develop a new and more secure Ontario Driver's Licence Card.

OVERVIEW

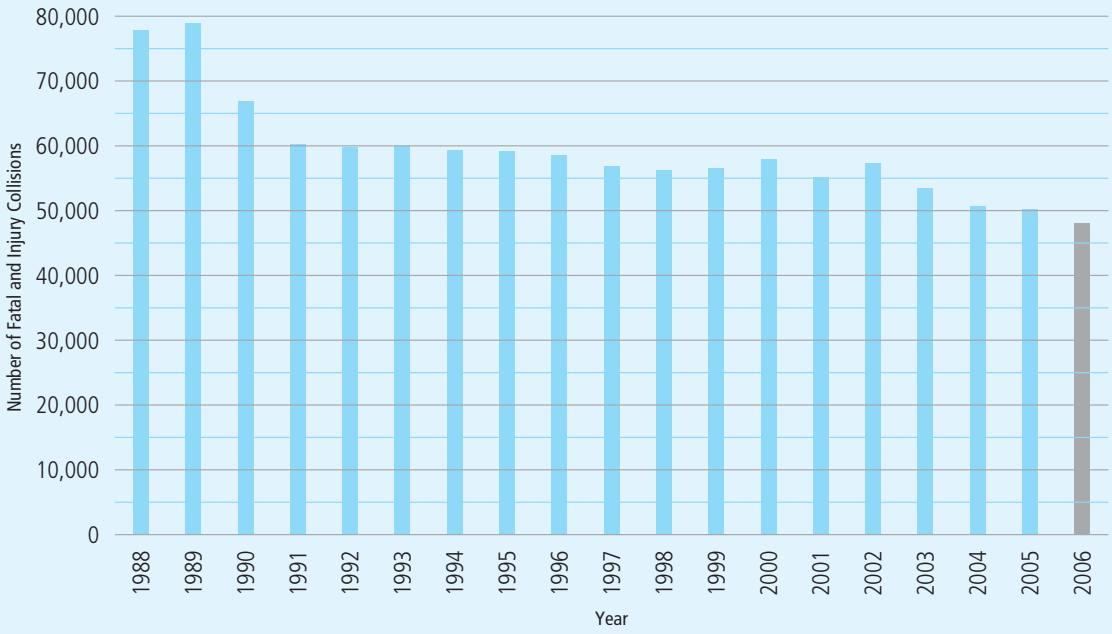
1. Overview

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 2006.

The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers on our roads. In 2006, Ontario's fatality rate of 0.87 per 10,000 licensed drivers was the lowest ever recorded in Ontario. Ontario's rate was also the lowest in all of North America in 2006.

Nevertheless, 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, 1988–2006



1A. SYNOPSIS

Selected Statistics	2006
Total Reportable Collisions	216,247
Total Drivers Involved in Collisions	383,982
Total Vehicles Involved in Collisions	398,385
Fatal Collisions	692
Personal Injury Collisions	47,411
Property Damage Collisions	168,144
Persons Killed	769
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	463
Drivers Killed (Impaired or Had Been Drinking)	124
Passengers Killed	169
Pedestrians Killed	126
Other Road Users Killed	11
Persons Injured	68,793
Estimated Ontario Population (2006)	12,705,328
Licensed Drivers	8,867,965
Registered Motor Vehicles	8,016,875
Estimated Vehicle Kilometres Travelled (in millions)	130,392
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	6.05
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.59
Collision Rate per 100 Million Kilometres Travelled	165.84
Fatal Collision Rate per 100 Million Kilometres Travelled	0.53
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.87

1B. HEALTH PERSPECTIVE

Table 1.1 | Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, 2005/2006 Fiscal Year

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	202	1,239
Fracture of neck and trunk	983	9,080
Fracture of upper limb	555	2,764
Fracture of lower limb	1,346	11,812
Fractures involving multiple body regions	9	102
Dislocation, sprains and strains	129	763
Dislocations, sprains, and strains involving multiple body regions	–*	–*
Intracranial injury	695	9,737
Internal injury of chest, abdomen, and pelvis	457	3,497
Open wound of head, neck, or trunk	86	197
Open wound of upper limb	15	155
Open wound of lower limb	50	786
Open wounds involving multiple body regions	–*	–*
Other diagnosis	1,099	17,602
Total Admissions and Days**	**5,626**	**57,734**

Source: Ministry of Health and Long-Term Care, Integrated Policy and Planning Division, Health Data & Decision Support Unit
* Small cell count (a value of less than 5); Small cell counts are not published. ** Totals do not include small cell counts.

Table 1.2 | Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, 2005/2006 Fiscal Year

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	108	2,504
Spinal cord, spinal canal, and meninges	22	298
Nose, mouth, and pharynx	30	252
Chest wall, pleura, mediastinum, and diaphragm	92	997
Bone marrow and spleen	55	734
Kidney	–*	62
Facial bones and joints	85	700
Reduction of fracture/dislocation with or without fixation (excluding head and facial bones)	1,733	16,288
Repair joint structures (excluding head or facial bones)	22	189
Skin and subcutaneous tissue	88	673
Other diagnostic and therapeutic interventions	1,731	28,376
Sub-total of surgical admissions and days**	**5,625**	**57,737**
No interventions performed – surgical procedures	1,659	6,664

Source: Ministry of Health and Long-Term Care, Integrated Policy and Planning Division, Health Data & Decision Support Unit
* Small cell count (a value of less than 5); Small cell counts are not published. ** Sub-totals do not include small cell counts.

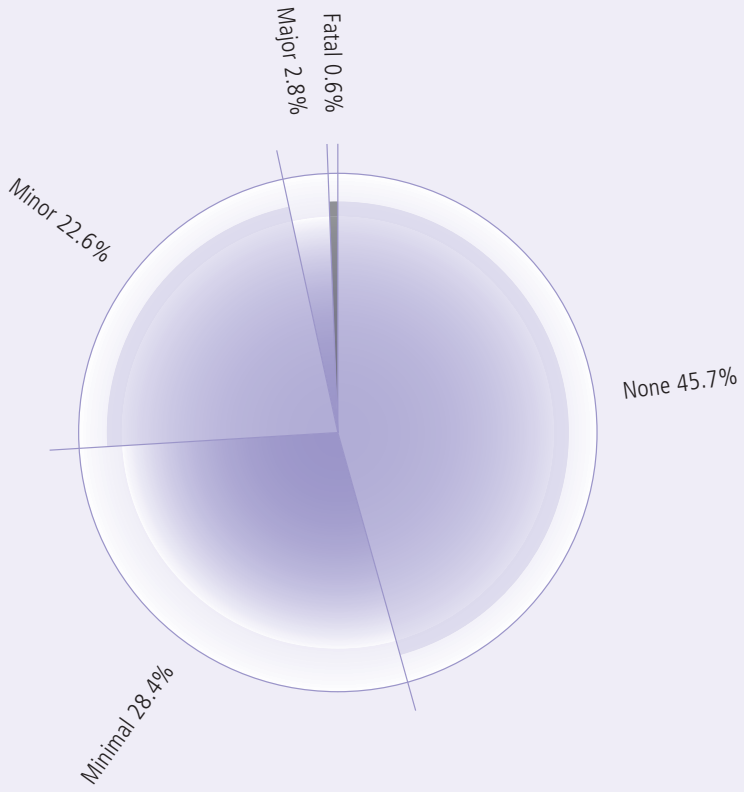
THE PEOPLE

2. 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 an increase in the number of traffic fatalities from 766 in 2005 to 769. While the number of drivers on Ontario roads continues to increase, the number of persons injured declined. Ontario also saw reductions in the number of motorcycle fatalities in 2006. The number of fatalities involving drinking and driving increased from 174 in 2005 to 190 in 2006.

Figure 2 | Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2006



2A. PEOPLE IN COLLISIONS

Table 2.1 | Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2006

	Severity of Injury					
Category of Involved Person	None	Minimal	Minor	Major	Fatal	Total
Driver	37,439	21,487	16,474	1,672	383	77,455
Passenger*	20,008	11,119	7,799	949	169	40,044
Pedestrian	197	1,845	2,395	489	126	5,052
Bicyclist	35	1,026	946	119	32	2,158
Bicycle Passenger	17	160	174	15	0	366
All-Terrain** Vehicle Driver	3	11	14	5	1	34
All-Terrain Vehicle Passenger	2	3	3	4	0	12
Snow Vehicle Driver	3	1	6	7	3	20
Snow Vehicle Passenger	0	1	1	3	0	5
Motorcycle Driver	84	345	642	232	48	1,351
Motorcycle Passenger	38	93	202	57	5	395
Moped Driver	8	12	15	5	0	40
Moped Passenger	6	1	1	0	0	8
Hanger On	55	71	109	29	0	264
Other	538	145	95	11	2	791
Total	**58,433**	**36,320**	**28,876**	**3,597**	**769**	**127,995**

* Includes bus passengers

** In this table, all-terrain vehicles includes two-wheel, three-wheel or four-wheel off-road vehicles.

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

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

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

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

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

Minimal Injury: 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, 2006

	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	3	9	11	18	12	33	70	58	56	56	21	36	0	383
Passenger*	7	5	10	7	7	7	7	11	15	19	18	11	8	16	21	0	169
Pedestrian	2	1	2	1	4	3	5	0	10	7	16	18	12	15	30	0	126
Bicyclist	0	0	3	3	1	1	1	1	0	3	5	6	3	3	2	0	32
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
All-Terrain Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	0	0	0	0	0	1	8	13	8	12	4	2	0	0	48
Motorcycle Passenger	0	0	0	0	0	0	1	0	1	0	0	3	0	0	0	0	5
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	1	0	0	0	0	0	0	0	1	0	0	0	0	2
Total	**9**	**6**	**16**	**15**	**21**	**22**	**32**	**25**	**67**	**113**	**106**	**107**	**84**	**57**	**89**	**0**	**769**

* Includes hangers on

** In this table, all-terrain vehicles includes two-wheel, three-wheel or four-wheel off-road vehicles.

UK = Unknown

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

Table 2.3 | Category of Persons Injured by Age Groups, 2006

	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	26	174	806	941	996	1,018	3,942	7,920	8,668	7,323	4,287	2,065	1,412	55	39,633
Passenger*	791	1,147	1,769	597	660	713	692	618	1,985	2,877	2,222	2,039	1,449	1,030	802	614	20,005
Pedestrian	82	192	557	143	125	107	134	109	405	643	621	542	413	274	293	89	4,729
Bicyclist	0	10	50	16	20	24	21	22	69	124	130	95	42	23	5	1,440	2,091
Bicycle Passenger	2	13	72	21	15	14	15	11	32	46	69	50	22	8	5	6	401
All-Terrain** Vehicle Driver	0	0	3	2	1	2	2	2	4	4	6	1	0	0	1	2	30
All-Terrain Vehicle Passenger	0	0	1	1	3	1	0	0	1	1	1	0	0	0	1	0	10
Snow Vehicle Driver	0	0	1	1	1	1	1	0	0	4	2	0	2	1	0	0	14
Snow Vehicle Passenger	0	1	2	1	1	0	0	0	0	1	0	0	0	0	0	1	7
Motorcycle Driver	0	0	8	19	17	17	17	28	132	277	291	244	126	33	5	5	1,219
Motorcycle Passenger	1	4	17	6	5	2	12	11	30	62	83	80	40	2	0	9	364
Moped Driver	0	0	1	0	0	1	0	0	0	11	8	5	4	2	0	0	32
Moped Passenger	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
Other	4	2	5	1	4	8	3	3	15	47	48	35	22	10	10	39	256
Total	**880**	**1,369**	**2,512**	**982**	**1,658**	**1,831**	**1,893**	**1,822**	**6,615**	**12,018**	**12,149**	**10,414**	**6,407**	**3,448**	**2,535**	**2,260**	**68,793**

* Includes hangers on

** In this table, all-terrain vehicles includes two-wheel, three-wheel or four-wheel off-road vehicles.

UK = Unknown

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

Table 2.4 | Sex of Driver by Class of Collision, 2006

	Class of Collision			
Sex of Driver	Fatal	Personal Injury	Property Damage	Total
Male	885	52,071	176,882	229,838
Female	294	31,997	98,383	130,674
Unknown*	44	4,270	19,156	23,470
Total	**1,223**	**88,338**	**294,421**	**383,982**

* 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, 2006

	Class of Collision			
Condition of Driver	Fatal	Personal Injury	Property Damage	Total
Normal	826	67,572	229,935	298,333
Had Been Drinking	51	1,248	2,223	3,522
Ability Impaired – Alcohol Over .08	105	902	1,642	2,649
Ability Impaired Alcohol	10	485	871	1,366
Ability Impaired Drugs	27	105	161	293
Fatigue	18	617	1,154	1,789
Medical/Physical Disability	13	558	542	1,113
Inattentive	77	10,693	22,781	33,551
Other*	5	291	822	1,118
Unknown**	91	5,867	34,290	40,248
Total	**1,223**	**88,338**	**294,421**	**383,982**

* 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, 2006*

	Driver Condition						
Driver Age	Normal	Had Been Drinking	Impaired Alcohol Over .08	Ability Impaired Alcohol	Other	Unknown	Total
Under 16	148	8	3	4	87	36	286
16	1,203	24	10	4	306	120	1,667
17	5,283	61	28	21	1,177	442	7,012
18	6,093	114	54	33	1,338	446	8,078
19	6,444	163	111	58	1,213	519	8,508
20	6,779	176	111	44	1,157	542	8,809
21–24	26,128	606	376	198	3,827	2,041	33,176
25–34	60,346	797	638	305	6,892	4,194	73,172
35–44	68,873	666	619	297	7,149	4,460	82,064
45–54	57,523	490	439	235	5,905	3,729	68,321
55–64	33,272	186	190	99	3,783	2,215	39,745
65–74	14,955	94	50	27	2,169	1,037	18,332
75 & over	8,691	24	9	10	1,948	660	11,342
Unknown	2,595	113	11	31	913	19,807	23,470
Total	**298,333**	**3,522**	**2,649**	**1,366**	**37,864**	**40,248**	**383,982**

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

Table 2.7 | Recorded Occurrence of Driver Condition In Drivers Killed, 2006*

Recorded Occurrence	Number of Drivers	%
Normal	251	53.5
Had Been Drinking	31	6.6
Ability Impaired – Alcohol Over .08	93	19.8
Ability Impaired Alcohol	0	0.0
Ability Impaired Drugs	26	5.5
Fatigue	8	1.7
Medical/Physical Disability	12	2.6
Inattentive	28	6.0
Other	4	0.9
Unknown	16	3.4
Total	**469**	**100.0**

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

Table 2.8 | Apparent Driver Action by Class of Collision, 2006

	Class of Collision			
Apparent Driver Action	Fatal	Personal Injury	Property Damage	Total
Driving Properly	534	41,934	147,995	190,463
Following Too Close	14	8,007	25,568	33,589
Speed Too Fast	90	1,176	1,945	3,211
Speed Too Fast for Conditions	77	3,809	11,365	15,251
Speed Too Slow	0	44	196	240
Improper Turn	20	3,788	12,076	15,884
Disobey Traffic Control	46	4,272	6,166	10,484
Fail to Yield Right of Way	81	9,012	19,841	28,934
Improper Passing	18	636	2,566	3,220
Lost Control	176	6,476	16,468	23,120
Wrong Way on One-Way Road	3	105	169	277
Improper Lane Change	17	1,728	9,244	10,989
Other*	106	5,299	17,464	22,869
Unknown	41	2,052	23,358	25,451
Total	**1,223**	**88,338**	**294,421**	**383,982**

* Includes actions defined as careless driving, inattentive driving, fell asleep, hit and run, driving on wrong side of road, improper parking, impaired driving, illegally parked, dangerous driving, etc.

Table 2.9 | Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2006

	Severity of Injury					
Safety Equipment Used	Fatal	Major	Minor	Minimal	None	Total
Seat Belt Used	237	1,229	14,375	19,745	34,448	70,034
Other Equipment*	15	90	726	639	371	1,841
Equipment Not used	90	196	341	169	117	913
No Safety Equipment	1	3	20	25	38	87
Use Unknown	40	154	1,012	909	2,465	4,580
Total	**383**	**1,672**	**16,474**	**21,487**	**37,439**	**77,455**

* Approved safety equipment in use that is not detailed above. Police officer enters description of the equipment on the collision report form.

Table 2.10 | Seat Belt Usage by Severity of Passenger Injury in Fatal and Personal Injury Collisions, 2006**

	Severity of Injury					
Safety Equipment Used	Fatal	Major	Minor	Minimal	None	Total
Seat Belt Used	82	634	6,181	9,297	15,846	32,040
Child Safety Seat Used Incorrectly	1	4	22	38	79	144
Child Safety Seat Used Correctly	5	16	170	429	1,738	2,358
Other Equipment*	3	31	218	190	152	594
Equipment Not used	53	149	373	201	152	928
No Safety Equipment	6	33	395	516	921	1,871
Use Unknown	17	93	484	443	1,095	2,132
Total	**167**	**960**	**7,843**	**11,114**	**19,983**	**40,067**

* Other equipment includes construction helmets, etc., used in a motor vehicle. It also includes the use of airbags. Seat belt usage in conjunction with airbag deployment is unknown.

** Includes hangers on and excludes passengers in parked vehicles.

Table 2.11 | Restraint Use for Children (0–4 Years) Killed in Collisions, 2002–2006

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2002	1	2	4	0	0	0	7
2003	2	1	0	0	0	0	3
2004	1	0	0	0	0	0	1
2005	6	0	0	1	0	1	8
2006	5	1	0	0	0	1	7

Table 2.12 | Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2006

	Injury Level		
Restraint Used	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	54.8	60.8	65.3
Child Restraint Used Incorrectly	16.1	6.5	2.8
Lap/Lap-Shoulder Belt	19.4	24.5	25.6
Not Available	0.0	3.7	2.5
Available/Not Used	3.2	0.5	0.2
Other	3.2	0.7	0.5
Unknown	3.2	3.4	3.2
Total	**100.0**	**100.0**	**100.0**

Table 2.13 | Pedestrian Condition by Severity of Injury, 2006

Condition of Pedestrian	Killed	Injured
Normal	62	3,243
Had Been Drinking	7	233
Ability Impaired Alcohol Over .08	24	10
Ability Impaired Alcohol	1	53
Ability Impaired Drugs	5	20
Fatigue	0	4
Medical or Physical Defect	11	76
Inattentive	8	657
Other	0	54
Unknown	8	379
Total	**126**	**4,729**

Table 2.14 | Apparent Pedestrian Action by Severity of Injury, 2006

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	16	1,949
Crossing Intersection Without Right of Way	20	703
Crossing Intersection No Traffic Control	23	364
Crossing Pedestrian Crossover	1	132
Crossing Marked Crosswalk Without Right of Way	6	110
Walking on Roadway With Traffic	7	86
Walking on Roadway Against Traffic	4	64
On Sidewalk or Shoulder	8	353
Playing or Working on Highway	2	43
Coming from Behind Parked Vehicle or Object	2	107
Running onto Roadway	10	324
Getting On/Off School Bus*	0	8
Getting On/Off Vehicle	0	61
Pushing/Working on Vehicle	1	10
Other	26	415
Total	**126**	**4,729**

* Calendar year

2B. PUTTING THE PEOPLE IN CONTEXT

Table 2.15 | Category of Persons Killed and Injured, 1988–2006

		Driver		Passenger*		Pedestrian		All Others		Persons Killed in All Classes		Persons Injured in All Classes	
Year	Ontario Population (Est.)**	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
2005	12,558,669	377	41,199	183	21,268	105	4,709	101	4,674	766	6.1	71,850	572.1
2006	12,705,328	383	39,633	169	20,005	126	4,729	91	4,426	769	6.1	68,793	541.5

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

** Source: Ministry of Finance, Statistics Canada.

Table 2.16 | Sex of Driver Population by Age Groups, 2006

	Age Groups							
Sex of Driver	16–19	20–24	25–34	35–44	45–54	55–64	65+	Total
Male	244,744	384,404	787,858	976,308	931,229	662,802	651,922	4,639,267
Female	216,314	352,171	762,455	912,274	862,286	589,811	533,387	4,228,698
Total	**461,058**	**736,575**	**1,550,313**	**1,888,582**	**1,793,515**	**1,252,613**	**1,185,309**	**8,867,965**

Table 2.17 | Driver Population by Age Groups, 1988–2006

	Age Groups							
Year	16–19	20–24	25–34	35–44	45–54	55–64	65+	Total
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
2005	447,954	727,529	1,557,476	1,912,898	1,748,335	1,206,374	1,161,644	8,762,210
2006	461,058	736,575	1,550,313	1,888,582	1,793,515	1,252,613	1,185,309	8,867,965

Table 2.18 | Driver Licence Class by Sex, 2006

	Driver Sex					
Licence Class	Male	%	Female	%	Total	%
A	104,269	2.25	2,285	0.05	106,554	1.20
AB	4,836	0.10	654	0.02	5,490	0.06
ABM	2,612	0.06	158	0.00	2,770	0.03
ABM1	6	0.00	2	0.00	8	0.00
ABM2	172	0.00	44	0.00	216	0.00
AC	25,992	0.56	990	0.02	26,982	0.30
ACM	10,160	0.22	171	0.00	10,331	0.12
ACM1	97	0.00	5	0.00	102	0.00
ACM2	1,167	0.03	38	0.00	1,205	0.01
AM	28,981	0.62	204	0.00	29,185	0.33
AM1	213	0.00	5	0.00	218	0.00
AM2	3,188	0.07	72	0.00	3,260	0.04
B	17,513	0.38	17,911	0.42	35,424	0.40
BM	4,699	0.10	924	0.02	5,623	0.06
BM1	25	0.00	20	0.00	45	0.00
BM2	334	0.01	284	0.01	618	0.01
C	6,807	0.15	934	0.02	7,741	0.09
CM	1,700	0.04	63	0.00	1,763	0.02
CM1	24	0.00	2	0.00	26	0.00
CM2	202	0.00	24	0.00	226	0.00
D	221,353	4.77	20,474	0.48	241,827	2.73
DE	116	0.00	24	0.00	140	0.00
DEM	28	0.00	0	0.00	28	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	3	0.00	0	0.00	3	0.00
DF	2,322	0.05	158	0.00	2,480	0.03
DFM	885	0.02	25	0.00	910	0.01
DFM1	14	0.00	0	0.00	14	0.00
DFM2	112	0.00	10	0.00	122	0.00
DM	60,691	1.31	1,495	0.04	62,186	0.70
DM1	237	0.01	10	0.00	247	0.00
DM2	3,934	0.08	257	0.01	4,191	0.05
E	1,406	0.03	2,241	0.05	3,647	0.04
EM	159	0.00	43	0.00	202	0.00
EM1	1	0.00	0	0.00	1	0.00

Continued on next page

Table 2.18 | Driver Licence Class by Sex, 2006 (continued)

	Driver Sex					
Licence Class	Male	%	Female	%	Total	%
EM2	20	0.00	10	0.00	30	0.00
F	7,532	0.16	6,097	0.14	13,629	0.15
FM	1,423	0.03	243	0.01	1,666	0.02
FM1	17	0.00	4	0.00	21	0.00
FM2	244	0.01	133	0.00	377	0.00
G	3,178,452	68.51	3,452,318	81.64	6,630,770	74.77
G1	233,341	5.03	319,155	7.55	552,496	6.23
G1M	61	0.00	21	0.00	82	0.00
G1M1	268	0.01	24	0.00	292	0.00
G1M2	902	0.02	193	0.00	1,095	0.01
G2	325,274	7.01	329,731	7.80	655,005	7.39
G2M	312	0.01	53	0.00	365	0.00
G2M1	236	0.01	40	0.00	276	0.00
G2M2	2,979	0.06	430	0.01	3,409	0.04
GM	334,273	7.21	55,386	1.31	389,659	4.39
GM1	2,759	0.06	704	0.02	3,463	0.04
GM2	45,255	0.98	14,262	0.34	59,517	0.67
M	850	0.02	166	0.00	1,016	0.01
M1	268	0.01	70	0.00	338	0.00
M2	543	0.01	131	0.00	674	0.01
Other	0	0.00	0	0.00	0	0.00
Total	**4,639,267**	**100.00**	**4,228,698**	**100.00**	**8,867,965**	**100.00**

Table 2.19 | **Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2006**

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

Continued on next page

Table 2.19 | Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2006 (continued)

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

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Table 2.19 | Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2006 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
2005	8,762,210	230,258	766	71,850
2006	8,867,965	216,247	769	68,793

Table 2.20 | Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2006

	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
Driver Age	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	0	0	0	129	50	179	N/A	N/A	N/A
16	47,439	40,667	88,106	1,004	623	1,627	2.12	1.53	1.85
17	60,544	53,389	113,933	4,320	2,652	6,972	7.14	4.97	6.12
18	66,312	59,010	125,322	4,984	3,048	8,032	7.52	5.17	6.41
19	70,449	63,248	133,697	5,398	3,062	8,460	7.66	4.84	6.33
20	74,561	66,900	141,461	5,542	3,226	8,768	7.43	4.82	6.20
21–24	309,843	285,271	595,114	20,387	12,630	33,017	6.58	4.43	5.55
25–34	787,858	762,455	1,550,313	45,556	27,269	72,825	5.78	3.58	4.70
35–44	976,308	912,274	1,888,582	51,225	30,383	81,608	5.25	3.33	4.32
45–54	931,229	862,286	1,793,515	43,556	24,372	67,928	4.68	2.83	3.79
55–64	662,802	589,811	1,252,613	26,433	13,092	39,525	3.99	2.22	3.16
65–74	392,285	323,316	715,601	12,320	5,937	18,257	3.14	1.84	2.55
75 & over	259,637	210,071	469,708	7,275	4,044	11,319	2.80	1.93	2.41
Unknown	0	0	0	35,390	0	35,390	N/A	N/A	N/A
Total	**4,639,267**	**4,228,698**	**8,867,965**	**263,519**	**130,388**	**393,907**	**5.68**	**3.08**	**4.44**

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

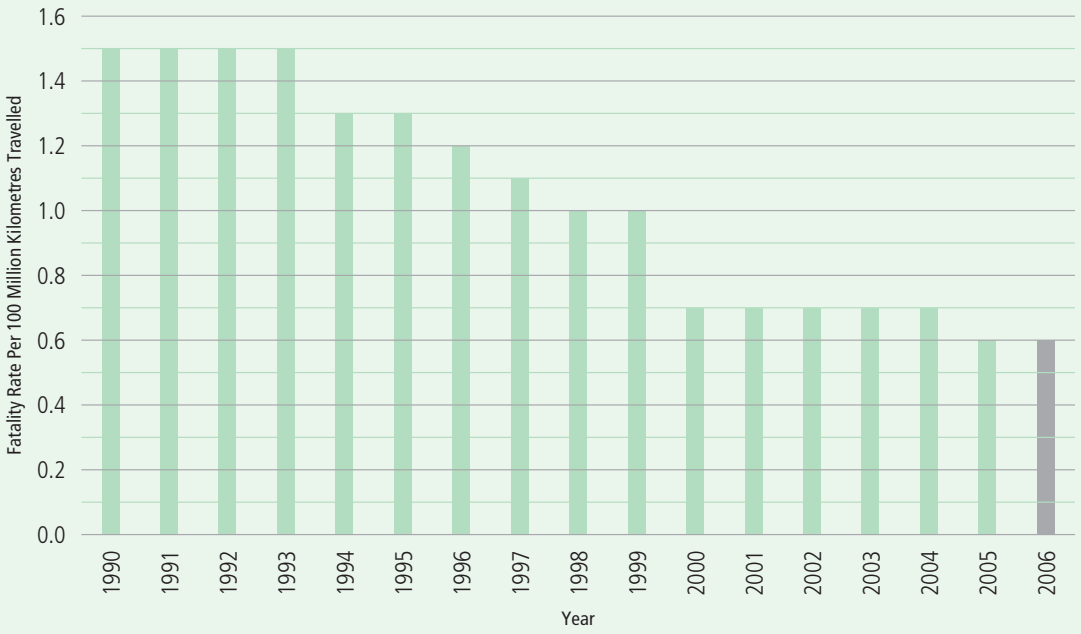
THE COLLISION

3. 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 collisions increased from 684 in 2005 to 692 in 2006, however the number of injury collisions decreased by 2,173 and the property damage collisions decreased by 11,846 in 2006. In 2006, the fatal collision rate per 100 million kilometres travelled in Ontario was the lowest ever recorded in Ontario.

Figure 3 | Fatality Rate Per 100 Million Kilometres Travelled in Ontario, 1990–2006



3A. TYPES OF COLLISIONS

Table 3.1 | Class of Collision, 1988–2006

	Class of Collision			
Year	Fatal	Personal Injury	Property Damage	Total
1988	1,076	76,724	150,598	228,398
1989	1,106	77,852	168,080	247,038
1990	959	65,912	153,317	220,188
1991	956	59,242	153,471	213,669
1992	942	58,889	164,418	224,249
1993	987	58,932	168,915	228,834
1994	875	58,525	167,596	226,996
1995	860	58,273	159,952	219,085
1996	816	57,791	156,417	215,024
1997	807	56,121	164,572	221,500
1998	768	55,441	157,147	213,356
1999	763	55,764	165,435	221,962
2000	737	57,279	182,614	240,630
2001	733	54,479	178,792	234,004
2002	770	56,516	187,356	244,642
2003	754	52,757	192,952	246,463
2004	718	49,948	180,882	231,548
2005	684	49,584	179,990	230,258
2006	692	47,411	168,144	216,247

Table 3.2 | Collision Rate Per One Million Kilometres Travelled, 1988–2006

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*
2005	1.8*
2006	1.7*

* Since 2000, the rate is calculated based on Statistics Canada estimates of Vehicle Kilometres Travelled.

Table 3.3 | Motor Vehicles Involved in Collisions Based on Initial Impact, 2006

Motor Vehicle in Collision Involving	Class of Collision: Fatal	Personal Injury	Property Damage	Total
Moveable Objects:				
Other Motor Vehicles	695	69,440	244,510	314,645
Unattended Vehicles	9	547	12,653	13,209
Pedestrian	126	4,347	279	4,752
Cyclist	31	2,415	547	2,993
Railway Train	5	17	24	46
Street Car	0	40	194	234
Farm Tractor	0	29	67	96
Domestic Animal	2	72	623	697
Wild Animal	7	550	13,887	14,444
Other Moveable Objects	2	113	254	369
Sub-total	**877**	**77,570**	**273,038**	**351,485**
Fixed Objects:				
Cable Guide Rail	1	50	289	340
Concrete Guide Rail	2	305	876	1,183
Steel Guide Rail	6	174	662	842
Pole (Utility Tower)	5	312	1,273	1,590
Pole (Sign/Parking Meter)	3	93	756	852
Fence/Noise Barrier	1	23	208	232
Culvert	1	17	34	52
Bridge Support	0	20	91	111
Rock Face	0	11	32	43
Snow Bank or Drift	1	39	190	230
Ditch	5	310	767	1,082
Curb	13	492	1,639	2,144
Crash Cushion	0	22	48	70
Building or Wall	2	39	170	211
Water Course	1	3	11	15
Construction Marker	0	6	63	69
Tree, Shrub, or Stump	2	114	429	545
Other Fixed Object	8	267	1,455	1,730
Sub-total	**51**	**2,297**	**8,993**	**11,341**

Continued on next page

Table 3.3 | Motor Vehicles Involved in Collisions Based on Initial Impact, 2006 (continued)

Motor Vehicle in Collision Involving	Class of Collision: Fatal	Personal Injury	Property Damage	Total
Other Events:				
Ran Off Road	121	3,362	7,306	10,789
Skidding/Sliding	147	4,347	12,607	17,101
Jack-knifing	1	14	106	121
Load Spill	0	7	83	90
Fire/Explosion	0	9	197	206
Submersion	0	3	5	8
Rollover	2	189	286	477
Debris on Road	1	90	971	1,062
Debris off Vehicle	12	112	1,185	1,309
Other Non-Collision Event	32	1,248	3,116	4,396
Sub-total	**316**	**9,381**	**25,862**	**35,559**
Total	**1,244**	**89,248**	**307,893**	**398,385**

Table 3.4 | **Initial Impact Type by Class of Collision, 2006**

Initial Impact Type	Class of Collision: Fatal	Personal Injury	Property Damage	Total
Approaching	112	1,332	2,393	3,837
Angle	85	6,656	15,730	22,471
Rear End	39	13,238	45,944	59,221
Sideswipe	34	2,904	19,592	22,530
Turning Movement	48	7,800	25,938	33,786
With Unattended Motor Vehicle	11	548	12,555	13,114
Single Motor Vehicle	363	14,787	43,984	59,134
Other	0	146	2,008	2,154
Unknown	0	0	0	0
Total	**692**	**47,411**	**168,144**	**216,247**

Table 3.5 | Month of Occurrence by Class of Collision, 2006

	Class of Collision							
Month of Occurrence	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
January	56	8.1	3,614	7.6	15,033	8.9	18,703	8.6
February	39	5.6	3,511	7.4	14,882	8.9	18,432	8.5
March	49	7.1	3,166	6.7	11,490	6.8	14,705	6.8
April	48	6.9	3,376	7.1	11,162	6.6	14,586	6.7
May	51	7.4	4,093	8.6	13,353	7.9	17,497	8.1
June	61	8.8	4,445	9.4	13,583	8.1	18,089	8.4
July	75	10.8	4,148	8.7	12,652	7.5	16,875	7.8
August	79	11.4	4,355	9.2	12,762	7.6	17,196	8.0
September	62	9.0	4,171	8.8	13,474	8.0	17,707	8.2
October	63	9.1	4,394	9.3	16,211	9.6	20,668	9.6
November	55	7.9	4,047	8.5	16,690	9.9	20,792	9.6
December	54	7.8	4,091	8.6	16,852	10.0	20,997	9.7
Total	**692**	**100.0**	**47,411**	**100.0**	**168,144**	**100.0**	**216,247**	**100.0**

Table 3.6 | Day of Week by Class of Collision, 2006

	Class of Collision							
Day of Occurrence	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Monday	82	11.8	6,328	13.3	22,122	13.2	28,532	13.2
Tuesday	96	13.9	7,106	15.0	24,920	14.8	32,122	14.9
Wednesday	86	12.4	7,056	14.9	25,544	15.2	32,686	15.1
Thursday	103	14.9	7,158	15.1	25,856	15.4	33,117	15.3
Friday	111	16.0	7,812	16.5	28,849	17.2	36,772	17.0
Saturday	113	16.3	6,815	14.4	23,777	14.1	30,705	14.2
Sunday	101	14.6	5,136	10.8	17,076	10.2	22,313	10.3
Total	**692**	**100.0**	**47,411**	**100.0**	**168,144**	**100.0**	**216,247**	**100.0**

Table 3.7 | Hour of Occurrence by Class of Collision, 2006

	Class of Collision							
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Hour of Occurrence A.M.								
12 to 1 a.m.	19	2.7	710	1.5	2,519	1.5	3,248	1.5
1 to 2 a.m.	23	3.3	699	1.5	2,445	1.5	3,167	1.5
2 to 3 a.m.	27	3.9	709	1.5	2,352	1.4	3,088	1.4
3 to 4 a.m.	15	2.2	535	1.1	1,998	1.2	2,548	1.2
4 to 5 a.m.	11	1.6	401	0.8	1,593	0.9	2,005	0.9
5 to 6 a.m.	14	2.0	493	1.0	2,213	1.3	2,720	1.3
Sub-total	**109**	**15.8**	**3,547**	**7.5**	**13,120**	**7.8**	**16,776**	**7.8**
6 to 7 a.m.	32	4.6	1,226	2.6	4,585	2.7	5,843	2.7
7 to 8 a.m.	27	3.9	1,960	4.1	7,478	4.4	9,465	4.4
8 to 9 a.m.	20	2.9	2,823	6.0	10,559	6.3	13,402	6.2
9 to 10 a.m.	15	2.2	2,133	4.5	7,893	4.7	10,041	4.6
10 to 11 a.m.	39	5.6	2,193	4.6	7,635	4.5	9,867	4.6
11 to 12 noon	29	4.2	2,374	5.0	8,746	5.2	11,149	5.2
Sub-total	**162**	**23.4**	**12,709**	**26.8**	**46,896**	**27.9**	**59,767**	**27.6**
Hour of Occurrence P.M.								
12 to 1 p.m.	30	4.3	2,971	6.3	9,824	5.8	12,825	5.9
1 to 2 p.m.	39	5.6	2,717	5.7	9,429	5.6	12,185	5.6
2 to 3 p.m.	34	4.9	3,014	6.4	9,843	5.9	12,891	6.0
3 to 4 p.m.	30	4.3	3,782	8.0	12,266	7.3	16,078	7.4
4 to 5 p.m.	37	5.3	3,719	7.8	12,823	7.6	16,579	7.7
5 to 6 p.m.	39	5.6	3,800	8.0	13,943	8.3	17,782	8.2
Sub-total	**209**	**30.2**	**20,003**	**42.2**	**68,128**	**40.5**	**88,340**	**40.9**
6 to 7 p.m.	42	6.1	3,064	6.5	10,699	6.4	13,805	6.4
7 to 8 p.m.	31	4.5	2,197	4.6	7,713	4.6	9,941	4.6
8 to 9 p.m.	41	5.9	1,692	3.6	5,854	3.5	7,587	3.5
9 to 10 p.m.	34	4.9	1,584	3.3	5,795	3.4	7,413	3.4
10 to 11 p.m.	40	5.8	1,323	2.8	4,639	2.8	6,002	2.8
11 to 12 midnight	24	3.5	987	2.1	3,735	2.2	4,746	2.2
Sub-total	**212**	**30.6**	**10,847**	**22.9**	**38,435**	**22.9**	**49,494**	**22.9**
Unknown	0	0.0	305	0.6	1,565	0.9	1,870	0.9
Total	**692**	**100.0**	**47,411**	**100.0**	**168,144**	**100.0**	**216,247**	**100.0**

Table 3.8 | Statutory Holidays, Holiday Weekends – Fatal Collisions, Persons Killed and Injured, 2006

		Drivers		Passengers		Others		Total	
Statutory Holiday*	Number of Fatal Collisions	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	4	3	1	2	3	1	0	6	4
Victoria Day	5	3	2	2	3	1	0	6	5
Canada Day	11	6	8	5	18	0	0	11	26
Civic Holiday (Simcoe Day)	11	7	5	3	4	2	1	12	10
Labour Day	10	8	1	2	2	2	0	12	3
Thanksgiving Day	7	4	6	2	8	1	0	7	14
Christmas/Boxing Day	3	1	2	1	1	1	0	3	3

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

Table 3.9 | Light Condition by Class of Collision, 2006

	Class of Collision							
Light Condition	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Daylight	366	52.9	33,591	70.9	115,010	68.4	148,967	68.9
Dawn	13	1.9	716	1.5	3,038	1.8	3,767	1.7
Dusk	28	4.0	1,520	3.2	5,561	3.3	7,109	3.3
Darkness	285	41.2	11,534	24.3	44,237	26.3	56,056	25.9
Other	0	0.0	50	0.1	298	0.2	348	0.2
Total	**692**	**100.0**	**47,411**	**100.0**	**168,144**	**100.0**	**216,247**	**100.0**

Table 3.10 | Visibility by Class of Collision, 2006

	Class of Collision							
Visibility	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Clear	539	77.9	37,482	79.1	129,637	77.1	167,658	77.5
Rain	87	12.6	6,571	13.9	23,474	14.0	30,132	13.9
Snow	28	4.0	1,960	4.1	9,395	5.6	11,383	5.3
Freezing Rain	3	0.4	455	1.0	2,105	1.3	2,563	1.2
Drifting Snow	9	1.3	273	0.6	1,051	0.6	1,333	0.6
Strong Wind	4	0.6	147	0.3	496	0.3	647	0.3
Fog, Mist, Smoke, or Dust	20	2.9	364	0.8	1,508	0.9	1,892	0.9
Other	2	0.3	159	0.3	478	0.3	639	0.3
Total	**692**	**100.0**	**47,411**	**100.0**	**168,144**	**100.0**	**216,247**	**100.0**

Table 3.11 | Road Jurisdiction by Class of Collision, 2006

	Class of Collision			
Road Jurisdiction	Fatal	Personal Injury	Property Damage	Total
Municipal (Excl. Twp. Rd.)	241	29,657	102,522	132,420
Provincial Highway	207	7,935	29,461	37,603
Township	49	1,536	6,234	7,819
County or District	115	2,620	9,409	12,144
Regional Municipality	79	5,539	20,142	25,760
Federal	1	78	264	343
Other	0	46	112	158
Total	**692**	**47,411**	**168,144**	**216,247**

Table 3.12 | Road Jurisdiction for All Collisions, 1997–2006

	Year										
Road Jurisdiction*	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	Total
Municipal	123,423	123,112	126,063	136,499	143,951	149,533	149,310	139,303	139,081	132,420	1,362,695
Provincial	41,947	33,590	37,139	38,366	36,511	39,579	42,518	40,506	40,780	37,603	388,539
Township	9,557	8,696	8,672	9,844	8,678	9,602	9,146	8,144	8,189	7,819	88,347
County or District	9,574	11,114	11,217	12,847	12,692	13,773	14,200	13,929	12,852	12,144	124,342
Regional Municipality	36,341	36,295	38,360	42,464	31,659	31,628	30,731	29,195	28,864	25,760	331,297
Federal	504	392	400	439	354	425	423	363	392	343	4,035
Other	154	157	111	171	159	102	135	108	100	158	1,355
Total	**221,500**	**213,356**	**221,962**	**240,630**	**234,004**	**244,642**	**246,463**	**231,548**	**230,258**	**216,247**	**2,300,610**

* 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, 2006

	Class of Collision							
Road Location	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Non-intersection	429	62.0	17,763	37.5	76,769	45.7	94,961	43.9
Intersection Related	82	11.8	12,376	26.1	40,931	24.3	53,389	24.7
At Intersection	109	15.8	12,423	26.2	29,236	17.4	41,768	19.3
At/Near Private Drive	50	7.2	4,435	9.4	19,799	11.8	24,284	11.2
At Railway	8	1.2	84	0.2	301	0.2	393	0.2
Underpass or Tunnel	0	0.0	55	0.1	161	0.1	216	0.1
Overpass or Bridge	10	1.4	202	0.4	681	0.4	893	0.4
Other	4	0.6	73	0.2	266	0.2	343	0.2
Total	**692**	**100.0**	**47,411**	**100.0**	**168,144**	**100.0**	**216,247**	**100.0**

Table 3.14 | Road Surface Condition by Class of Collision, 2006

	Class of Collision							
Road Surface Condition	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Dry	495	71.5	33,716	71.1	113,910	67.7	148,121	68.5
Wet	133	19.2	9,941	21.0	36,018	21.4	46,092	21.3
Loose Snow	15	2.2	872	1.8	4,558	2.7	5,445	2.5
Slush	11	1.6	574	1.2	2,483	1.5	3,068	1.4
Packed Snow	8	1.2	475	1.0	2,886	1.7	3,369	1.6
Ice	20	2.9	1,463	3.1	6,940	4.1	8,423	3.9
Mud	1	0.1	17	0.0	62	0.0	80	0.0
Loose Sand or Gravel	4	0.6	209	0.4	588	0.3	801	0.4
Spilled Liquid	1	0.1	21	0.0	46	0.0	68	0.0
Other	4	0.6	123	0.3	653	0.4	780	0.4
Total	**692**	**100.0**	**47,411**	**100.0**	**168,144**	**100.0**	**216,247**	**100.0**

PLACE OF COLLISION

4. 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.statcan.gc.ca.

Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Ontario	**216,247**	**692**	**47,411**	**168,144**	**769**	**68,793**	**8,239,145**
Blind River T	20	0	6	14	0	7	
Elliot Lake C	48	0	12	36	0	14	
Huron Shores M	7	0	1	6	0	2	
Macdonald, Meredith & Aberdeen Add'l TP	3	0	1	2	0	1	
Sault Ste. Marie C	1,230	1	266	963	1	417	
Provincial Highway	566	12	128	426	16	205	
Other Areas	279	2	65	212	2	111	
Algoma	2,153	15	479	1,659	19	757	111,435
Brantford C	1,421	1	304	1,116	1	445	
Provincial Highway	235	6	55	174	6	79	
Other Areas	512	7	122	383	8	201	
Brant	2,168	14	481	1,673	15	725	91,409
Arran-Elderslie M	68	0	20	48	0	33	
Brockton M	331	2	71	258	2	105	
Huron-Kinloss TP	179	0	40	139	0	65	
Kincardine M	155	0	28	127	0	37	
Saugeen Shores T	124	2	27	95	2	44	
South Bruce Peninsula T	63	1	14	48	1	23	
Provincial Highway	235	1	46	188	1	78	
Other Areas	255	2	55	198	2	67	
Bruce	1,410	8	301	1,101	8	452	64,982
Provincial Highway	138	2	36	100	2	52	
Other Areas	1,452	8	338	1,106	8	496	
Chatham-Kent	1,590	10	374	1,206	10	548	87,784

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Cochrane T	106	0	24	82	0	30	
Hearst T	50	0	4	46	0	6	
Iroquois Falls T	22	0	5	17	0	7	
Kapuskasing T	58	0	10	48	0	13	
Timmins C	602	0	115	487	0	164	
Provincial Highway	385	5	65	315	5	102	
Other Areas	165	2	31	132	2	44	
Cochrane	1,388	7	254	1,127	7	366	83,479
Amaranth TP	85	1	16	68	1	27	
East Garafraxa TP	71	0	12	59	0	16	
East Luther Grand Valley TP	28	1	2	25	1	2	
Melancthon TP	63	0	14	49	0	30	
Mono T	101	0	23	78	0	38	
Mulmur TP	57	0	15	42	0	24	
Orangeville T	273	0	31	242	0	46	
Shelburne T	38	0	6	32	0	6	
Provincial Highway	184	2	48	134	2	85	
Other Areas	343	7	59	277	9	83	
Dufferin	1,243	11	226	1,006	13	357	43,142
Ajax T	1,076	5	183	888	5	277	
Brock TP	98	1	31	66	1	38	
Clarington M	627	4	136	487	5	177	
Oshawa C	2,013	3	404	1,606	3	575	
Pickering C	1,325	3	203	1,119	3	296	
Scugog TP	249	4	46	199	4	71	
Uxbridge TP	283	1	63	219	1	91	
Whitby T	1,280	2	273	1,005	3	385	
Provincial Highway	1,518	2	321	1,195	4	480	
Other Areas	169	0	40	129	0	48	
Durham	8,638	25	1,700	6,913	29	2,438	400,681
Aylmer T	73	0	15	58	0	20	
Bayham M	82	0	16	66	0	24	
Central Elgin M	149	2	28	119	2	44	
Dutton-Dunwich M	61	0	12	49	0	13	
Malahide TP	97	1	22	74	1	28	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Southwold TP	76	0	15	61	0	22	
St. Thomas C	380	0	104	276	0	157	
West Elgin M	52	0	9	43	0	11	
Provincial Highway	159	3	41	115	5	64	
Other Areas	178	0	27	151	0	44	
Elgin	1,307	6	289	1,012	8	427	71,462
Amherstburg T	193	2	35	156	2	50	
Essex T	248	0	41	207	0	68	
Kingsville T	177	4	49	124	5	69	
Lakeshore T	295	5	64	226	5	104	
LaSalle T	116	1	27	88	1	31	
Leamington M	368	1	69	298	1	103	
Tecumseh T	212	1	41	170	1	57	
Windsor C	4,172	5	1,004	3,163	5	1,385	
Provincial Highway	218	0	59	159	0	112	
Other Areas	214	1	39	174	1	59	
Essex	6,213	20	1,428	4,765	21	2,038	266,141
Central Frontenac TP	52	1	15	36	1	20	
Frontenac Islands TP	15	1	1	13	1	1	
Kingston C	1,538	1	350	1,187	1	509	
North Frontenac TP	27	0	5	22	0	5	
South Frontenac TP	179	0	43	136	0	55	
Provincial Highway	264	6	64	194	6	107	
Other Areas	132	0	24	108	0	32	
Frontenac	2,207	9	502	1,696	9	729	103,891
The Blue Mountains T	122	2	20	100	2	32	
Chatsworth TP	93	0	16	77	0	20	
Georgian Bluffs TP	25	1	4	20	1	7	
Grey Highlands M	58	1	7	50	1	11	
Hanover T	108	0	20	88	0	25	
Meaford M	117	1	17	99	2	22	
Owen Sound C	323	2	64	257	2	98	
Southgate TP	64	0	14	50	0	19	
West Grey M	497	1	96	400	1	140	
Provincial Highway	365	7	68	290	9	126	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Other Areas	243	1	48	194	1	69	
Grey	2,015	16	374	1,625	19	569	73,125
Provincial Highway	205	4	55	146	5	90	
Other Areas	1,445	11	329	1,105	12	468	
Haldimand-Norfolk	1,650	15	384	1,251	17	558	94,878
Algonquin Highlands TP	1	0	0	1	0	0	
Dysart et al TP	105	1	19	85	1	32	
Highlands East M	1	0	0	1	0	0	
Minden Hills TP	87	1	20	66	1	33	
Provincial Highway	223	3	44	176	3	76	
Other Areas	148	0	34	114	0	50	
Haliburton	565	5	117	443	5	191	20,464
Burlington C	2,233	5	499	1,729	5	674	
Halton Hills T	638	2	139	497	2	203	
Milton T	870	4	206	660	4	281	
Oakville T	2,143	1	352	1,790	1	502	
Provincial Highway	2,198	5	399	1,794	5	587	
Other Areas	73	0	5	68	0	7	
Halton	8,155	17	1,600	6,538	17	2,254	318,580
Hamilton C	8,043	22	1,706	6,315	24	2,517	
Provincial Highway	993	5	228	760	5	362	
Other Areas	0	0	0	0	0	0	
Hamilton	9,036	27	1,934	7,075	29	2,879	301,819
Bancroft T	65	0	14	51	0	16	
Belleville C	866	3	194	669	4	283	
Centre Hastings M	29	0	9	20	0	12	
Deseronto T	6	0	1	5	0	2	
Faraday TP	12	1	0	11	1	0	
Madoc TP	15	0	3	12	0	6	
Marmora and Lake M	29	0	8	21	0	9	
Stirling-Rawdon TP	35	0	4	31	0	9	
Tweed M	61	0	14	47	0	17	
Tyendinaga TP	54	1	12	41	1	22	
Provincial Highway	576	1	130	445	1	195	
Other Areas	699	1	159	539	1	234	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Hastings	2,447	7	548	1,892	8	805	112,668
Ashfield-Colborne-Wawanosh TP	39	1	5	33	1	7	
Bluewater M	1	0	0	1	0	0	
Central Huron M	14	0	1	13	0	1	
Goderich T	53	0	11	42	0	16	
Howick TP	51	1	11	39	1	20	
Huron East M	138	0	23	115	0	31	
Morris-Turnberry M	41	1	13	27	1	19	
North Huron TP	18	0	1	17	0	1	
Provincial Highway	150	1	25	124	1	38	
Other Areas	522	1	100	421	1	160	
Huron	1,027	5	190	832	5	293	50,511
Kawartha Lakes C	942	6	224	712	6	335	
Provincial Highway	262	3	71	188	3	132	
Other Areas	9	0	3	6	0	3	
Kawartha Lakes	1,213	9	298	906	9	470	68,378
Dryden C	114	0	11	103	0	12	
Kenora C	306	0	32	274	0	42	
Red Lake M	17	0	1	16	0	1	
Sioux Lookout M	30	0	2	28	0	2	
Provincial Highway	887	2	148	737	5	215	
Other Areas	172	1	28	143	1	37	
Kenora	1,526	3	222	1,301	6	309	51,904
Brooke-Alvinston TP	23	0	6	17	0	8	
Dawn-Euphemia TP	22	1	3	18	1	3	
Enniskillen TP	47	2	6	39	2	7	
Petrolia T	21	0	2	19	0	2	
Plympton-Wyoming T	57	1	12	44	1	23	
Point Edward V	28	0	5	23	0	5	
Sarnia C	937	4	208	725	4	295	
St. Clair TP	1	0	1	0	0	5	
Warwick TP	42	2	12	28	3	17	
Provincial Highway	236	1	48	187	1	76	
Other Areas	325	3	76	246	3	116	
Lambton	1,739	14	379	1,346	15	557	99,950

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Beckwith TP	46	0	7	39	0	9	
Carleton Place T	80	0	16	64	0	18	
Lanark Highlands TP	148	0	20	128	0	27	
Mississippi Mills T	88	0	16	72	0	26	
Montague TP	51	0	6	45	0	7	
Perth T	153	0	22	131	0	30	
Smiths Falls ST	172	0	17	155	0	25	
Tay Valley TP	2	0	0	2	0	0	
Provincial Highway	207	3	40	164	3	77	
Other Areas	393	1	62	330	1	92	
Lanark	1,340	4	206	1,130	4	311	55,803
Athens TP	32	0	5	27	0	5	
Augusta TP	66	0	16	50	0	22	
Brockville C	308	0	64	244	0	83	
Edwardsburgh/Cardinal TP	68	0	18	50	0	27	
Elizabethtown-Kitley TP	120	1	32	87	1	50	
Front of Yonge TP	28	0	3	25	0	3	
Gananoque ST	69	0	4	65	0	4	
Leeds and the Thousand Islands TP	2	0	0	2	0	0	
Merrickville-Wolford V	37	1	3	33	1	3	
North Grenville M	171	1	33	137	1	49	
Prescott ST	113	0	24	89	0	34	
Rideau Lakes TP	106	3	11	92	4	21	
Provincial Highway	573	4	134	435	4	246	
Other Areas	400	1	76	323	1	116	
Leeds & Grenville	2,093	11	423	1,659	12	663	84,207
Addington Highlands TP	21	0	5	16	0	8	
Greater Napanee T	237	2	59	176	2	102	
Loyalist TP	127	0	30	97	0	45	
Stone Mills TP	89	0	20	69	0	22	
Provincial Highway	256	6	73	177	7	111	
Other Areas	41	0	4	37	0	5	
Lennox & Addington	771	8	191	572	9	293	31,310
Central Manitoulin TP	5	0	2	3	0	2	
Provincial Highway	208	0	30	178	0	38	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Other Areas	96	2	14	80	2	21	
Manitoulin	309	2	46	261	2	61	13,862
Adelaide-Metcalfe TP	43	1	5	37	1	7	
London C	7,189	17	1,560	5,612	17	2,209	
Lucan Biddulph TP	31	2	8	21	2	13	
Middlesex Centre TP	163	3	36	124	4	61	
North Middlesex M	9	0	2	7	0	3	
Southwest Middlesex M	31	0	4	27	0	7	
Strathroy-Caradoc TP	231	0	60	171	0	83	
Provincial Highway	406	1	111	294	1	187	
Other Areas	621	11	138	472	12	214	
Middlesex	8,724	35	1,924	6,765	37	2,784	277,520
Bracebridge T	180	0	18	162	0	24	
Georgian Bay TP	31	0	6	25	0	8	
Gravenhurst T	111	1	15	95	1	23	
Huntsville T	283	0	41	242	0	48	
Lake Of Bays TP	35	0	5	30	0	6	
Muskoka Lakes TP	123	1	20	102	1	33	
Provincial Highway	671	6	125	540	8	202	
Other Areas	140	0	23	117	0	28	
Muskoka	1,574	8	253	1,313	10	372	61,351
Fort Erie T	355	0	78	277	0	117	
Grimsby T	206	1	35	170	1	49	
Lincoln T	232	2	59	171	2	92	
Niagara Falls C	1,485	7	306	1,172	7	438	
Niagara-On-The-Lake T	162	8	37	117	8	66	
Pelham T	156	0	30	126	0	40	
Port Colborne C	157	0	33	124	0	49	
St. Catharines C	1,834	2	324	1,508	3	444	
Thorold C	215	1	47	167	1	77	
Wainfleet TP	61	1	16	44	2	22	
Welland C	652	1	139	512	1	197	
West Lincoln TP	102	5	24	73	5	36	
Provincial Highway	1,138	12	262	864	15	437	
Other Areas	339	0	57	282	0	78	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Niagara	7,094	40	1,447	5,607	45	2,142	310,037
Bonfield TP	7	0	1	6	0	1	
East Ferris TP	24	0	5	19	0	8	
Mattawa T	14	0	1	13	0	1	
North Bay C	815	2	169	644	2	214	
West Nipissing M	94	1	10	83	1	19	
Provincial Highway	660	6	150	504	6	238	
Other Areas	95	0	17	78	0	24	
Nipissing	1,709	9	353	1,347	9	505	75,755
Alnwick-Haldimand TP	87	0	25	62	0	39	
Brighton M	90	2	18	70	3	28	
Cobourg T	280	1	51	228	1	76	
Cramahe TP	45	1	11	33	1	12	
Hamilton TP	71	2	14	55	2	23	
Port Hope M	172	1	42	129	1	58	
Trent Hills M	68	0	8	60	0	17	
Provincial Highway	263	0	59	204	0	88	
Other Areas	249	2	36	211	2	49	
Northumberland	1,325	9	264	1,052	10	390	70,327
Ottawa C	13,103	18	2,708	10,377	19	3,690	
Provincial Highway	1,373	2	265	1,106	2	405	
Other Areas	0	0	0	0	0	0	
Ottawa	14,476	20	2,973	11,483	21	4,095	479,844
East Zorra-Tavistock TP	21	0	6	15	0	7	
Ingersoll T	87	0	14	73	0	19	
Norwich TP	91	2	21	68	2	38	
Tillsonburg T	171	0	40	131	0	61	
Woodstock C	389	0	101	288	0	163	
Zorra TP	132	2	37	93	2	55	
Provincial Highway	348	3	101	244	5	190	
Other Areas	432	3	93	336	3	139	
Oxford	1,671	10	413	1,248	12	672	84,132
Magnetawan M	6	0	2	4	0	2	
Mcdougall M	13	0	2	11	0	5	
Nipissing TP	4	0	0	4	0	0	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Parry Sound T	140	0	27	113	0	35	
Perry TP	14	0	1	13	0	3	
Powassan M	16	0	3	13	0	6	
Provincial Highway	706	7	113	586	10	178	
Other Areas	109	1	18	90	1	24	
Parry Sound	1,008	8	166	834	11	253	51,741
Brampton C	5,537	8	909	4,620	12	1,296	
Caledon T	937	4	182	751	7	310	
Mississauga C	7,561	15	1,188	6,358	16	1,667	
Provincial Highway	3,299	12	519	2,768	12	766	
Other Areas	466	0	26	440	0	28	
Peel	17,800	39	2,824	14,937	47	4,067	726,653
North Perth M	139	2	31	106	2	44	
Perth East TP	168	1	42	125	1	66	
Perth South TP	96	0	24	72	0	38	
St. Marys ST	33	0	5	28	0	5	
Stratford C	399	0	106	293	0	155	
West Perth M	81	2	19	60	4	26	
Provincial Highway	171	4	37	130	4	68	
Other Areas	155	0	33	122	0	46	
Perth	1,242	9	297	936	11	448	56,920
Asphodel-Norwood TP	46	1	13	32	1	18	
Cavan-Millbrook-N. Monaghan TP	77	1	19	57	1	30	
Douro-Dummer TP	88	1	23	64	1	30	
Galway-Cavendish-Harvey TP	89	0	9	80	0	13	
Havelock-Belmont-Methuen TP	52	0	9	43	0	12	
North Kawartha TP	25	0	6	19	0	8	
Otonabee-South Monaghan TP	65	1	15	49	1	24	
Peterborough C	771	3	392	376	3	563	
Smith-Ennismore-Lakefield TP	242	1	51	190	1	86	
Provincial Highway	354	4	83	267	4	140	
Other Areas	41	0	10	31	0	14	
Peterborough	1,850	12	630	1,208	12	938	104,493
Alfred and Plantagenet TP	82	3	18	61	3	29	
Casselman V	27	0	3	24	0	4	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Clarence-Rockland C	202	1	48	153	1	74	
East Hawkesbury TP	54	1	15	38	1	23	
Hawkesbury T	162	0	36	126	0	48	
The Nation M	184	0	43	141	0	49	
Russell TP	114	1	29	84	1	48	
Provincial Highway	178	2	44	132	6	101	
Other Areas	101	1	19	81	1	30	
Prescott & Russell	1,104	9	255	840	13	406	79,687
Provincial Highway	41	0	5	36	0	9	
Other Areas	384	3	76	305	3	109	
Prince Edward	425	3	81	341	3	118	22,456
Atikokan TP	21	0	2	19	0	3	
Fort Frances T	123	0	17	106	0	24	
Provincial Highway	300	1	46	253	1	73	
Other Areas	71	0	12	59	0	22	
Rainy River	515	1	77	437	1	122	22,584
Admaston-Bromley TP	27	0	2	25	0	2	
Arnprior T	62	0	9	53	0	12	
Bonnechere Valley TP	1	0	1	0	0	1	
Brudenell, Lyndoch and Raglan TP	32	0	3	29	0	3	
Deep River T	19	0	3	16	0	7	
Greater Madawaska TP	2	0	0	2	0	0	
Horton TP	25	0	4	21	0	5	
Laurentian Hills T	33	0	3	30	0	7	
Laurentian Valley TP	100	1	24	75	1	36	
McNab-Braeside TP	63	1	6	56	2	12	
North Algona Wilberforce TP	30	0	8	22	0	12	
Pembroke C	247	1	55	191	1	77	
Petawawa T	98	0	12	86	0	19	
Renfrew T	155	0	19	136	0	27	
Provincial Highway	552	3	130	419	3	221	
Other Areas	381	1	71	309	1	83	
Renfrew	1,827	7	350	1,470	8	524	92,002
Adjala-Tosorontio TP	133	2	37	94	2	51	
Barrie C	2,051	2	421	1,628	2	574	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Bradford West Gwillimbury T	334	4	62	268	5	89	
Clearview TP	267	2	55	210	2	78	
Collingwood T	244	0	47	197	0	67	
Essa TP	238	1	54	183	1	76	
Innisfil T	361	3	96	262	3	155	
Midland T	216	0	43	173	0	64	
New Tecumseth T	334	2	82	250	2	109	
Orillia C	455	0	88	367	0	127	
Oro-Medonte TP	46	1	4	41	2	6	
Penetanguishene T	51	0	7	44	0	10	
Ramara TP	104	0	22	82	0	30	
Severn TP	98	2	16	80	2	22	
Tay TP	134	1	17	116	1	31	
Tiny TP	119	0	26	93	0	38	
Wasaga Beach T	151	1	22	128	1	34	
Provincial Highway	1,875	9	358	1,508	10	563	
Other Areas	727	3	165	559	3	243	
Simcoe	7,938	33	1,622	6,283	36	2,367	337,128
Cornwall C	786	1	186	599	1	266	
North Dundas TP	6	0	1	5	0	3	
North Glengarry TP	171	3	19	149	4	31	
North Stormont TP	73	0	15	58	0	24	
South Dundas TP	2	0	0	2	0	0	
South Glengarry TP	113	0	28	85	0	33	
South Stormont TP	92	0	16	76	0	17	
Provincial Highway	344	3	104	237	3	167	
Other Areas	268	0	35	233	0	43	
Stormont, Dundas & Glengarry	1,855	7	404	1,444	8	584	89,358
Chapleau TP	10	0	2	8	0	2	
Espanola T	51	0	12	39	0	16	
French River M	9	0	2	7	0	4	
Greater Sudbury C	2,354	4	481	1,869	4	682	
Markstay-Warren M	6	0	1	5	0	1	
Provincial Highway	660	12	205	443	20	346	
Other Areas	193	0	47	146	0	85	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Sudbury	3,283	16	750	2,517	24	1,136	172,464
Greenstone M	18	0	4	14	0	6	
Manitouwadge TP	8	0	1	7	0	1	
Marathon T	11	0	3	8	0	3	
Neebing M	2	0	0	2	0	0	
Nipigon TP	6	0	0	6	0	0	
Oliver Paipoonge M	34	0	5	29	0	10	
Shuniah TP	17	0	3	14	0	5	
Terrace Bay TP	6	0	0	6	0	0	
Thunder Bay C	1,819	3	404	1,412	3	547	
Provincial Highway	977	12	162	803	12	258	
Other Areas	110	1	18	91	1	29	
Thunder Bay	3,008	16	600	2,392	16	859	136,751
Englehart T	9	0	3	6	0	3	
Kirkland Lake T	66	0	7	59	0	9	
Temiskaming Shores C	87	1	17	69	1	26	
Provincial Highway	279	3	68	208	3	96	
Other Areas	131	1	31	99	1	37	
Timiskaming	572	5	126	441	5	171	35,886
Toronto C	43,559	56	11,603	31,900	56	16,508	
Provincial Highway	8,183	8	1,836	6,339	8	2,693	
Other Areas	0	0	0	0	0	0	
Toronto	51,742	64	13,439	38,239	64	19,201	1,151,961
Cambridge C	2,213	3	512	1,698	3	729	
Kitchener C	3,264	3	727	2,534	3	1,059	
North Dumfries TP	132	1	32	99	1	44	
Waterloo C	1,842	1	412	1,429	1	562	
Wellesley TP	45	2	13	30	2	18	
Wilmot TP	183	1	42	140	1	50	
Woolwich TP	365	0	83	282	0	122	
Provincial Highway	1,013	5	231	777	5	368	
Other Areas	100	0	20	80	0	25	
Waterloo	9,157	16	2,072	7,069	16	2,977	327,609
Centre Wellington TP	270	2	35	233	2	48	
Erin T	129	1	19	109	1	32	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2006 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Guelph C	1,260	1	444	815	2	638	
Guelph/Eramosa TP	205	4	32	169	5	48	
Mapleton TP	150	2	34	114	2	53	
Minto T	94	0	16	78	0	19	
Puslinch TP	189	0	30	159	0	57	
Wellington North TP	87	1	9	77	1	11	
Provincial Highway	650	2	141	507	2	228	
Other Areas	299	1	54	244	1	67	
Wellington	3,333	14	814	2,505	16	1,201	147,641
Aurora T	455	2	95	358	2	142	
East Gwillimbury T	302	3	65	234	3	110	
Georgina T	329	1	68	260	1	94	
King TP	328	3	66	259	4	85	
Markham T	2,283	3	480	1,800	3	686	
Newmarket T	825	1	155	669	1	219	
Richmond Hill T	1,310	5	265	1,040	6	369	
Vaughan C	2,532	9	613	1,910	9	911	
Whitchurch Stouffville T	188	1	36	151	1	45	
Provincial Highway	1,921	6	424	1,491	8	663	
Other Areas	339	0	64	275	0	87	
York	10,812	34	2,331	8,447	38	3,411	622,980

* This number matches the vehicle population in Table 5.5; however, it does not include 21,235 vehicles that are not associated with a county or region in Ontario.

Legend:
C = City
T = Town
TP = Township
M = Municipality
ST = Separated Town
V = Village

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

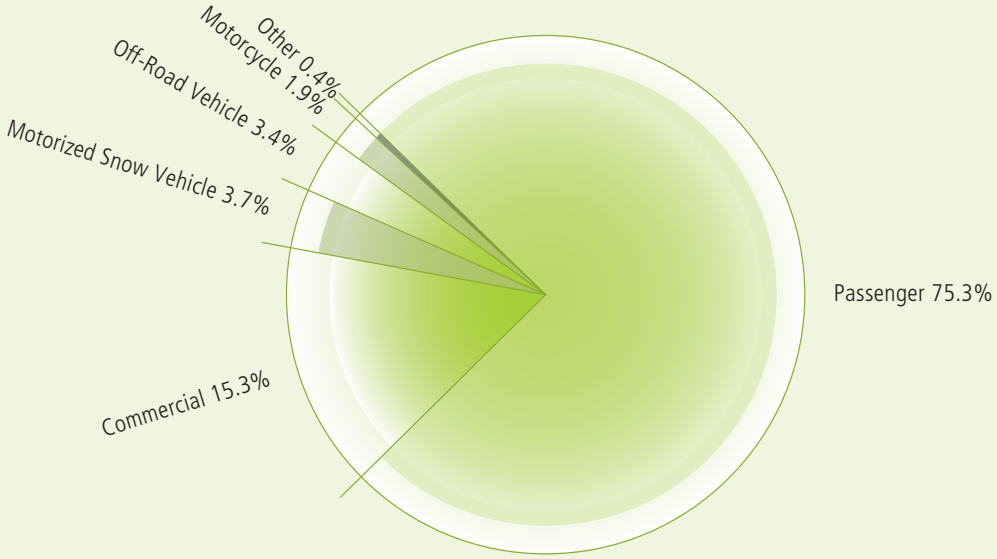
Table 4.1 is not comparable to previous years.

THE VEHICLE

5. The Vehicle

This section examines vehicles involved in motor vehicle collisions in Ontario. Passenger vehicles made up close to 80 per cent of all vehicles involved in motor vehicle collisions. In 2006, of all motor vehicles involved in collisions, about 1.13 per cent had apparent mechanical defects.

Figure 5 | Vehicle Population by Vehicle Class in Ontario, 2006



5A. VEHICLES IN COLLISIONS

Table 5.1 | Vehicles Involved in Collisions by Class of Collision, 2006

	Number of Vehicles Involved in Collisions			
Type of Vehicle	Fatal	Personal Injury	Property Damage	Total
Passenger Car	680	62,910	216,175	279,765
Passenger Van	122	8,982	29,412	38,516
Motorcycle & Moped	60	1,609	771	2,440
Pick-up Truck	140	6,678	26,808	33,626
Delivery Van	20	956	4,039	5,015
Tow Truck	1	120	453	574
Truck	148	2,687	12,749	15,584
Bus	8	762	2,219	2,989
School Vehicle	2	244	994	1,240
Off-Road Vehicle	1	41	49	91
Snowmobile	3	20	31	54
Snow Plow	0	8	68	76
Emergency Vehicle	4	413	1,457	1,874
Farm Vehicle	1	58	135	194
Construction Equipment	0	38	203	241
Motor Home	0	7	83	90
Railway Train	5	20	30	55
Street Car	1	89	263	353
Bicycle	34	2,641	609	3,284
Other	0	4	1	5
Other Non-Motor Vehicle	2	205	453	660
Unknown	12	756	10,891	11,659
Total	**1,244**	**89,248**	**307,893**	**398,385**

Table 5.2 | Condition of Vehicle by Class of Collision, 2006

Condition of Vehicle	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
No Apparent Defect	1,154	86,106	279,633	366,893
Service Brakes Defective	3	59	161	223
Steering Defective	0	9	27	36
Tire Puncture or Blow Out	1	26	66	93
Tire Tread Insufficient	2	6	19	27
Headlamps Defective	0	2	12	14
Other Lamps or Reflectors Defective	0	0	12	12
Engine Controls Defective	0	7	27	34
Wheels or Suspension Defective	0	1	23	24
Vision Obscured	0	6	26	32
Trailer Hitch Defective	0	1	2	3
Other Defects	24	430	3,544	3,998
Unknown	60	2,595	24,341	26,996
Total	**1,244**	**89,248**	**307,893**	**398,385**

Table 5.3 | Model Year of Vehicle by Class of Collision, 2006

	Class of Collision			
Model Year of Vehicle	Fatal	Personal Injury	Property Damage	Total
2007	13	789	3,058	3,860
2006	88	5,469	19,911	25,468
2005	89	6,591	24,539	31,219
2004	90	5,972	21,881	27,943
2003	99	6,789	25,074	31,962
2002	89	6,694	23,721	30,504
2001	85	6,131	22,001	28,217
2000	92	6,730	23,556	30,378
1999	70	5,589	19,042	24,701
1998	61	5,322	18,530	23,913
1997 and earlier	417	28,360	87,874	116,651
Unknown	51	4,812	18,706	23,569
Total	**1,244**	**89,248**	**307,893**	**398,385**

Table 5.4 | Insurance Status of Vehicle by Class of Collision, 2006

	Class of Collision			
Insurance	Fatal	Personal Injury	Property Damage	Total
Insured	1,183	83,896	289,324	374,403
Not Insured	12	713	1,401	2,126
Unknown	49	4,639	17,168	21,856
Total	**1,244**	**89,248**	**307,893**	**398,385**

Table 5.5 | Vehicle Population by Type of Vehicle, 2006

Vehicle Class	Vehicle Population
Passenger	6,218,458
Motorcycle	158,103
Moped	2,258
Commercial*	1,207,967
Bus	22,419
School Bus	8,619
Motorized Snow Vehicle	306,479
Off-Road Vehicle	276,800
Road Building Machinery	510
Permanent Apparatus	2,794
Farm Trucks	55,973
Total	**8,260,380**

* Excludes vehicles registered under the PRORATE-P program (62,974 vehicles)

Table 5.6 | Selected Types of Vehicles by Model Year, 2006

	Model Years											
Vehicle Class	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	Up To 1997	Total
Passenger	159,229	461,245	493,232	427,079	505,719	501,649	437,726	480,192	381,871	385,551	1,984,965	6,218,458
Motorcycle	1,097	12,061	12,905	11,768	14,497	11,328	10,482	9,688	6,525	4,288	63,464	158,103
Moped	0	92	457	120	60	111	378	114	57	4	865	2,258
Commercial*	30,599	85,911	87,825	85,719	91,563	78,425	74,230	88,481	78,384	76,678	489,429	1,267,244
Bus	596	2,545	2,292	2,831	2,197	1,920	2,247	2,621	2,314	1,949	9,526	31,038
Motorized Snow Vehicle	3,603	7,835	7,822	8,371	8,782	9,949	7,007	9,551	10,263	12,733	220,563	306,479
Off-Road Vehicle	3,421	18,385	22,331	24,650	20,157	16,074	18,646	15,218	10,456	7,094	120,368	276,800
Total	**198,545**	**588,074**	**626,864**	**560,538**	**642,975**	**619,456**	**550,716**	**605,865**	**489,870**	**488,297**	**2,889,180**	**8,260,380**

* Excludes vehicles registered under the PRORATE-P program (62,974 vehicles)

Table 5.7 | Vehicle Damage Level by Class of Collision, 2006

	Class of Collision			
Damage	Fatal	Personal Injury	Property Damage	Total
None	69	8,377	17,800	26,246
Light	130	23,389	129,682	153,201
Moderate	162	23,449	93,580	117,191
Severe	194	19,435	30,235	49,864
Demolished	641	9,892	5,880	16,413
Unknown	48	4,706	30,716	35,470
Total	**1,244**	**89,248**	**307,893**	**398,385**

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

6. 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 special vehicle types.

6A. MOTORCYCLES

Table 6.1 | Motorcyclists* Killed and Injured, 1997–2006

	Drivers		Passengers	
Year	Killed	Injured	Killed	Injured
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
2005	68	1,206	6	362
2006	48	1,219	5	352

* Excludes hangers on, moped drivers and passengers.

Table 6.2 | Selected Factors Relevant to Fatal Motorcycle Collisions, 2006

	%
Factors (not mutually exclusive)	
Unlicensed Motorcycle Drivers	2
Under 25 Years Old	20
Alcohol Used	
Ability Impaired – Alcohol Over .08	9
Had Been Drinking	12
Unknown	2
Helmet Not Worn (Fatalities)	15
Motorcycle Driver Error	
Speed Too Fast/Lost Control	57
Other Error	9
Single Vehicle Collisions	34
Day/Night	73/27
Weekend	44

6B. SCHOOL VEHICLES

Table 6.3 | Pupils Transported Daily, and Total Number of School Vehicles Involved in Collisions, School Years, 2001/2002–2005/2006

School Year	Pupils Transported Daily	Number of School Vehicles in Collisions
2001/2002	708,294*	1,015
2002/2003	721,680	1,283
2003/2004	685,325	1,239
2004/2005**	N/A	1,186
2005/2006	847,205	1,101

* Estimated number

** Data from Ministry of Education not available.

Table 6.4 | School Vehicle Type by Nature of Collision, 2005/2006

	Nature of Collision					
School Vehicle Type	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage	Total Number of Collisions	Five Year Total (2001/2002–2005/2006)
School Bus	3	72	109	837	1,021	5,254
School Van	0	8	7	29	44	231
Other School Vehicles	0	2	5	29	36	339
Total	**3**	**82**	**121**	**895**	**1,101**	**5,824**

Table 6.5 | Pupil Injury by Collision Event and Vehicle Type, 2005/2006 (Number of Persons)

	Collision Event									
	Crossing Road		Within School Vehicle		Other		Total		Five Year Total (2001/2002–2005/2006)	
School Vehicle Type	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	1	0	130	0	4	0	135	0	644
School Van	0	0	0	8	0	1	0	9	0	19
Other School Vehicles	0	0	0	2	0	1	0	3	1	11
Total	**0**	**1**	**0**	**140**	**0**	**6**	**0**	**147**	**1**	**674**

6C. LARGE TRUCKS

Table 6.6 | Number of Persons Killed in Collisions Involving Large Trucks, 2002–2006

	Persons Killed in Truck Collisions			
Year	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2002	66	38.6	171	19.6
2003	51	32.9	155	18.7
2004	55	34.8	158	19.8
2005	34	27.2	125	16.3
2006	47	32.9	143	18.6
Total	**253**	**33.3**	**752**	**18.6**

Table 6.7 | Number of Large Trucks in All Classes of Collisions, 2006

	Class of Collision			
Truck Types	Fatal	Personal Injury	Property Damage	Total
Straight Truck	37	1,208	5,701	6,946
Straight Truck & Trailer	3	89	442	534
Tractor Only	6	494	2,877	3,377
Tractor & Semi-Trailer	88	740	3,005	3,833
"A-C" Train Double	1	17	48	66
"B" Train Double	7	32	117	156
Other/Unknown	7	227	1,012	1,246
Total	**149**	**2,807**	**13,202**	**16,158**

Table 6.8 | Registered Trucks, 2006

Driver Licence Required	Registered Trucks
G	1,074,002
D	67,822
A*	188,394**
Total	**1,330,218**

* Tractor/trailer combination only.

** Includes vehicles registered under the PRORATE-P program (62,974 vehicles).

Table 6.9 | Selected Factors Relevant to Fatal Large Truck Collisions, 2006

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	1
Driving Properly	73
Collisions	
Single Vehicle	17
Weather Condition – Clear	74
Daylight	64
Vehicles	
Vehicle Defect Present*	4

* Excludes unknown category.

6D. OFF-ROAD VEHICLES

Table 6.10 | Collision Location by Off-Road Vehicle Drivers Killed and Injured, 2002–2006

	Killed					Injured				
Location	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
On-Highway	10	6	7	9	11	103	93	122	114	131
Off-Highway	9	3	7	11	8	99	101	100	109	119
Total	**19**	**9**	**14**	**20**	**19**	**202**	**194**	**222**	**223**	**250**

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

Table 6.11a | Collision Location by Off-Road Vehicle Passengers Killed and Injured, 2002–2006

	Killed					Injured				
Location	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
On-Highway	1	0	0	0	0	69	62	64	51	91
Off-Highway	0	0	2	0	0	56	55	63	51	54
Total	**1**	**0**	**2**	**0**	**0**	**125**	**117**	**127**	**102**	**145**

Table 6.11b | Collision Location by Off-Road Vehicle Pedestrians Killed and Injured, 2002–2006

	Killed					Injured				
Location	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
On-Highway	0	0	0	0	0	2	5	3	8	5
Off-Highway	0	0	1	0	0	5	2	6	2	6
Total	**0**	**0**	**1**	**0**	**0**	**7**	**7**	**9**	**10**	**11**

* Beginning the 2004 ORSAR edition, the ATV 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, 2002–2006

Year	Vehicles Registered
2002	189,180
2003	211,073
2004	232,200
2005	254,653
2006	276,800

Table 6.13 | Selected Factors Relevant to All Off-Road Vehicle Collisions, 2006

Factors	%
Drivers Under 25 Years of Age	39
Alcohol Used	24
Speeding	24
Helmet Not Worn	31
Daytime	73
Two-Wheeled	21
Three-Wheeled	5
Four-Wheeled	74

6E. MOTORIZED SNOW VEHICLES

Table 6.14 | Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons, 2001/2002–2005/2006

	Killed					Injured				
Location	01/02	02/03	03/04	04/05	05/06	01/02	02/03	03/04	04/05	05/06
On-Highway	4	4	4	7	6	65	73	50	55	48
Off-Highway	11	26	24	16	22	142	161	131	178	119
Total	**15**	**30**	**28**	**23**	**28**	**207**	**234**	**181**	**233**	**167**

* Beginning 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 6.15a | Passengers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons, 2001/2002–2005/2006

	Killed					Injured				
Location	01/02	02/03	03/04	04/05	05/06	01/02	02/03	03/04	04/05	05/06
On-Highway	0	0	0	0	0	41	36	28	33	27
Off-Highway	1	2	1	0	2	86	79	59	79	61
Total	**1**	**2**	**1**	**0**	**2**	**127**	**115**	**87**	**112**	**88**

Table 6.15b | Pedestrians Killed and Injured Relating to Motorized Snow Vehicles* by Collision Location – Riding Seasons, 2001/2002–2005/2006

	Killed					Injured				
Location	01/02	02/03	03/04	04/05	05/06	01/02	02/03	03/04	04/05	05/06
On-Highway	0	0	0	0	0	2	8	4	0	2
Off-Highway	1	2	1	2	0	2	4	7	8	7
Total	**1**	**2**	**1**	**2**	**0**	**4**	**12**	**11**	**8**	**9**

* Beginning 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, 2001–2006

Year	Registered Motorized Snow Vehicles
2001	334,129
2002	321,582
2003	331,704
2004	321,445
2005	317,254
2006	306,479

Table 6.17 | Selected Factors Relevant to All Motorized Snow Vehicle Collisions, 2005/2006

Factors	%
Unlicensed Operators	6
Rider Error; Speed too Fast	28
Alcohol Used	17
Surface Condition; Icy or Packed Snow	62

6F. BICYCLES

Table 6.18 | Bicyclists* Killed and Injured, 2002–2006

	Drivers		Passengers	
Year	Killed	Injured	Killed	Injured
2002	13	2,478	0	241
2003	13	2,398	0	243
2004	19	2,526	0	288
2005	21	2,449	0	361
2006	32	2,091	0	401

* Includes hangers on.

Table 6.19 | Age of Bicyclists Involved in Collisions by Light Condition, 2006

	Age Groups						
Light Condition	0–5	6–15	16–30	31–60	61+	UK	Total
Daylight	0	80	290	332	44	1,881	2,627
Dawn	0	1	2	5	0	22	30
Dusk	0	4	15	9	2	95	125
Dark	0	5	67	70	9	338	489
Other	0	0	0	2	0	2	4
Unknown	0	0	0	0	0	1	1
Total	**0**	**90**	**374**	**418**	**55**	**2,339**	**3,276**

Table 6.20 | Selected Factors Relevant to All Bicycle Collisions, 2006

Factors	%
Driving Properly (Bicyclist)	42
Driving Properly (Motor Vehicle Driver)	51
Intersection Related	68
Going Ahead (Bicyclist)	87
Alcohol Related (Bicyclist)	4
No Apparent Vehicle Defect (Bicycle)	97
Clear Visibility	91
Weekend	17

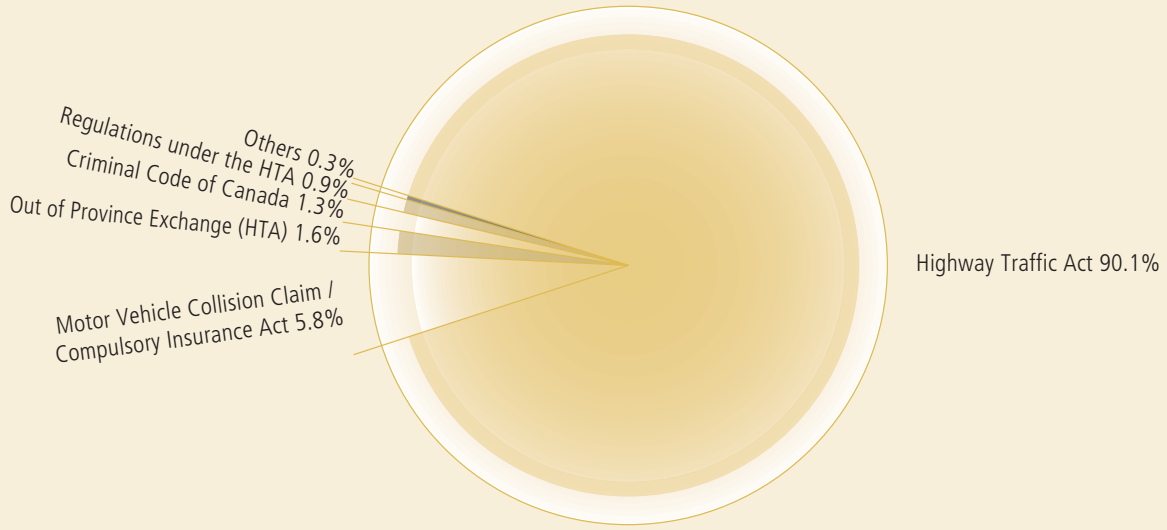
CONVICTION, OFFENCE AND SUSPENSION DATA

7. 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 2006, more than 90 per cent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and only about 1.3 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain). Motor vehicle-related convictions for Criminal Code of Canada offences declined between 2005 and 2006.

Figure 7 | Motor Vehicle Convictions in Ontario by Type, 2006



7A. CONVICTION DATA

Table 7.1 | Summary of Motor Vehicle Related Convictions, 2006

Convictions*	Number
Highway Traffic Act	1,151,878
Regulations under the HTA	12,148
Criminal Code of Canada**	16,074
Municipal By-Law***	6
Motor Vehicle Collision Claim/Compulsory Insurance Act	74,450
Motorized Snow Vehicles Act	1,763
Off-Road Vehicles Act	1,405
Out of Province Exchange (HTA)	20,811
Others****	359
Total	**1,278,894**

* Includes manually recorded convictions.
** This figure does not include 441 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, 2006

Convictions	Number
Equipment	21,762
Administrative*	156,424
Seat Belt (Driver & Passenger)**	53,054
Other Non-Pointable Convictions ***	55,349
Speeding	731,566
Other Pointable Convictions (2–4 pts)	113,226
Other Pointable Convictions (5–7 pts)	9,975
Driving While Suspended	10,522
Total	**1,151,878**

* 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, 2006*

Convictions	Number
Alcohol Related**	12,016
Criminal Negligence	12
Fail to Remain at Collision	511
Fail to Stop for Police Officer	472
Driving While Disqualified	1,811
Dangerous Driving	1,252
Motor Manslaughter	0
Total	**16,074**

* Does not include 441 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 Offences, 1999–2006

Conviction Type	1999	2000	2001	2002	2003	2004	2005	2006
Criminal Negligence	0	20	31	26	22	10	12	3
Fail to Remain	608	656	626	622	577	549	459	286
Dangerous Driving	1,060	1,073	1,161	1,104	1,150	1,093	1,142	681
Impaired Driving	9,102	9,264	8,878	8,178	7,294	6,541	6,023	3,760
Blood/Alcohol Over .08	7,149	7,169	7,205	6,461	5,608	5,225	4,698	2,738
Fail to Provide Breath Sample	1,361	1,313	1,372	1,219	1,146	1,032	881	514
Driving While Disqualified	2,035	2,005	1,825	1,779	1,801	1,764	1,702	1,172
Motor Manslaughter	0	0	0	0	0	0	1	0
Undefined	0	0	214	420	476	413	415	343
Total	**21,315**	**21,500**	**21,312**	**19,809**	**18,074**	**16,627**	**15,333**	**9,497**

* The same driver can be represented in this table more than once.
As of April 1, 2007, there were 9,497 Criminal Code offences recorded for 2006. The 2006 breakdown will be updated in the 2007 annual report to accommodate the lag time in the recording of offences (offences are only recorded upon conviction).

Table 7.5 | Adminstrative Driver Licence Suspensions, Monthly Suspensions Issued, 1999–2006*

Suspensions	1999	2000	2001	2002	2003	2004	2005	2006
January	1,352	1,550	1,500	1,416	1,349	1,203	1,330	1,228
February	1,567	1,487	1,450	1,452	1,391	1,501	1,330	1,197
March	1,664	1,662	1,874	1,683	1,566	1,400	1,424	1,317
April	1,592	1,799	1,816	1,574	1,412	1,494	1,393	1,340
May	1,763	1,634	1,752	1,756	1,578	1,528	1,468	1,247
June	1,531	1,646	1,768	1,811	1,608	1,391	1,366	1,307
July	1,720	1,854	1,795	1,712	1,589	1,483	1,531	1,452
August	1,660	1,808	1,699	1,675	1,639	1,476	1,317	1,399
September	1,570	1,699	1,837	1,720	1,498	1,385	1,386	1,396
October	1,839	1,724	1,691	1,671	1,568	1,555	1,450	1,487
November	1,686	1,624	1,790	1,668	1,591	1,377	1,315	1,412
December	1,760	1,879	1,986	1,792	1,578	1,468	1,645	1,709
Total	**19,704**	**20,366**	**20,958**	**19,930**	**18,367**	**17,261**	**16,955**	**16,491**

* Adminstrative Driver Licence 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, 2006

	Demerit Point Suspensions				
Driver Age	Probationary	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	1	0	0	0
17	0	29	0	0	0
18	0	135	6	3	0
19	0	306	21	20	1
20–24	0	1,137	137	333	29
25–34	0	527	83	545	54
35–44	0	156	20	272	36
45–54	0	76	9	114	11
55–64	0	18	0	45	6
65–74	0	5	0	16	2
75 +	0	0	0	2	1
Total	**0**	**2,390**	**276**	**1,350**	**140**

8. 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 concentration 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 or G) with at least four years driving experience. That person's blood alcohol concentration 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 passengers they carry to the number of seat belts in 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, call ServiceOntario at 1-800-268-4686. 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 concentration 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;
- during the first 6 months on G2, a driver under the age of 20 driving between midnight and 5 a.m. must restrict the number of teenage passengers to one when driving without an accompanied full "G" driver; after 6 months of driving at the G2 level, the number of teenage passengers can't exceed three (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, limited-speed motorcycle (motor scooter) or motor-assisted bicycle (moped) for the purposes of training;
- must have a zero blood alcohol concentration 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 the M1 road test before proceeding to Level Two. Alternatively, during Level One, they may take an approved motorcycle or motor scooter safety course that includes a road test, instead of the ministry road test.

Class M2 Motorcycle Driver's Licence:

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

- must have a zero blood alcohol concentration while driving.

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

Class M2/M with L Condition:

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

Conviction:

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

Driver:

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

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 automatic driver licence 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 kilometres travelled based on a conversion factor of 22.0 kilometres per gallon. Starting in 2000, vehicle kilometres travelled are based on estimates provided by Statistics Canada and Transport Canada.

Limited-Speed Motorcycle (Motor Scooter):

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

Major Injury:

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

Minimal Injury:

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

Minor Injury:

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

Motor-Assisted Bicycle (Moped):

A motor-assisted bicycle is also known as a "moped." Mopeds have pedals that can be operated at all times. Mopeds can be either electric or piston powered and have a maximum speed of 50 km/h. Mopeds have a piston displacement of not more that 50 cubic centimetres.

Motor Vehicle Collision:

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

Off-Highway Collisions:

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 a 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.

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