

ONTARIO ROAD SAFETY

Annual Report 2010





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ONTARIO ROAD SAFETY ANNUAL REPORT 2010

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The Ministry of Transportation's Official Driver's Handbook is available online at <http://www.mto.gov.on.ca/english/dandv/driver/handbook>. You can also purchase hard-copies at DriveTest Centres, and at various department stores, automotive retail outlets and book stores.

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FOREWORD



FOREWORD

Ontario has among the safest roads in North America.

In 2010, there were 0.63 road fatalities per 10,000 licensed drivers. This was the second lowest rate in North America, and marks the 12th consecutive year that Ontario has had the lowest or second-lowest fatality rate among all jurisdictions in North America.

The number of licensed drivers on our roads increased by more than 143,000 to over 9.2 million in 2010, an increase of 1.6 per cent from 2009.

The number of registered vehicles also increased by nearly 123,000 to over 8.5 million in 2010, an increase of 1.5 per cent.

There has been a long-term decrease in the number of drinking and driving fatalities: a 63.6 per cent decline since 1988.

Recent efforts to reduce fatalities from speed-related collisions in Ontario have resulted in a 23 per cent reduction, from 113 in 2009 to 87 in 2010.

Ontario Road Safety Annual Report 2010

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

On average, one person is killed on Ontario's roads every 15 hours.

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

ORSAR allows the Ontario government to monitor its progress in improving road safety year-by-year. The report provides valuable data and guides the government as it determines where more effort is required.

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

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

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

Ontario's roads consistently rank among the safest in North America. Over the past 12 years, our province has ranked either first or second among all North American jurisdictions. By continuing to work with our road safety partners and monitoring trends captured in ORSAR, Ontario can continue to develop new and innovative road safety strategies that will help save lives and keep Ontario's roads among the safest in the world.

Key Road Safety Findings for Ontario in 2010

For more than 20 years, Ontario has measured road safety by calculating the number of collision-related fatalities for every 10,000 licensed drivers.

In Ontario, the fatality rate per 10,000 licensed drivers in 2010 was 0.63 – one of the lowest ever recorded. The actual number of fatalities was 579. This is the second-lowest number of fatalities since 1944.

The fatality rate places Ontario second in all of North America in the number of road fatalities. Ontario has now ranked first or second for 12 years in a row.

Road Safety in Ontario: 2009 vs 2010		
Category	2009	2010
Number of Fatalities	564	579
Number of Injuries	62,562	64,514
Fatality Rate per 10,000 Licensed Drivers	0.62	0.63
Injury Rate per 10,000 Licensed Drivers	68.7	69.8

Road Safety in Ontario: Significant Progress Since 2001				
Category	2001	2010	Change	% Change
Number of Fatalities	845	579	(266)	(31.5)
Number of Injuries	81,782	64,514	(17,268)	(21.1)
Fatality Rate per 10,000 Licensed Drivers	1.02	0.63	(0.39)	(38.2)
Injury Rate per 10,000 Licensed Drivers	98.9	69.8	(29.1)	(29.4)

Top Priority Road Safety Issues

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

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

Recent legislation and new measures include:

- street racing / stunt driving legislation
- blood Alcohol Content (BAC) warn range sanctions / reduced suspension
- zero BAC for drivers 21 and under
- distracted driving legislation
- speed limiters for large trucks
- expanded vehicle impoundment program
- increased penalties for infractions
- a made-in-Ontario cycling strategy

ORSAR 2010 indicates that our legislation, combined with strong enforcement and education, is achieving positive results. A quick look at some key statistics underlines this continuing success.

Drinking and Driving

Ontario's drinking and driving fatality rate was 0.17 per 10,000 licensed drivers – a reduction of 76 per cent from 0.72 in 1988. The actual number of drinking and driving fatalities was 160 in 2010.

Speeding / Street Racing / Aggressive Driving

The number of people killed in Ontario in speed-related collisions dropped from 113 in 2009 to 87 in 2010 – a reduction of 23 per cent.

Street racers and other drivers who put other road users at risk by driving aggressively now face roadside vehicle impoundment and licence suspensions, and upon conviction face a fine of up to \$10,000, a jail term of up to six months, and prolonged licence suspensions.

Senior Drivers' Fatalities

Fatalities among senior drivers age 80 and over increased from 21 in 2009 to 24 in 2010.

Large Truck Fatalities

Ontario has some of the most stringent truck safety laws in North America.

There were 109 fatalities in collisions involving large trucks in 2010, an increase from 99 in 2009.

Despite the increase in fatalities, none of the 112 large trucks involved in fatal crashes was found to have safety defects that might have contributed to the crash.

Seat Belts

In 2010, 100 vehicle occupants were killed while not wearing a seat belt — up from 88 in 2009.

Vulnerable Road Users

The number of motorcycle rider fatalities increased to 47 from 39 in 2009.

Pedestrian fatalities decreased to 95 from 114 in 2009.

Bicycling fatalities increased to 18 from 13 in 2009.

Ontario's Progress: Road Safety Vision 2010

The Canadian Council of Motor Transport Administrators Road Safety Vision 2010 is a national effort that aims to make Canada's roads the safest in the world. Its road safety targets were officially endorsed by all ministers responsible for transportation and highway safety in 2000. The Vision provides Canada's road safety community with benchmarks to help develop new strategies and measure intervention efforts.

The national target set by Road Safety Vision 2010 was a 30-per-cent decrease in the average number of road fatalities or serious injuries during the 2008-10 period compared to the baseline period of 1996-2001.

Ontario achieved a 32 per cent reduction in fatalities and a 40 per cent reduction in serious injuries during the 2008-2010 period.

Road Safety: Ontario Progress on Targets set by Road Safety Vision						
Categories	Baseline Average	Target	2008	2009	2010	2008-2010 Average
Fatalities	874	612	631	564	579	591
Serious Injuries	4,507	3,115	2,942	2,603	2,558	2,701

Looking Ahead: Next Steps

For 12 years in a row, Ontario has ranked first or second in North America as the jurisdiction with the lowest number of road fatalities per 10,000 licensed drivers. The province has also achieved target reductions in fatalities and serious injuries, despite annual increases in the number of licensed drivers.

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

- drug-impaired driving
- sharing the road with vulnerable road users, such as pedestrians and cyclists
- senior drivers and driver fitness in light of an aging population and health issues
- all-terrain vehicle safety

New approaches to improving road safety could include:

- automated speed enforcement
- encouraging and enabling a greater use of technology
- incentive programs such as reduced penalties for drivers who take part in monitoring/remediation programs

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

Studies show road safety marketing campaigns result in a 12 per cent reduction in collisions. Ontario aims to be among the many jurisdictions that emphasize proactive, preventative measures, particularly education and awareness initiatives that reduce risky driving behaviour.

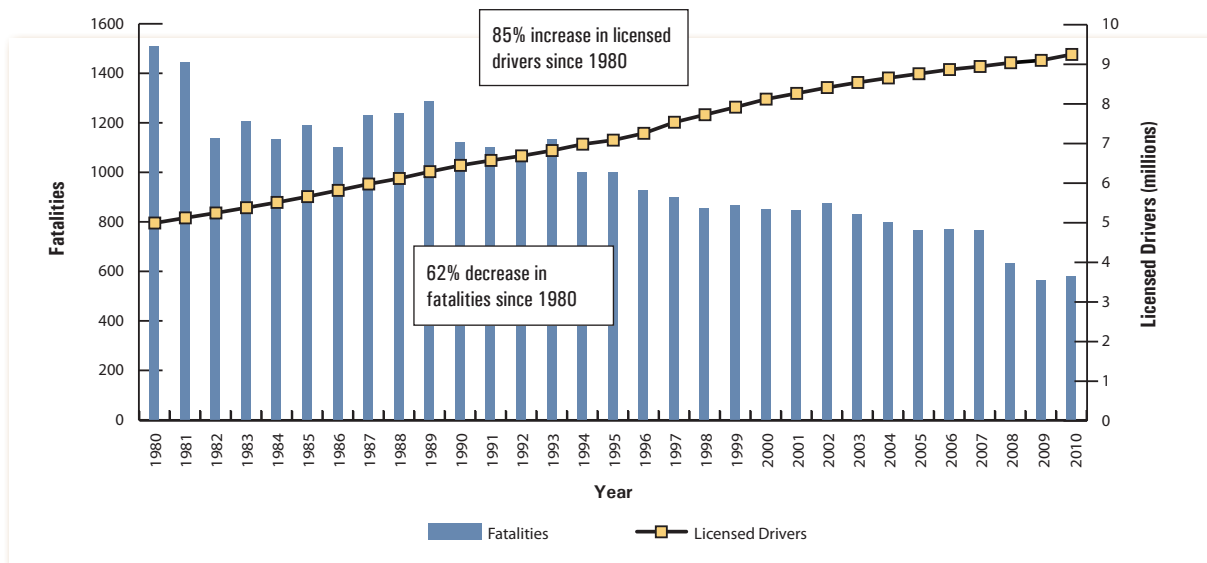
Conclusion

The statistics confirm that Ontario is a world leader in road safety.

ORSAR 2010 shows that our efforts have been paying off, and many milestones have been achieved. As we review the findings of this year's report, we will continue to work with our partners to achieve more milestones, and save more lives. There is room for improvement, and we pledge to be vigilant in facing the challenges ahead.

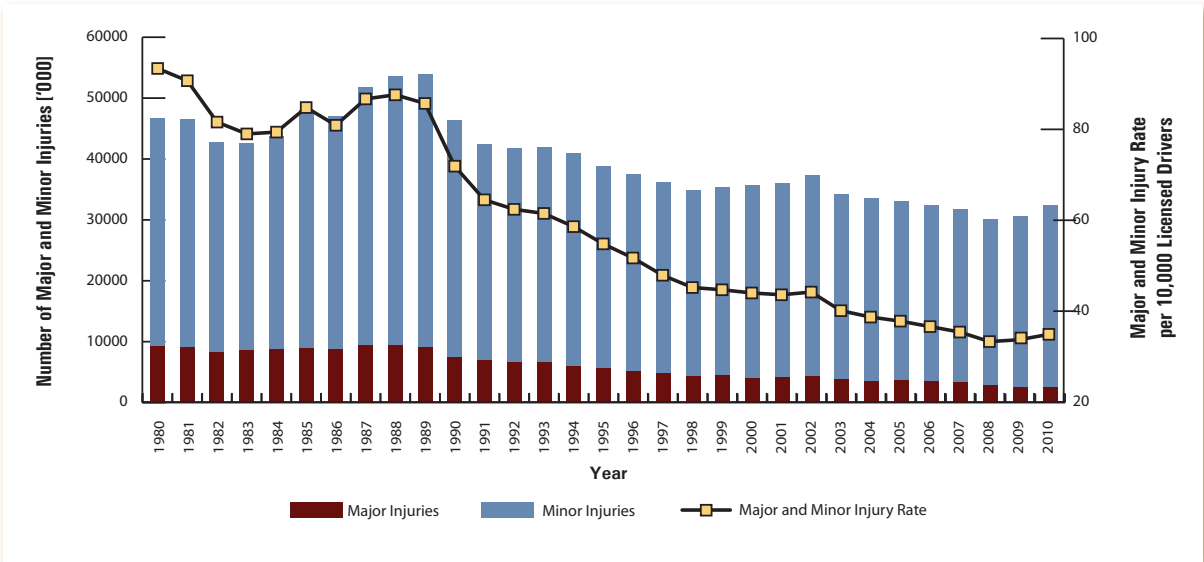
Key Road Safety Statistical Trends

Number of Fatalities and Licensed Drivers, 1980–2010



Between 1980 and 2010, the number of licensed drivers increased by 85 per cent. In contrast, the number of fatalities decreased by 62 per cent over this period.

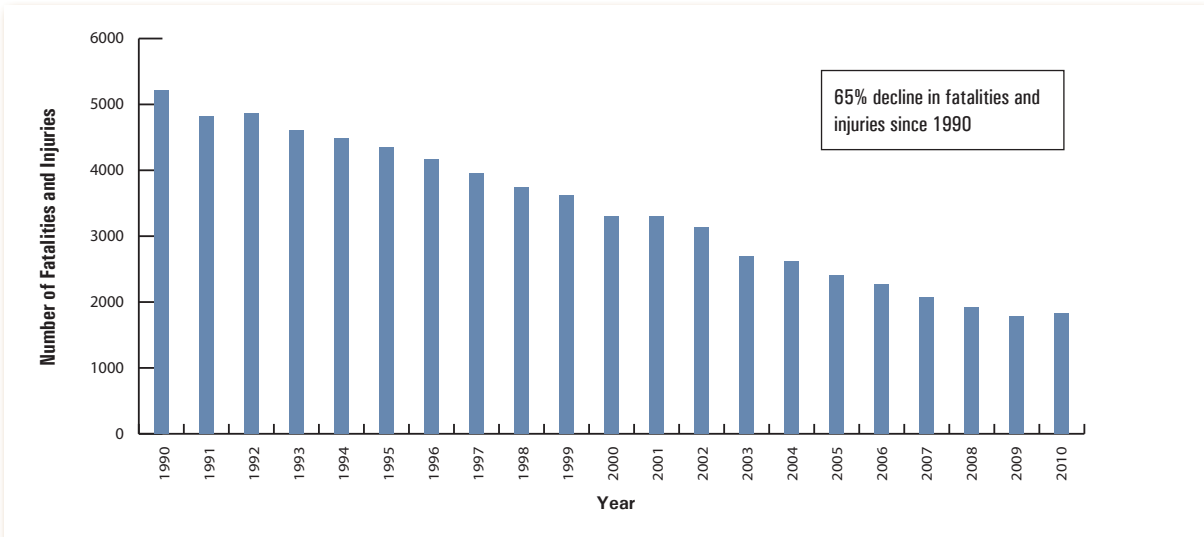
Number and Rate of Major and Minor Injuries, 1980–2010



In 2010, 64,514 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 36,853 fewer than in 1980. This puts the number of injuries on the province’s roadways among its lowest level since 1965.

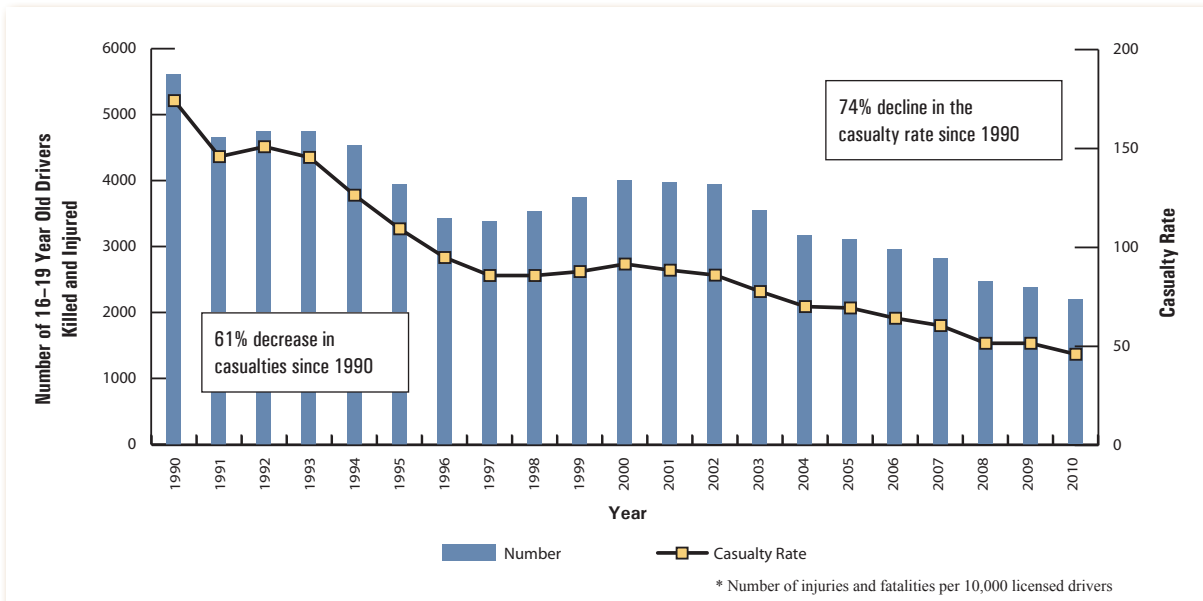
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1990–2010



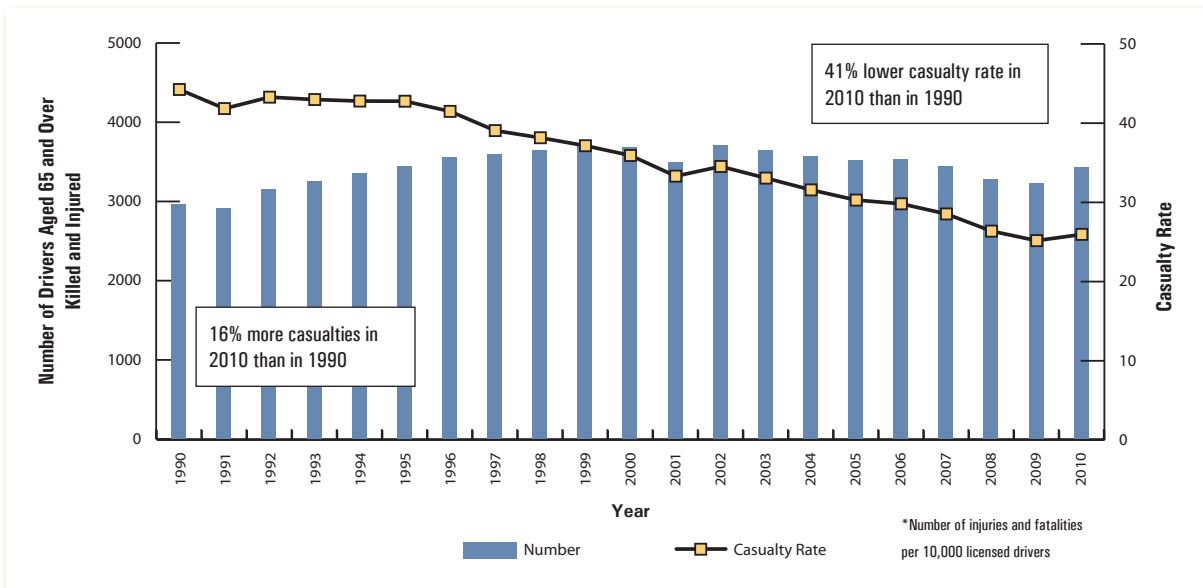
Between 1990 and 2010, the number of traffic fatalities and injuries among children aged 0-9 has dropped steadily, leading to an overall decline of 65 per cent.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1990–2010



Both the number and per licensed drivers rate of 16-19 year old driver casualties (deaths or injuries) have declined, with a 61 per cent decrease in the number killed/injured and a 74 per cent decline in the casualty rate since 1990. Over the time period 1990-2010, the number of licensed drivers aged 16-19 increased by 48 per cent, from 322,542 to 478,342.

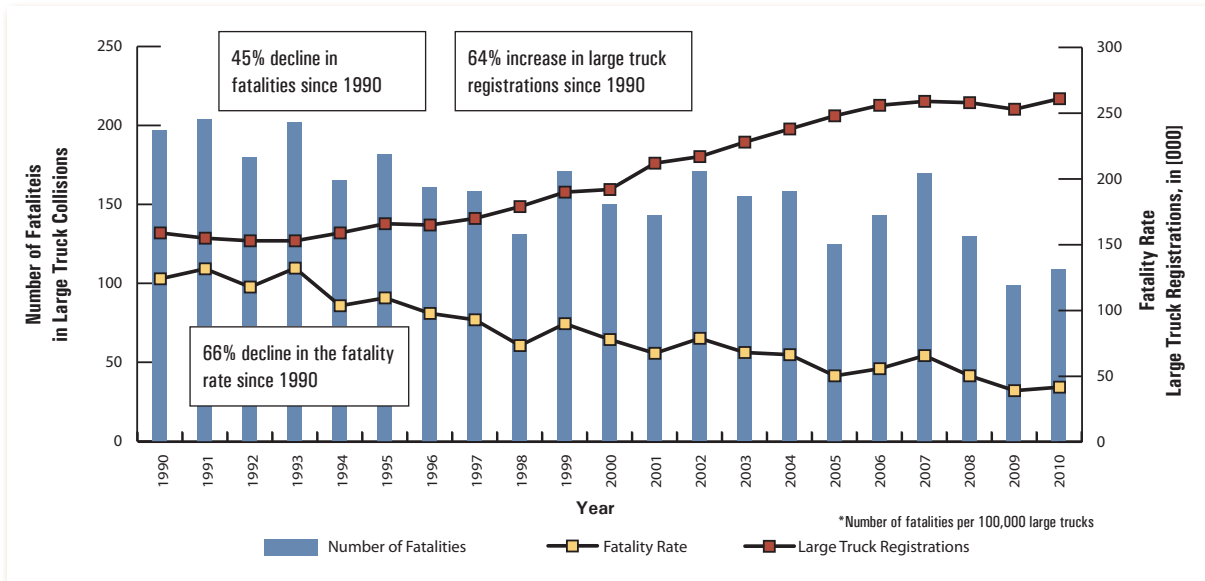
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1990–2010



The number of drivers aged 65 and over killed and injured has increased since 1990. However, the population of drivers age 65 and over has been increasing more rapidly, therefore, the casualty rate per 10,000 licensed drivers has decreased by 41 per cent.

Large Trucks

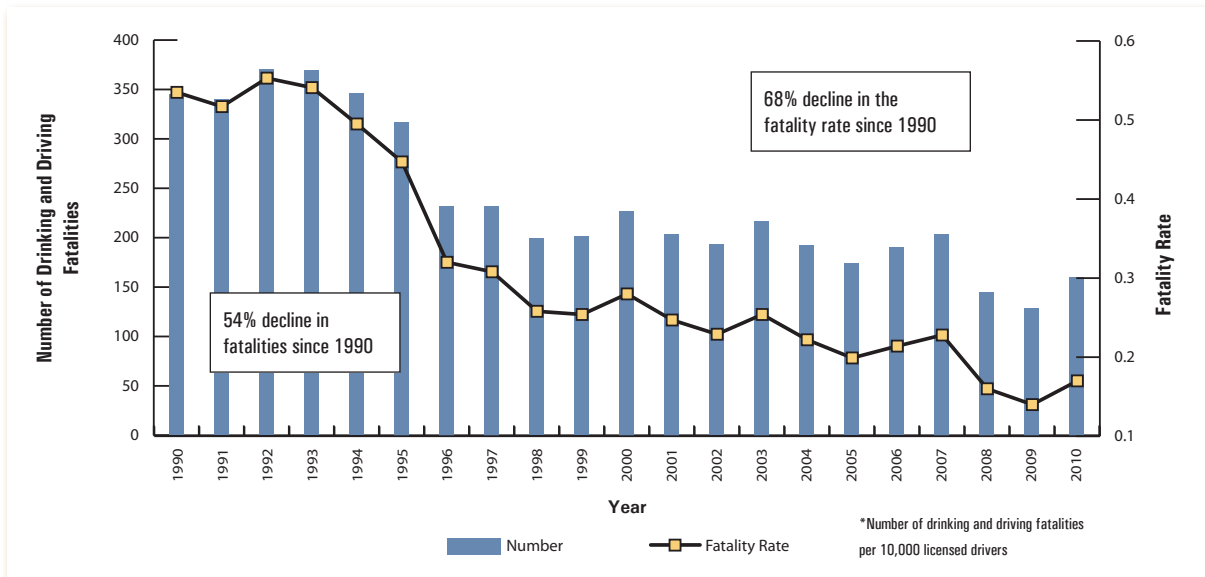
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1990–2010



Ontario’s data shows that despite an increase of 64 per cent in the number of large trucks registered in Ontario, the number of large truck fatalities decreased from 197 in 1990 to 109 in 2010, down 45 per cent.

Drinking and Driving

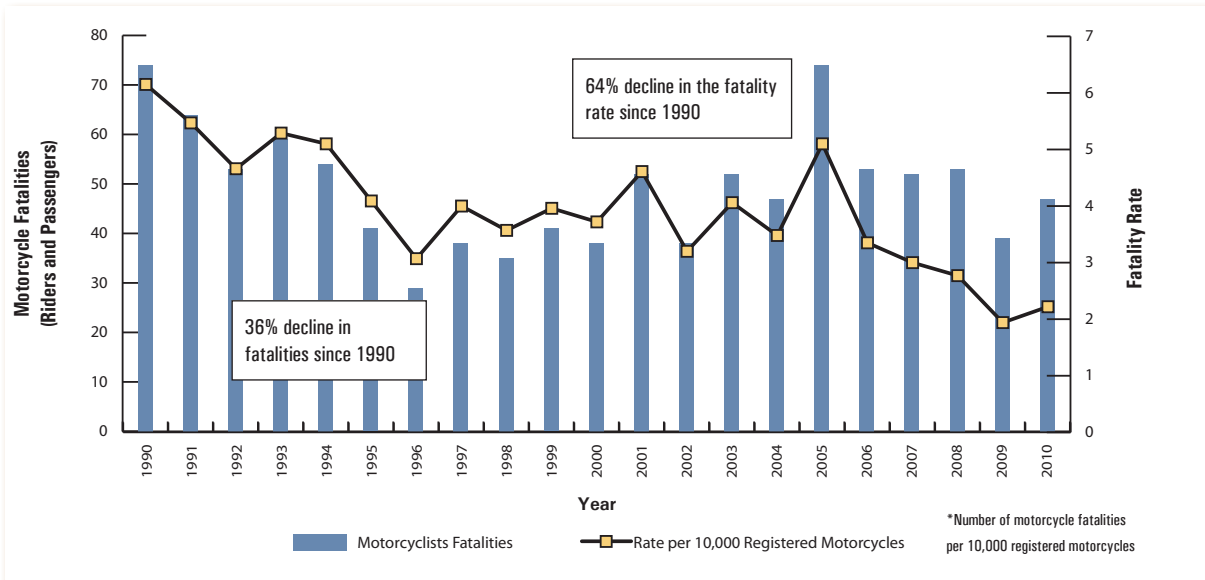
Number and Rate* of Drinking and Driving Fatalities, 1990–2010



Both the number of drinking and driving fatalities and the rate per 10,000 licensed drivers have declined dramatically from 1990, by 54 per cent and 68 per cent respectively.

Vulnerable Road Users

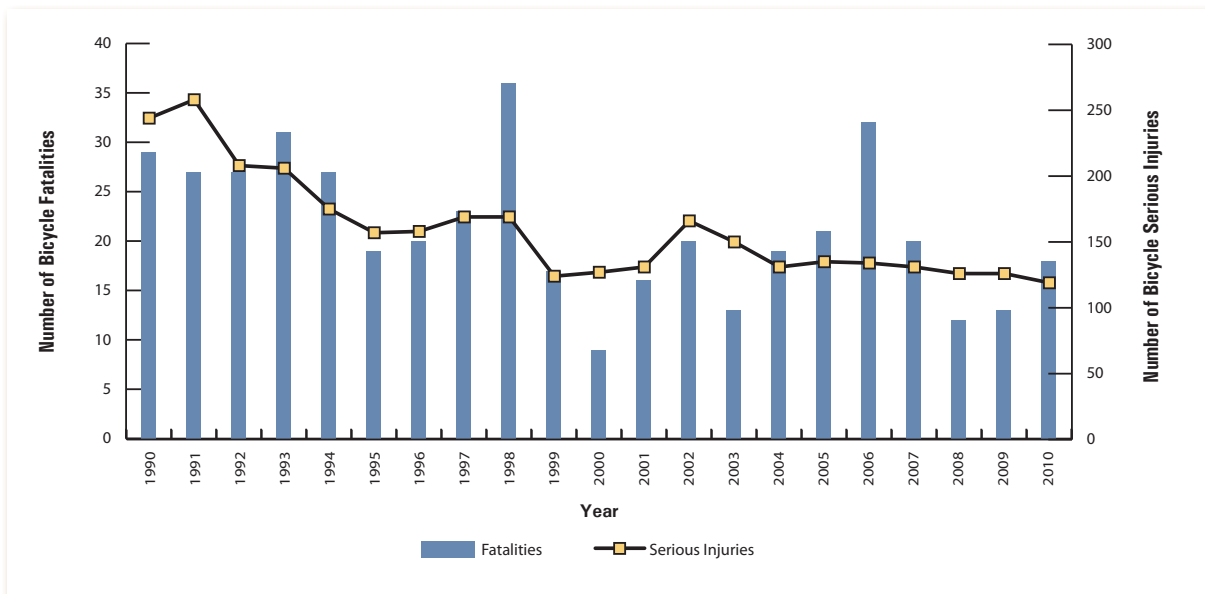
Number and Rate* of Motorcycle Fatalities, 1990–2010



Motorcycle registrations increased 5 per cent from 200,810 in 2009 to 211,536 in 2010. At the same time, motorcycle rider fatalities increased from 39 in 2009 to 47 in 2010.

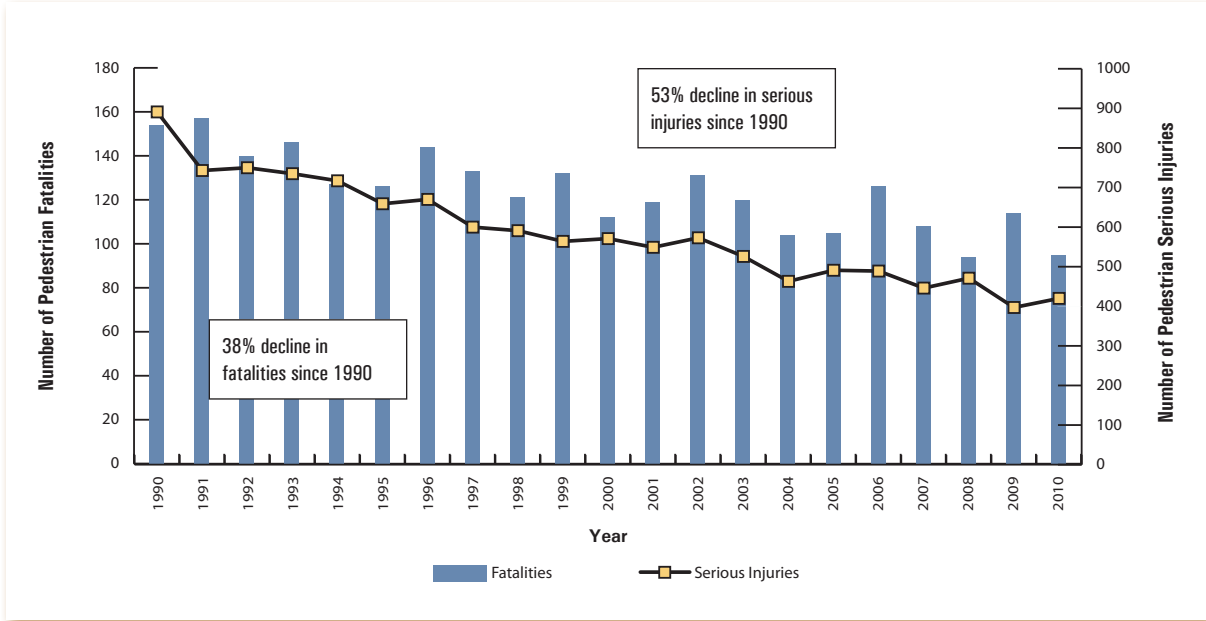
Over the long term, between 1990 and 2010, there has been a 64 per cent decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1990–2010



Between 1990 and 2010, the number of bicycle rider fatalities fluctuated between a high of 36 in 1998 and a low of 9 in 2000. There were 18 bicycle rider fatalities in 2010.

Number of Pedestrian Fatalities and Serious Injuries, 1990–2010



Between 1990 and 2010, the number of pedestrian fatalities was highest in 1991 with 157, and reached its lowest level in decades in 2008 with 94. The number of pedestrian fatalities decreased from 114 in 2009 to 95 in 2010, down by 17 per cent. However, the number of pedestrian serious injuries increased from 397 in 2009 to 420 in 2010, up 6 per cent.

OVERVIEW



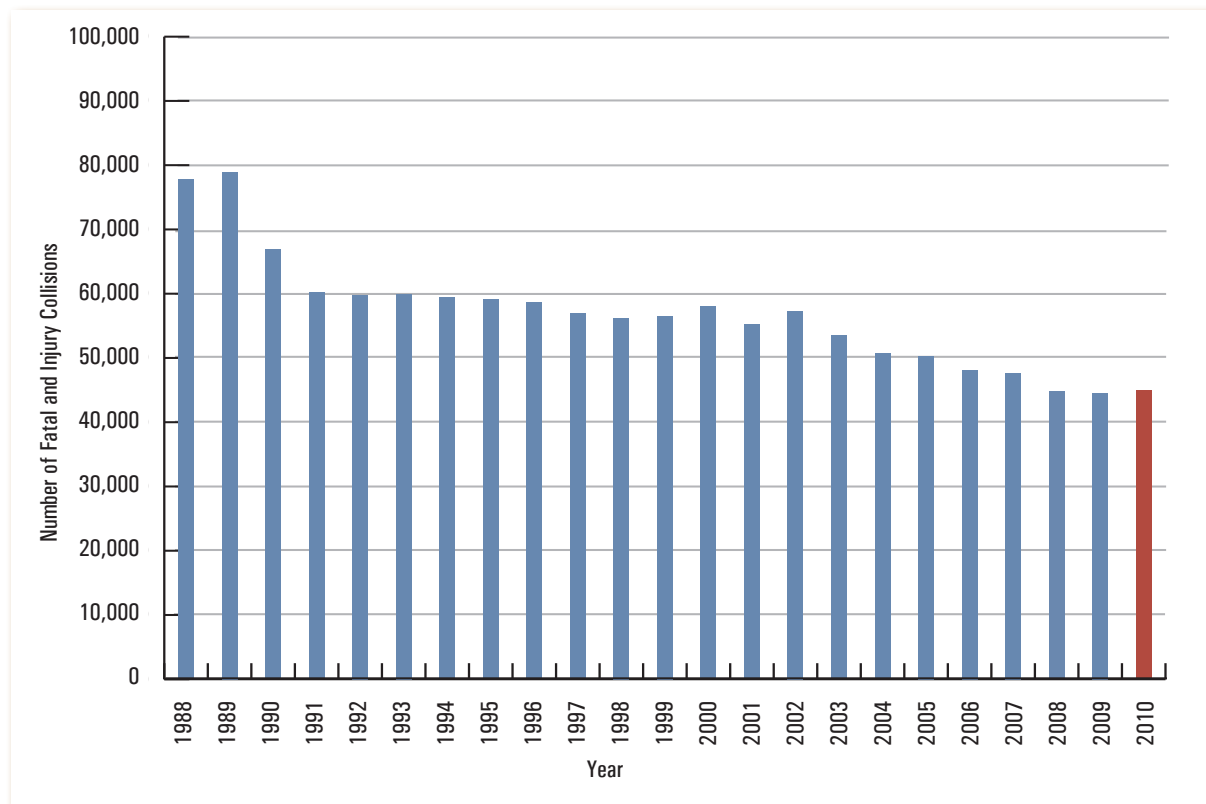
1. OVERVIEW

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

The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2010, Ontario's fatality rate of 0.63 per 10,000 licensed drivers was the second lowest ever recorded in Ontario. Ontario continued to be a road safety leader in North America.

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

Figure 1 Total Number of Fatal and Injury Collisions in Ontario, 1988–2010



1A. SYNOPSIS

Selected Statistics: 2010	
Total Reportable Collisions	215,533
Total Drivers Involved in Collisions	385,753
Total Vehicles Involved in Collisions	400,820
Fatal Collisions	534
Personal Injury Collisions	44,430
Property Damage Collisions	170,569
Persons Killed	579
Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers)	362
Drivers Killed (Impaired or Had Been Drinking)	117
Passengers Killed	115
Pedestrians Killed	95
Other Road Users Killed	7
Persons Injured	64,514
Estimated Ontario Population (2010)	13,223,800
Licensed Drivers	9,245,267
Registered Motor Vehicles	8,560,878
Estimated Vehicle Kilometres Travelled (in millions)	129,637
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	4.38
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.45
Collision Rate per 100 Million Kilometres Travelled	166.26
Fatal Collision Rate per 100 Million Kilometres Travelled	0.41
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.63

1B. HEALTH PERSPECTIVE

Table 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2009/2010

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	108	659
Fracture of neck and trunk	773	7,667
Fracture of upper limb	466	2,902
Fracture of lower limb	1,205	11,868
Fractures involving multiple body regions	*	79
Dislocation, sprains and strains	81	420
Dislocations, sprains, and strains involving multiple body regions	*	*
Intracranial injury	660	10,549
Internal injury of chest, abdomen, and pelvis	373	3,480
Open wound of head, neck, or trunk	54	252
Open wound of upper limb	11	223
Open wound of lower limb	26	220
Open wounds involving multiple body regions	*	*
Other diagnosis	893	9,497
Total Admissions and Days **	4,650	47,816

Source: Ministry of Health and Long-Term Care, Health Solutions Delivery Branch, Health Data Decision Support Unit

* Small cell count (a value of less than 5); small cell counts are not to be published

** Totals do not include small cell counts

Table 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2009/2010

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	118	2,970
Spinal cord, spinal canal, and meninges	9	63
Nose, mouth, and pharynx	22	338
Chest wall, pleura, mediastinum, and diaphragm	129	1,377
Bone marrow and spleen	29	417
Kidney	*	*
Facial bones and joints	65	659
Reduction of fracture/dislocation with or without fixation (excluding head and facial bones)	1,487	15,145
Repair joint structures (excluding head or facial bones)	19	95
Skin and subcutaneous tissue	60	551
Other diagnostic and therapeutic interventions	1,472	19,066
Sub-total of surgical admissions and days **	3,410	40,681
No interventions performed - surgical procedures	1,245	7,137

Source: Ministry of Health and Long-Term Care, Health Solutions Delivery Branch, Health Data Decision Support Unit

* Small cell count (a value of less than 5); small cell counts are not to be published

** Sub-totals do not include small cell counts

THE PEOPLE



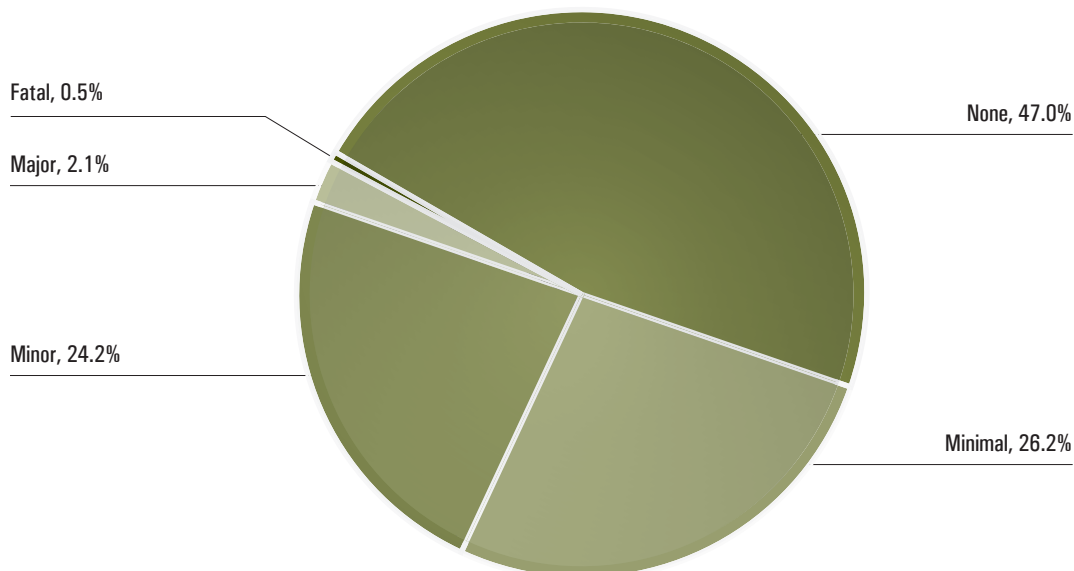
2. THE PEOPLE

This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. Key historical road safety data – covering a period of more than 75 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 564 in 2009 to 579 in 2010; the number of serious injuries decreased from 2,603 in 2009 to 2,558 in 2010. At the same time, the number of licensed drivers increased by 143,329, the number of registered motor vehicles increased by 122,969 and the estimated distance driven in Ontario increased by 3,835 million kilometers.

Out of 862 drivers involved in fatal collisions, 154 were drinking drivers, 65 drivers were coded as inattentive, and 82 were speeding. Despite the fact that about 96 percent of Ontario drivers use seat belts, 100 of vehicle occupant fatalities were not using seat belts at the time of the crash.

Figure 2 Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2010



2A. PEOPLE IN COLLISIONS

Table 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2010

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	36,400	18,481	16,406	1,072	299	72,658
Passenger*	20,494	10,269	8,294	589	115	39,761
Pedestrian	173	1,643	2,558	420	95	4,889
Bicyclist	34	983	1,004	100	17	2,138
Bicycle Passenger	18	136	213	19	1	387
All Terrain Vehicle** Driver	3	5	16	5	1	30
All Terrain Vehicle** Passenger	3	5	5	3	0	16
Snow Vehicle Driver	2	1	3	4	1	11
Snow Vehicle Passenger	0	2	0	2	1	5
Motorcycle Driver	91	320	686	224	45	1,366
Motorcycle Passenger	53	117	271	74	2	517
Moped Driver	7	21	23	5	1	57
Moped Passenger	3	7	7	2	0	19
Hanger On	42	74	108	18	1	243
Other	502	139	159	21	0	821
Total	57,825	32,203	29,753	2,558	579	122,918

* Includes bus passengers

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

Only persons involved in HTA reportable fatality and injury collisions are shown in this table (for more information on special vehicles, see Chapter 6).

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

Major: Person admitted to hospital.

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

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

None: Uninjured person.

Table 2.2: Category of Persons Killed by Age Groups, 2010

Category of Person	Age Groups																Total
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74	75+	UK	
Driver	0	0	0	1	10	7	6	9	27	47	37	49	47	24	35	0	299
Passenger*	2	0	5	3	6	10	5	0	10	11	9	12	9	11	23	0	116
Pedestrian	1	0	0	0	2	1	1	3	4	11	13	13	14	10	22	0	95
Bicyclist	0	0	1	2	0	0	0	0	2	2	3	2	4	1	0	0	17
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
All Terrain Vehicle** Driver	0	0	0	0	1	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	0	1	0	0	0	0	0	1
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Motorcycle Driver	0	0	0	1	0	1	0	0	4	8	4	10	10	7	0	0	45
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	6	7	19	19	12	12	47	79	69	87	84	54	81	0	579

* Includes hangers on.

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

UK = Unknown

Only persons involved in HTA reportable collisions are shown in this table (for more information on special vehicles, see Chapter 6).

Table 2.3: Category of Persons Injured by Age Groups, 2010

Category of Person	Age Groups													Total			
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64		65-74	75+	UK
Driver	0	0	16	96	586	678	814	898	3,462	7,446	7,142	7,132	4,282	2,025	1,342	40	35,959
Passenger*	717	878	1,393	429	536	628	674	661	2,135	3,100	2,268	2,110	1,560	909	789	495	19,282
Pedestrian	66	119	443	150	116	130	151	132	401	663	494	649	450	323	273	61	4,621
Bicyclist	0	4	18	10	20	23	30	21	87	156	115	122	46	14	8	1,413	2,087
Bicycle Passenger	4	15	60	18	12	14	15	9	46	68	45	61	32	17	4	2	422
All Terrain Vehicle** Driver	0	0	4	2	0	2	0	0	5	2	1	1	3	0	1	5	26
All Terrain Vehicle** Passenger	1	0	3	3	1	0	1	0	1	2	0	2	0	0	0	0	14
Snow Vehicle Driver	0	0	1	1	0	0	0	0	2	2	0	1	0	0	0	1	8
Snow Vehicle Passenger	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	4
Motorcycle Driver	0	0	3	12	6	6	10	20	90	266	266	315	188	41	6	1	1,230
Motorcycle Passenger	1	2	11	9	6	2	10	6	33	92	104	93	85	11	4	6	475
Moped Driver	0	0	0	1	1	0	1	1	3	8	10	14	3	2	2	3	49
Moped Passenger	0	1	0	1	0	0	0	0	1	2	3	4	3	1	0	0	16
Other	9	3	18	1	8	10	4	8	14	48	42	48	27	25	8	48	321
Total	798	1,022	1,971	733	1,292	1,493	1,711	1,756	6,281	11,855	10,490	10,552	6,680	3,368	2,437	2,075	64,514

* Includes hangers on.

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

UK = Unknown

Only persons involved in HTA reportable collisions are shown in this table (for more information on special vehicles, see Chapter 6).

Table 2.4: Sex of Driver by Class of Collision, 2010

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	658	47,841	176,166	224,665
Female	185	31,130	105,610	136,925
Unknown*	19	4,146	19,998	24,163
Total	862	83,117	301,774	385,753

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

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

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

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

Table 2.5: Driver Condition by Class of Collision, 2010

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	542	61,960	229,385	291,887
Had Been Drinking	42	771	1,704	2,517
Ability Impaired – Alcohol over 0.08	103	608	1,434	2,145
Ability Impaired Alcohol	9	416	798	1,223
Ability Impaired Drugs	5	92	164	261
Fatigue	16	578	1,203	1,797
Medical/Physical Disability	19	513	501	1,033
Inattentive	65	12,448	28,207	40,720
Other *	7	278	1,021	1,306
Unknown **	54	5,453	37,357	42,864
Total	862	83,117	301,774	385,753

* 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 0.08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of 0.08 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, 2010*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over 0.08	Ability Impaired Alcohol	Other	Unknown	
Under 16	72	2	0	0	51	23	148
16	718	14	6	1	222	61	1,022
17	4,154	33	21	9	1,101	339	5,657
18	5,357	74	30	28	1,403	437	7,329
19	5,773	108	73	37	1,405	498	7,894
20	6,069	118	81	50	1,393	520	8,231
21-24	25,148	402	343	195	4,638	2,091	32,817
25-34	58,377	618	581	308	8,448	4,491	72,823
35-44	60,261	395	380	214	7,614	4,605	73,469
45-54	61,051	381	384	219	7,527	4,431	73,993
55-64	36,910	186	168	111	5,007	2,674	45,056
65-74	16,244	64	53	32	2,885	1,271	20,549
75 & over	9,419	30	10	6	2,369	768	12,602
Unknown	2,334	92	15	13	1,054	20,655	24,163
Total	291,887	2,517	2,145	1,223	45,117	42,864	385,753

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

Table 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2010*

Recorded Occurrence	Number of Drivers	%
Normal	192	52.7
Had Been Drinking	26	7.1
Ability Impaired – Alcohol over 0.08	91	25.0
Ability Impaired Alcohol	0	0.0
Ability Impaired Drugs	3	0.8
Fatigue	9	2.5
Medical/Physical Disability	15	4.1
Inattentive	24	6.6
Other	2	0.5
Unknown	2	0.5
Total	364	100.0

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

Table 2.8: Apparent Driver Action by Class of Collision, 2010

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	332	39,731	151,926	191,989
Following Too Close	7	8,245	28,248	36,500
Speed Too Fast	59	820	1,366	2,245
Speed Too Fast for Conditions	23	3,362	11,639	15,024
Speed Too Slow	2	51	182	235
Improper Turn	13	4,135	10,999	15,147
Disobey Traffic Control	50	3,714	5,284	9,048
Fail to Yield Right of Way	67	8,514	19,333	27,914
Improper Passing	17	633	2,555	3,205
Lost Control	143	5,506	14,979	20,628
Wrong Way on One Way Road	3	89	140	232
Improper Lane Change	15	1,729	10,228	11,972
Other*	103	4,474	17,321	21,898
Unknown	28	2,114	27,574	29,716
Total	862	83,117	301,774	385,753

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

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

Table 2.9: Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2010

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	178	816	14,365	17,024	33,286	65,669
Other Equipment*	19	68	827	576	451	1,941
Equipment Not used	72	92	190	84	59	497
No Safety Equipment	0	4	33	29	69	135
Use Unknown	30	92	991	768	2,535	4,416
Total	299	1,072	16,406	18,481	36,400	72,658

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

Table 2.10: Seat Belt Usage by Severity of Passenger* Injury in Fatal and Personal Injury Collisions, 2010

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	55	426	6,731	8,645	15,988	31,845
Child Safety Seat Used Incorrectly	1	3	19	22	89	134
Child Safety Seat Used Correctly	1	15	218	415	1,862	2,511
Other Equipment**	8	17	265	159	169	618
Equipment Not used	28	62	190	104	63	447
No Safety Equipment	7	26	364	550	1,133	2,080
Use Unknown	16	51	527	374	1,175	2,143
Total	116	600	8,314	10,269	20,479	39,778

* Includes hangers on and excludes passengers in parked vehicles.

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

Table 2.11: Restraint Use for Children (0–4 Years) Killed in Collisions, 2006–2010

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available, Not Used	Use Unknown	Total
2006	5	1	0	0	0	1	7
2007	2	1	0	0	0	0	3
2008	1	2	1	0	0	0	4
2009	2	1	0	0	0	0	3
2010	1	1	0	0	0	0	2

Table 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2010

Restraint Used	Injury Level		
	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	47.4	62.9	63.7
Child Restraint Used Incorrectly	21.1	4.3	3.0
Lap/Lap-Shoulder Belt	21.1	24.4	25.1
Not Available	0.0	4.1	3.8
Available/Not Used	5.3	0.4	0.0
Other	5.3	1.0	0.8
Unknown	0.0	2.9	3.7
Total	100.0	100.0	100.0

Table 2.13: Pedestrian Condition by Severity of Injury, 2010

Condition of Pedestrian	Killed	Injured
Normal	55	3,191
Had Been Drinking	4	230
Ability Impaired Alcohol over .08	25	5
Ability Impaired Alcohol	0	44
Ability Impaired Drugs	1	10
Fatigue	0	2
Medical or Physical Defect	4	94
Inattentive	6	650
Other	0	61
Unknown	0	334
Total	95	4,621

Table 2.14: Apparent Pedestrian Action by Severity of Injury, 2010

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	23	2,067
Crossing Intersection Without Right of Way	19	564
Crossing Intersection No Traffic Control	8	330
Crossing Pedestrian Crossover	1	145
Crossing Marked Crosswalk Without Right of Way	4	142
Walking on Roadway With Traffic	4	96
Walking on Roadway Against Traffic	1	63
On Sidewalk or Shoulder	10	306
Playing or Working on Highway	2	54
Coming from Behind Parked Vehicle or Object	0	103
Running onto Roadway	5	261
Getting On/Off School Bus*	0	2
Getting On/Off Vehicle	1	55
Pushing/Working on Vehicle	0	10
Other	17	423
Total	95	4,621

* Calendar Year

2B. PUTTING THE PEOPLE IN CONTEXT

Table 2.15: Category of Persons Killed and Injured, 1988–2010

Year	Ontario Population (Est.)**	Driver		Passenger*		Pedestrian		All Others		Persons Killed In All Classes		Persons Injured In All Classes	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Number	Rate Per 100,000	Number	Rate Per 100,000
1988	9,439,600	563	63,339	350	39,157	186	6,344	138	9,318	1,237	13.1	118,158	1,251.7
1989	9,598,600	627	66,334	369	39,950	161	6,187	129	8,181	1,286	13.4	120,652	1,257.0
1990	9,743,300	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	101,575	1,042.5
1991	10,084,900	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	90,519	897.6
1992	10,098,600	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	91,025	901.4
1993	10,813,200	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,149	842.9
1994	10,927,800	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	90,030	823.9
1995	11,100,000	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	89,572	807.0
1996	11,320,456	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	88,405	780.9
1997	11,500,329	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	85,527	743.7
1998	11,675,497	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	83,192	712.5
1999	11,513,700	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	84,062	730.1
2000	11,695,110	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	85,009	726.9
2001	11,966,960	430	45,758	224	26,510	119	5,063	72	4,451	845	7.1	81,782	683.4
2002	12,027,900	450	47,909	227	26,742	131	4,990	65	4,551	873	7.3	84,192	700.0
2003	12,293,700	425	44,212	216	24,563	120	4,758	70	4,346	831	6.8	77,879	633.5
2004	12,407,300	433	41,608	191	22,396	104	4,505	71	4,499	799	6.4	73,008	588.4
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
2007	12,803,861	396	38,913	186	19,112	108	4,636	75	4,505	765	6.0	67,166	524.6
2008	12,932,297	343	36,219	124	17,679	94	4,454	70	4,391	631	4.9	62,743	485.2
2009	13,072,700	277	35,403	113	18,224	114	4,522	60	4,413	564	4.3	62,562	478.8
2010	13,223,800	299	35,959	115	19,152	95	4,621	70	4,782	579	4.4	64,514	487.9

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

**Source: Statistics Canada

Table 2.16: Sex of Driver Population by Age Groups, 2010

Sex of Driver	Age Groups							Total
	16-19	20-24	25-34	35-44	45-54	55-64	65+	
Male	252,424	398,941	791,292	882,681	997,159	749,864	709,263	4,781,624
Female	225,918	366,134	781,144	857,447	930,340	692,042	610,618	4,463,643
Total	478,342	765,075	1,572,436	1,740,128	1,927,499	1,441,906	1,319,881	9,245,267

Table 2.17: Driver Population by Age Groups, 1988-2010

Year	Age Groups							Total
	16-19	20-24	25-34	35-44	45-54	55-64	65+	
1988	310,764	643,691	1,588,516	1,353,841	898,103	714,266	608,931	6,118,112
1989	323,109	631,470	1,634,187	1,409,053	931,991	720,788	639,826	6,290,424
1990	322,542	629,478	1,666,474	1,467,699	964,925	728,380	669,385	6,448,883
1991	319,584	627,931	1,673,502	1,501,765	1,018,365	736,652	696,432	6,574,231
1992	314,685	623,707	1,665,433	1,528,726	1,082,883	745,759	727,568	6,688,761
1993	326,389	621,934	1,655,573	1,566,083	1,136,365	758,840	758,244	6,823,428
1994	358,817	622,704	1,645,962	1,611,972	1,190,442	770,882	783,181	6,983,960
1995	360,847	614,094	1,621,989	1,659,749	1,240,072	782,871	806,396	7,086,018
1996	361,571	612,060	1,608,567	1,717,050	1,297,289	805,486	856,144	7,258,167
1997	394,512	624,532	1,611,708	1,789,110	1,360,555	837,606	919,584	7,537,607
1998	412,589	634,053	1,593,744	1,845,474	1,415,258	872,426	954,212	7,727,756
1999	426,643	642,808	1,576,673	1,895,323	1,475,588	907,235	994,044	7,918,314
2000	438,170	659,331	1,582,207	1,935,150	1,540,499	939,838	1,026,179	8,121,374
2001	449,853	671,424	1,580,758	1,946,713	1,577,920	990,745	1,049,203	8,266,616
2002	458,627	686,561	1,580,837	1,945,944	1,612,219	1,053,877	1,075,439	8,413,504
2003	457,049	704,720	1,575,345	1,940,896	1,653,604	1,105,726	1,104,215	8,541,555
2004	453,157	719,861	1,567,346	1,929,418	1,698,350	1,157,824	1,129,641	8,655,597
2005	447,954	727,529	1,557,476	1,912,898	1,748,335	1,206,374	1,161,644	8,762,210
2006	461,058	736,575	1,550,313	1,888,582	1,793,515	1,252,613	1,185,309	8,867,965
2007	466,979	739,555	1,547,980	1,851,780	1,835,315	1,296,295	1,207,493	8,945,397
2008	478,950	744,491	1,553,552	1,808,597	1,875,742	1,339,948	1,241,006	9,042,286
2009	462,718	746,486	1,554,266	1,763,704	1,906,532	1,388,094	1,280,138	9,101,938
2010	478,342	765,075	1,572,436	1,740,128	1,927,499	1,441,906	1,319,881	9,245,267

Table 2.18: Driver Licence Class by Sex, 2010

Licence Class	Driver Sex				Total	
	Male	%	Female	%		
A	100,105	2.09	2,013	0.05	102,118	1.10
AB	5,029	0.11	666	0.01	5,695	0.06
ABM	2,568	0.05	167	0.00	2,735	0.03
ABM1	14	0.00	4	0.00	18	0.00
ABM2	218	0.00	43	0.00	261	0.00
AC	28,669	0.60	1,061	0.02	29,730	0.32
ACM	11,112	0.23	180	0.00	11,292	0.12
ACM1	114	0.00	4	0.00	118	0.00
ACM2	1,529	0.03	56	0.00	1,585	0.02
AM	27,153	0.57	196	0.00	27,349	0.30
AM1	227	0.00	6	0.00	233	0.00
AM2	3,569	0.07	74	0.00	3,643	0.04
B	17,776	0.37	16,731	0.37	34,507	0.37
BM	4,796	0.10	935	0.02	5,731	0.06
BM1	23	0.00	15	0.00	38	0.00
BM2	433	0.01	310	0.01	743	0.01
C	8,234	0.17	1,136	0.03	9,370	0.10
CM	1,807	0.04	74	0.00	1,881	0.02
CM1	30	0.00	1	0.00	31	0.00
CM2	319	0.01	37	0.00	356	0.00
D	224,088	4.69	23,637	0.53	247,725	2.68
DE	111	0.00	34	0.00	145	0.00
DEM	27	0.00	0	0.00	27	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	3	0.00	1	0.00	4	0.00
DF	2,895	0.06	238	0.01	3,133	0.03
DFM	888	0.02	30	0.00	918	0.01
DFM1	14	0.00	0	0.00	14	0.00
DFM2	176	0.00	16	0.00	192	0.00
DM	65,476	1.37	1,846	0.04	67,322	0.73
DM1	364	0.01	12	0.00	376	0.00
DM2	5,023	0.11	354	0.01	5,377	0.06
E	1,473	0.03	2,177	0.05	3,650	0.04

Table 2.18: Driver Licence Class by Sex, 2010 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
EM	155	0.00	32	0.00	187	0.00
EM1	1	0.00	0	0.00	1	0.00
EM2	16	0.00	8	0.00	24	0.00
F	7,612	0.16	5,902	0.13	13,514	0.15
FM	1,309	0.03	243	0.01	1,552	0.02
FM1	21	0.00	4	0.00	25	0.00
FM2	278	0.01	166	0.00	444	0.00
G	3,261,052	68.20	3,637,416	81.49	6,898,468	74.62
G1	252,094	5.27	339,813	7.61	591,907	6.40
G1M	56	0.00	15	0.00	71	0.00
G1M1	333	0.01	35	0.00	368	0.00
G1M2	1,114	0.02	316	0.01	1,430	0.02
G2	341,936	7.15	348,631	7.81	690,567	7.47
G2M	290	0.01	55	0.00	345	0.00
G2M1	411	0.01	44	0.00	455	0.00
G2M2	3,338	0.07	606	0.01	3,944	0.04
GM	338,063	7.07	58,684	1.31	396,747	4.29
GM1	3,884	0.08	886	0.02	4,770	0.05
GM2	54,070	1.13	18,395	0.41	72,465	0.78
M	712	0.01	137	0.00	849	0.01
M1	69	0.00	10	0.00	79	0.00
M2	547	0.01	191	0.00	738	0.01
Total	4,781,624	100.00	4,463,643	100.00	9,245,267	100.00

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2010

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1931	666,266	9,241	571	8,494
1932	648,710	9,171	502	8,231
1933	638,710	8,634	403	7,877
1934	665,743	9,645	512	8,990
1935	707,457	10,648	560	9,839
1936	755,765	11,388	546	10,251
1937	802,765	13,906	766	12,092
1938	866,729	13,715	640	11,683
1939	899,572	13,710	652	11,638
1940	937,551	16,921	716	13,715
1941	986,773	18,167	801	14,275
1942	961,883	13,490	567	10,205
1943	919,457	11,025	549	8,628
1944	905,650	11,004	498	8,373
1945	971,852	13,458	598	9,804
1946	1,087,445	17,356	688	12,228
1947	1,144,291	22,293	734	13,056
1948	1,209,408	27,406	740	14,970
1949	1,278,584	34,472	830	17,469
1950	1,366,388	43,681	791	19,940
1951	1,461,538	54,920	949	22,557
1952	1,556,559	58,515	1,010	23,643
1953	1,656,259	65,866	1,082	24,353
1954	1,747,567	62,509	1,045	24,607
1955	1,856,845	63,219	1,111	26,246
1956	1,967,789	71,399	1,180	28,626
1957	2,088,551	76,302	1,279	30,414
1958	2,176,417	76,884	1,112	30,106
1959	2,270,246	81,518	1,187	31,602
1960	2,355,567	87,186	1,166	34,436
1961	2,414,615	85,577	1,268	37,146
1962	2,469,425	94,231	1,383	41,766
1963	2,555,015	104,919	1,421	47,801

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2010 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1964	2,694,023	111,232	1,424	54,560
1965	2,739,138	128,462	1,611	60,917
1966	2,821,648	139,781	1,596	65,210
1967	3,004,654	145,008	1,719	67,280
1968	3,128,509	155,127	1,586	71,520
1969	3,247,979	169,395	1,683	74,902
1970	3,422,892	141,609	1,535	75,126
1971	3,563,197	158,831	1,769	84,650
1972	3,688,541	189,494	1,934	95,181
1973	3,841,628	193,021	1,959	97,790
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

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2010 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1997	7,537,607	221,500	899	85,527
1998	7,727,756	213,356	854	83,192
1999	7,918,314	221,962	868	84,062
2000	8,121,374	240,630	849	85,009
2001	8,266,616	234,004	845	81,782
2002	8,413,504	244,642	873	84,192
2003	8,541,555	246,463	831	77,879
2004	8,655,597	231,548	799	73,008
2005	8,762,210	230,258	766	71,850
2006	8,867,965	216,247	769	68,793
2007	8,945,397	233,487	765	67,175
2008	9,042,286	229,196	631	62,743
2009	9,101,938	216,315	564	62,562
2010	9,245,267	215,533	579	64,514

Table 2.20: Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2010

Drivers Age	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	0	0	0	74	27	101	N/A	N/A	N/A
16	47,590	42,584	90,174	577	421	998	1.21	0.99	1.11
17	60,539	54,070	114,609	3,348	2,268	5,616	5.53	4.19	4.90
18	69,600	62,119	131,719	4,503	2,788	7,291	6.47	4.49	5.54
19	74,695	67,145	141,840	4,837	3,004	7,841	6.48	4.47	5.53
20	79,778	71,538	151,316	4,998	3,193	8,191	6.26	4.46	5.41
21-24	319,163	294,596	613,759	19,435	13,197	32,632	6.09	4.48	5.32
25-34	791,292	781,144	1,572,436	43,996	28,349	72,345	5.56	3.63	4.60
35-44	882,681	857,447	1,740,128	44,025	28,999	73,024	4.99	3.38	4.20
45-54	997,159	930,340	1,927,499	46,526	26,985	73,511	4.67	2.90	3.81
55-64	749,864	692,042	1,441,906	29,165	15,628	44,793	3.89	2.26	3.11
65-74	432,992	378,296	811,288	13,341	7,122	20,463	3.08	1.88	2.52
75 & over	276,271	232,322	508,593	7,972	4,596	12,568	2.89	1.98	2.47
Unknown	0	0	0	36,821	0	36,821	N/A	N/A	N/A
Total	4,781,624	4,463,643	9,245,267	222,797	136,577	359,374	4.66	3.06	3.89

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

THE COLLISION

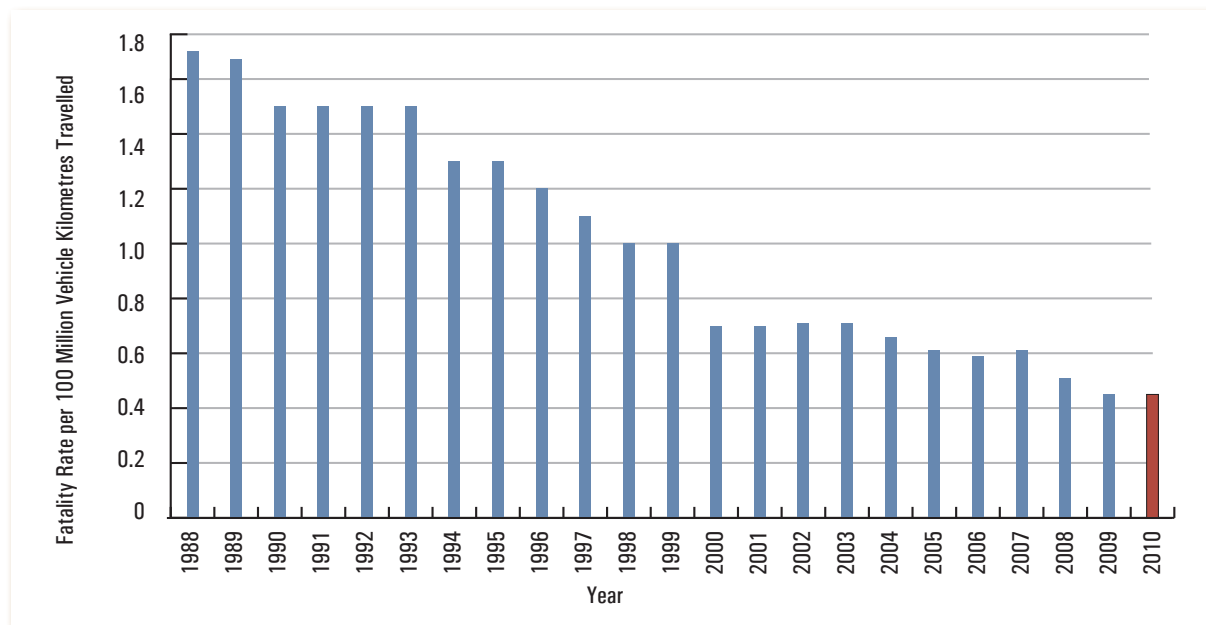


3. THE COLLISION

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

The number of fatal collisions increased from 516 in 2009 to 534 in 2010, up by 18, and the number of injury collisions increased from 44,054 in 2009 to 44,430 in 2010, up by 376. The number of property damage collisions decreased from 171,745 in 2009 to 170,569 in 2010, down by 1,176. The fatality rate per 100 million kilometers traveled in Ontario remained the same at 0.45 in 2009 and 2010.

Figure 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1988–2010



3A. TYPES OF COLLISIONS

Table 3.1: Class of Collision, 1988–2010

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
1988	1,076	76,724	150,598	228,398
1989	1,106	77,852	168,080	247,038
1990	959	65,912	153,317	220,188
1991	956	59,242	153,471	213,669
1992	942	58,889	164,418	224,249
1993	987	58,932	168,915	228,834
1994	875	58,525	167,596	226,996
1995	860	58,273	159,952	219,085
1996	816	57,791	156,417	215,024
1997	807	56,121	164,572	221,500
1998	768	55,441	157,147	213,356
1999	763	55,764	165,435	221,962
2000	737	57,279	182,614	240,630
2001	733	54,479	178,792	234,004
2002	770	56,516	187,356	244,642
2003	754	52,757	192,952	246,463
2004	718	49,948	180,882	231,548
2005	684	49,584	179,990	230,258
2006	692	47,411	168,144	216,247
2007	683	47,014	185,790	233,487
2008	574	44,219	184,403	229,196
2009	516	44,054	171,745	216,315
2010	534	44,430	170,569	215,533

Table 3.2: Collision Rate Per One Million Kilometres Travelled, 1988–2010

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1996	2.7	2004	1.9*
1989	3.2	1997	2.7	2005	1.8*
1990	3.0	1998	2.5	2006	1.66*
1991	2.9	1999	2.5	2007	1.87*
1992	3.1	2000	2.0*	2008	1.84*
1993	3.0	2001	2.0*	2009	1.72*
1994	2.9	2002	2.0*	2010	1.66**
1995	2.8	2003	2.1*		

* Based on Statistics Canada estimates of Vehicle Kilometres Travelled.

** Based on Westbay Research Inc. estimates for CCMTA

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2010

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	524	66,484	257,004	324,012
Unattended Vehicles	7	465	13,362	13,834
Pedestrian	93	4,327	327	4,747
Cyclist	19	2,422	542	2,983
Railway Train	2	12	18	32
Street Car	1	58	292	351
Farm Tractor	2	24	59	85
Domestic Animal	1	62	702	765
Wild Animal	3	479	12,691	13,173
Other Moveable Objects	4	125	295	424
Sub-total	656	74,458	285,292	360,406
Fixed Objects:				
Cable Guide Rail	0	51	250	301
Concrete Guide Rail	2	248	954	1,204
Steel Guide Rail	1	162	667	830
Pole (Utility Tower)	2	258	1,232	1,492
Pole (Sign/Parking Meter)	0	84	781	865
Fence/Noise Barrier	0	16	177	193
Culvert	1	9	29	39
Bridge Support	1	17	97	115
Rock Face	1	12	23	36
Snow Bank or Drift	0	18	141	159
Ditch	7	252	791	1,050
Curb	11	430	1,537	1,978
Crash Cushion	1	20	46	67
Building or Wall	0	27	152	179
Water Course	0	0	12	12
Construction Marker	0	13	68	81
Tree, Shrub, or Stump	4	130	408	542
Other Fixed Object	0	200	1,148	1,348
Sub-total	31	1,947	8,513	10,491

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2010 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Other Events:				
Ran Off Road	80	2,562	5,933	8,575
Skidding/Sliding	91	3,515	11,355	14,961
Jack-knifing	0	15	80	95
Load Spill	0	13	75	88
Fire/Explosion	0	5	167	172
Submersion	0	1	4	5
Rollover	2	143	215	360
Debris on Road	3	115	1,036	1,154
Debris off Vehicle	5	86	894	985
Other Non-Collision Event	17	1,050	2,461	3,528
Sub-total	198	7,505	22,220	29,923
Total	885	83,910	316,025	400,820

Table 3.4: Initial Impact Type by Class of Collision, 2010

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	112	755	1,452	2,319
Angle	65	4,602	11,817	16,484
Rear End	29	12,881	50,435	63,345
Sideswipe	14	2,944	20,358	23,316
Turning Movement	40	10,139	31,352	41,531
With Unattended Motor Vehicle	8	467	13,300	13,775
Single Motor Vehicle	266	12,457	39,219	51,942
Other	0	185	2,636	2,821
Unknown	0	0	0	0
Total	534	44,430	170,569	215,533

3B. TIME AND ENVIRONMENT

Table 3.5: Month of Occurrence by Class of Collision, 2010

Month of Occurrence	Class of Collision						Total	
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
January	51	9.6	3,438	7.7	16,520	9.7	20,009	9.3
February	32	6.0	3,123	7.0	15,247	8.9	18,402	8.5
March	33	6.2	2,758	6.2	11,339	6.6	14,130	6.6
April	28	5.2	3,178	7.2	11,696	6.9	14,902	6.9
May	43	8.1	3,836	8.6	13,762	8.1	17,641	8.2
June	40	7.5	4,188	9.4	14,130	8.3	18,358	8.5
July	62	11.6	4,106	9.2	12,998	7.6	17,166	8.0
August	60	11.2	4,026	9.1	13,031	7.6	17,117	7.9
September	49	9.2	3,964	8.9	13,565	8.0	17,578	8.2
October	66	12.4	4,065	9.1	14,582	8.5	18,713	8.7
November	37	6.9	3,925	8.8	15,835	9.3	19,797	9.2
December	33	6.2	3,823	8.6	17,864	10.5	21,720	10.1
Total	534	100.0	44,430	100.0	170,569	100.0	215,533	100.0

Table 3.6: Day of Week by Class of Collision, 2010

Day of Occurrence	Class of Collision						Total	
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Monday	75	14.0	6,258	14.1	24,531	14.4	30,864	14.3
Tuesday	70	13.1	6,911	15.6	26,112	15.3	33,093	15.4
Wednesday	63	11.8	6,688	15.1	25,971	15.2	32,722	15.2
Thursday	86	16.1	6,817	15.3	26,627	15.6	33,530	15.6
Friday	83	15.5	7,340	16.5	29,198	17.1	36,621	17.0
Saturday	74	13.9	5,590	12.6	20,693	12.1	26,357	12.2
Sunday	83	15.5	4,826	10.9	17,437	10.2	22,346	10.4
Total	534	100.0	44,430	100.0	170,569	100.0	215,533	100.0

Table 3.7: Hour of Occurrence by Class of Collision, 2010

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	9	1.7	606	1.4	2,126	1.2	2,741	1.3
1 to 2 a.m.	14	2.6	530	1.2	1,980	1.2	2,524	1.2
2 to 3 a.m.	19	3.6	545	1.2	1,901	1.1	2,465	1.1
3 to 4 a.m.	19	3.6	385	0.9	1,550	0.9	1,954	0.9
4 to 5 a.m.	15	2.8	299	0.7	1,330	0.8	1,644	0.8
5 to 6 a.m.	10	1.9	409	0.9	1,969	1.2	2,388	1.1
Sub-total	86	16.1	2,774	6.2	10,856	6.4	13,716	6.4
6 to 7 a.m.	22	4.1	976	2.2	3,975	2.3	4,973	2.3
7 to 8 a.m.	12	2.2	1,589	3.6	6,653	3.9	8,254	3.8
8 to 9 a.m.	11	2.1	2,564	5.8	10,788	6.3	13,363	6.2
9 to 10 a.m.	15	2.8	2,011	4.5	8,273	4.9	10,299	4.8
10 to 11 a.m.	22	4.1	2,039	4.6	7,637	4.5	9,698	4.5
11 to 12 noon	16	3.0	2,322	5.2	9,092	5.3	11,430	5.3
Sub-total	98	18.4	11,501	25.9	46,418	27.2	58,017	26.9
Hour of Occurrence P.M.								
12 to 1 p.m.	27	5.1	2,694	6.1	10,329	6.1	13,050	6.1
1 to 2 p.m.	28	5.2	2,661	6.0	10,065	5.9	12,754	5.9
2 to 3 p.m.	26	4.9	2,908	6.5	10,721	6.3	13,655	6.3
3 to 4 p.m.	47	8.8	3,557	8.0	13,162	7.7	16,766	7.8
4 to 5 p.m.	27	5.1	3,589	8.1	14,139	8.3	17,755	8.2
5 to 6 p.m.	36	6.7	3,733	8.4	14,644	8.6	18,413	8.5
Sub-total	191	35.8	19,142	43.1	73,060	42.8	92,393	42.9
6 to 7 p.m.	31	5.8	2,988	6.7	11,318	6.6	14,337	6.7
7 to 8 p.m.	28	5.2	2,211	5.0	7,960	4.7	10,199	4.7
8 to 9 p.m.	30	5.6	1,716	3.9	5,869	3.4	7,615	3.5
9 to 10 p.m.	19	3.6	1,603	3.6	5,866	3.4	7,488	3.5
10 to 11 p.m.	32	6.0	1,281	2.9	4,646	2.7	5,959	2.8
11 to 12 midnight	17	3.2	974	2.2	3,440	2.0	4,431	2.1
Sub-total	157	29.4	10,773	24.2	39,099	22.9	50,029	23.2
Unknown	2	0.4	240	0.5	1,136	0.7	1,378	0.6
Total	534	100.0	44,430	100.0	170,569	100.0	215,533	100.0

Table 3.8: Statutory Holidays, Holiday Weekends – Persons Killed and Injured in Fatal Collisions, 2010

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	5	2	3	2	4	1	0	5	7
Victoria Day	7	2	5	4	10	2	0	8	15
Canada Day	11	11	10	3	4	0	0	14	14
Civic Holiday	8	6	2	1	3	1	0	8	5
Labour Day	5	4	1	0	1	1	0	5	2
Thanksgiving Day	8	5	3	4	6	0	0	9	9
Christmas/Boxing Day	0	0	0	0	0	0	0	0	0

* 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, 2010

Light Condition	Class of Collision						Total	
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	299	56.0	31,731	71.4	120,844	70.8	152,874	70.9
Dawn	10	1.9	697	1.6	2,723	1.6	3,430	1.6
Dusk	12	2.2	1,342	3.0	5,261	3.1	6,615	3.1
Darkness	212	39.7	10,623	23.9	41,454	24.3	52,289	24.3
Other	1	0.2	37	0.1	287	0.2	325	0.2
Total	534	100.0	44,430	100.0	170,569	100.0	215,533	100.0

Table 3.10: Visibility by Class of Collision, 2010

Visibility	Class of Collision						Total	
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	455	85.2	36,495	82.1	136,793	80.2	173,743	80.6
Rain	42	7.9	4,636	10.4	16,741	9.8	21,419	9.9
Snow	24	4.5	2,470	5.6	13,189	7.7	15,683	7.3
Freezing Rain	4	0.7	172	0.4	803	0.5	979	0.5
Drifting Snow	0	0.0	240	0.5	1,240	0.7	1,480	0.7
Strong Wind	0	0.0	83	0.2	389	0.2	472	0.2
Fog, Mist, Smoke or Dust	7	1.3	201	0.5	891	0.5	1,099	0.5
Other	2	0.4	133	0.3	523	0.3	658	0.3
Total	534	100.0	44,430	100.0	170,569	100.0	215,533	100.0

3C. THE COLLISION LOCATION

Table 3.11: Road Jurisdiction by Class of Collision, 2010

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	204	28,567	108,777	137,548
Provincial Highway	155	6,566	27,095	33,816
Township	33	1,205	5,427	6,665
County or District	79	2,151	9,408	11,638
Regional Municipality	62	5,854	19,444	25,360
Federal	1	67	347	415
Other	0	20	71	91
Total	534	44,430	170,569	215,533

Table 3.12: Road Jurisdiction for All Collisions, 2001–2010

Road Jurisdiction*	Year										Total
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	
Municipal	136,499	143,951	149,533	149,310	139,303	139,081	132,420	144,202	137,616	137,548	1,409,463
Provincial	38,366	36,511	39,579	42,518	40,506	40,780	37,603	40,494	35,800	33,816	385,973
Township	9,844	8,678	9,602	9,146	8,144	8,189	7,819	7,636	7,295	6,665	83,018
County or District	12,847	12,692	13,773	14,200	13,929	12,852	12,144	12,018	11,444	11,638	127,537
Regional Municipality	42,464	31,659	31,628	30,731	29,195	28,864	25,760	24,343	23,622	25,360	293,626
Federal	439	354	425	423	363	392	343	380	426	415	3,960
Other	171	159	102	135	108	100	158	123	112	91	1,259
Total	240,630	234,004	244,642	246,463	231,548	230,258	216,247	229,196	216,315	215,533	2,304,836

* 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, 2010

Road Location	Class of Collision						Total	
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Non-intersection	325	60.9	15,583	35.1	73,607	43.2	89,515	41.5
Intersection Related	68	12.7	11,955	26.9	43,402	25.4	55,425	25.7
At Intersection	99	18.5	12,413	27.9	31,918	18.7	44,430	20.6
At/Near Private Drive	33	6.2	4,123	9.3	20,086	11.8	24,242	11.2
At Railway	2	0.4	61	0.1	270	0.2	333	0.2
Underpass or Tunnel	1	0.2	37	0.1	153	0.1	191	0.1
Overpass or Bridge	5	0.9	160	0.4	608	0.4	773	0.4
Other	1	0.2	98	0.2	525	0.3	624	0.3
Total	534	100.0	44,430	100.0	170,569	100.0	215,533	100.0

Table 3.14: Road Surface Condition by Class of Collision, 2010

Road Surface Condition	Class of Collision						Total	
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Dry	404	75.7	32,881	74.0	120,636	70.7	153,921	71.4
Wet	95	17.8	7,852	17.7	29,571	17.3	37,518	17.4
Loose Snow	10	1.9	1,172	2.6	6,632	3.9	7,814	3.6
Slush	5	0.9	599	1.3	3,152	1.8	3,756	1.7
Packed Snow	6	1.1	522	1.2	3,597	2.1	4,125	1.9
Ice	6	1.1	894	2.0	5,396	3.2	6,296	2.9
Mud	0	0.0	5	0.0	37	0.0	42	0.0
Loose Sand or Gravel	7	1.3	211	0.5	514	0.3	732	0.3
Spilled Liquid	0	0.0	14	0.0	26	0.0	40	0.0
Other	1	0.2	280	0.6	1,008	0.6	1,289	0.6
Total	534	100.0	44,430	100.0	170,569	100.0	215,533	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 may help to highlight trends in road safety over time. This information helps MTO and local authorities to prioritize their infrastructure projects, enforcement activities, and education campaigns.

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

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	215,533	534	44,430	170,569	579	64,514	8,810,225
Algoma							
Blind River T	18	0	2	16	0	2	
Elliot Lake C	52	0	9	43	0	14	
Huron Shores M	0	0	0	0	0	0	
Macdonald, Meredith & Aberdeen Add'l TP	4	0	1	3	0	1	
Sault Ste. Marie C	1,187	2	319	866	2	447	
Provincial Highway	441	3	104	334	5	169	
Other Areas	234	4	46	184	4	60	
Algoma Total	1,936	9	481	1,446	11	693	118,401
Brant							
Brantford C	1,366	2	341	1,023	3	464	
Provincial Highway	220	1	48	171	1	68	
Other Areas	558	6	123	429	8	197	
Brant Total	2,144	9	512	1,623	12	729	96,645

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Bruce							
Arran-Elderslie M	57	1	10	46	1	14	
Brockton M	235	0	41	194	0	55	
Huron-Kinloss TP	100	1	13	86	1	21	
Kincardine M	163	0	28	135	0	39	
Saugeen Shores T	115	0	20	95	0	22	
South Bruce Peninsula T	82	0	13	69	0	21	
Provincial Highway	190	0	40	150	0	64	
Other Areas	231	2	31	198	2	45	
Bruce Total	1,173	4	196	973	4	281	71,214
Chatham-Kent							
Provincial Highway	134	1	31	102	2	50	
Other Areas	1,179	6	251	922	7	349	
Chatham-Kent Total	1,313	7	282	1,024	9	399	89,249
Cochrane							
Black River-Matheson TP	0	0	0	0	0	0	
Cochrane T	53	0	8	45	0	10	
Hearst T	23	0	3	20	0	4	
Iroquois Falls T	21	0	4	17	0	5	
Kapuskasing T	60	0	6	54	0	6	
Timmins C	562	0	136	426	0	199	
Provincial Highway	308	4	70	234	6	109	
Other Areas	136	2	28	106	2	46	
Cochrane Total	1,163	6	255	902	8	379	89,410
Dufferin							
Amaranth TP	83	3	15	65	3	20	
East Garafraxa TP	53	0	11	42	0	19	
East Luther Grand Valley TP	13	1	2	10	1	4	
Melancthon TP	53	1	4	48	2	8	
Mono T	98	0	14	84	0	19	
Mulmur TP	76	2	17	57	2	28	
Orangeville T	276	0	40	236	0	48	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Shelburne T	66	0	8	58	0	11	
Provincial Highway	110	1	30	79	1	58	
Other Areas	233	1	46	186	1	63	
Dufferin Total	1,061	9	187	865	10	278	46,914
Durham							
Ajax T	900	3	221	676	3	316	
Brock TP	98	1	15	82	1	23	
Clarington M	535	5	110	420	5	152	
Oshawa C	1,492	6	339	1,147	6	467	
Pickering C	849	3	183	663	4	270	
Scugog TP	190	1	36	153	1	42	
Uxbridge TP	237	2	50	185	2	73	
Whitby T	940	1	236	703	1	341	
Provincial Highway	1,424	5	304	1,115	5	436	
Other Areas	54	0	7	47	0	7	
Durham Total	6,719	27	1,501	5,191	28	2,127	438,063
Elgin							
Aylmer T	62	0	10	52	0	12	
Bayham M	95	0	15	80	0	26	
Central Elgin M	157	0	27	130	0	42	
Dutton-Dunwich M	52	0	4	48	0	7	
Malahide TP	97	0	23	74	0	41	
Southwold TP	86	1	12	73	1	14	
St. Thomas C	312	0	80	232	0	121	
West Elgin M	17	1	2	14	2	3	
Provincial Highway	178	2	32	144	2	62	
Other Areas	58	1	11	46	1	20	
Elgin Total	1,114	5	216	893	6	348	75,798
Essex							
Amherstburg T	225	1	36	188	1	48	
Essex T	235	2	44	192	2	56	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kingsville T	145	0	28	117	0	45	
Lakeshore T	82	1	13	68	1	26	
LaSalle T	124	0	32	92	0	41	
Leamington M	367	2	57	308	2	75	
Tecumseh T	196	1	37	158	1	48	
Windsor C	3,718	2	927	2,789	2	1,238	
Provincial Highway	233	1	51	181	1	86	
Other Areas	304	1	73	227	1	97	
Essex Total	5,629	11	1,298	4,320	11	1,760	267,606
Frontenac							
Central Frontenac TP	72	0	20	52	0	25	
Frontenac Islands TP	3	1	0	2	1	0	
Kingston C	1,025	5	273	747	6	394	
North Frontenac TP	3	0	1	2	0	1	
South Frontenac TP	222	2	35	185	2	54	
Provincial Highway	250	2	48	200	2	74	
Other Areas	60	0	9	51	0	12	
Frontenac Total	1,635	10	386	1,239	11	560	112,819
Grey							
The Blue Mountains T	41	0	5	36	0	8	
Chatsworth TP	65	1	11	53	1	15	
Georgian Bluffs TP	56	2	7	47	2	14	
Grey Highlands M	35	0	3	32	0	11	
Hanover T	93	1	14	78	1	18	
Meaford M	129	0	19	110	0	29	
Owen Sound C	298	1	62	235	1	94	
Southgate TP	4	0	0	4	0	0	
West Grey M	290	2	46	242	2	77	
Provincial Highway	283	5	60	218	7	104	
Other Areas	323	1	51	271	1	85	
Grey Total	1,617	13	278	1,326	15	455	79,509

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Haldimand-Norfolk							
Provincial Highway	207	3	50	154	3	87	
Other Areas	1,236	7	237	992	7	365	
Haldimand-Norfolk Total	1,443	10	287	1,146	10	452	99,834
Haliburton							
Algonquin Highlands TP	1	0	1	0	0	1	
Dysart et al TP	110	0	21	89	0	23	
Highlands East M	0	0	0	0	0	0	
Minden Hills TP	61	0	11	50	0	15	
Provincial Highway	195	0	27	168	0	38	
Other Areas	144	0	26	118	0	37	
Haliburton Total	511	0	86	425	0	114	22,979
Halton							
Burlington C	2,144	4	366	1,774	4	478	
Halton Hills T	576	1	117	458	1	157	
Milton T	897	2	190	705	2	278	
Oakville T	2,108	3	250	1,855	3	323	
Provincial Highway	2,248	3	422	1,823	4	635	
Other Areas	102	0	12	90	0	16	
Halton Total	8,075	13	1,357	6,705	14	1,887	356,684
Hamilton							
Hamilton C	8,013	20	1,860	6,133	21	2,627	
Provincial Highway	936	3	204	729	3	302	
Other Areas	0	0	0	0	0	0	
Hamilton Total	8,949	23	2,064	6,862	24	2,929	316,452
Hastings							
Bancroft T	76	0	12	64	0	20	
Belleville C	966	4	181	781	4	250	
Centre Hastings M	9	0	2	7	0	3	
Deseronto T	14	0	3	11	0	4	
Faraday TP	13	0	1	12	0	1	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hastings Highlands M	0	0	0	0	0	0	
Madoc TP	18	0	4	14	0	5	
Marmora and Lake M	10	0	2	8	0	2	
Stirling-Rawdon TP	19	0	6	13	0	17	
Tweed M	53	0	9	44	0	9	
Tyendinaga TP	66	0	16	50	0	26	
Provincial Highway	531	5	108	418	5	181	
Other Areas	664	1	140	523	1	191	
Hastings Total	2,439	10	484	1,945	10	709	121,586
Huron							
Ashfield-Colborne-Wawanosh TP	19	0	1	18	0	2	
Bluewater M	0	0	0	0	0	0	
Central Huron M	17	0	2	15	0	2	
Goderich T	70	0	14	56	0	20	
Howick TP	56	0	8	48	0	13	
Huron East M	18	0	3	15	0	3	
Morris-Turnberry M	27	0	5	22	0	9	
North Huron TP	12	0	2	10	0	4	
South Huron M	0	0	0	0	0	0	
Provincial Highway	132	1	24	107	1	40	
Other Areas	495	4	93	398	6	137	
Huron Total	846	5	152	689	7	230	53,686
Kawartha Lakes							
Kawartha Lakes C	613	4	140	469	4	196	
Provincial Highway	166	3	49	114	3	75	
Other Areas	1	0	0	1	0	0	
Kawartha Lakes Total	780	7	189	584	7	271	72,799
Kenora							
Dryden C	134	0	10	124	0	11	
Kenora C	296	0	24	272	0	32	
Red Lake M	19	0	0	19	0	0	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Sioux Lookout M	42	0	5	37	0	5	
Provincial Highway	765	8	93	664	11	160	
Other Areas	119	0	20	99	0	27	
Kenora Total	1,375	8	152	1,215	11	235	54,189
Lambton							
Brooke-Alvinston TP	19	0	5	14	0	6	
Dawn-Euphemia TP	35	1	9	25	1	13	
Enniskillen TP	54	1	7	46	1	17	
Petrolia T	31	0	2	29	0	3	
Plympton-Wyoming T	77	0	15	62	0	23	
Point Edward V	20	0	4	16	0	4	
Sarnia C	915	0	137	778	0	200	
St. Clair TP	6	0	0	6	0	0	
Warwick TP	40	0	11	29	0	25	
Provincial Highway	218	2	41	175	2	67	
Other Areas	305	2	42	261	2	62	
Lambton Total	1,720	6	273	1,441	6	420	103,145
Lanark							
Beckwith TP	67	0	13	54	0	17	
Carleton Place T	89	0	14	75	0	19	
Lanark Highlands TP	100	0	12	88	0	13	
Mississippi Mills T	70	0	6	64	0	9	
Montague TP	37	1	2	34	1	2	
Perth T	175	0	31	144	0	43	
Smiths Falls ST	188	0	21	167	0	27	
Tay Valley TP	1	0	0	1	0	0	
Provincial Highway	130	0	18	112	0	24	
Other Areas	300	1	40	259	1	56	
Lanark Total	1,157	2	157	998	2	210	60,925

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Leeds & Grenville							
Athens TP	27	0	5	22	0	8	
Augusta TP	71	0	16	55	0	24	
Brockville C	384	0	52	332	0	60	
Edwardsburgh/Cardinal TP	73	1	17	55	2	22	
Elizabethtown-Kitley TP	106	1	11	94	1	17	
Front of Yonge TP	9	0	1	8	0	2	
Gananoque ST	60	0	4	56	0	4	
Leeds and the Thousand Islands TP	0	0	0	0	0	0	
Merrickville-Wolford V	32	0	4	28	0	4	
North Grenville M	236	0	26	210	0	37	
Prescott ST	71	0	13	58	0	15	
Rideau Lakes TP	113	2	12	99	2	15	
Provincial Highway	435	1	68	366	1	98	
Other Areas	284	3	42	239	3	56	
Leeds & Grenville Total	1,901	8	271	1,622	9	362	91,830
Lennox & Addington							
Addington Highlands TP	14	0	0	14	0	0	
Greater Napanee T	214	0	30	184	0	38	
Loyalist TP	103	0	28	75	0	47	
Stone Mills TP	88	0	16	72	0	20	
Provincial Highway	206	1	39	166	1	65	
Other Areas	27	0	4	23	0	7	
Lennox & Addington Total	652	1	117	534	1	177	34,398
Manitoulin							
Central Manitoulin M	35	0	5	30	0	7	
Provincial Highway	189	2	30	157	2	38	
Other Areas	95	2	17	76	2	27	
Manitoulin Total	319	4	52	263	4	72	15,395

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Middlesex							
Adelaide-Metcalfe TP	54	2	11	41	2	17	
London C	7,291	9	1,480	5,802	9	2,084	
Lucan Biddulph TP	26	0	10	16	0	13	
Middlesex Centre M	301	2	61	238	2	88	
North Middlesex M	0	0	0	0	0	0	
Southwest Middlesex M	3	0	0	3	0	0	
Strathroy-Caradoc TP	260	2	49	209	2	78	
Provincial Highway	479	2	76	401	2	119	
Other Areas	588	3	111	474	3	169	
Middlesex Total	9,002	20	1,798	7,184	20	2,568	292,973
Muskoka							
Bracebridge T	203	2	27	174	2	36	
Georgian Bay TP	26	0	6	20	0	9	
Gravenhurst T	87	0	13	74	0	18	
Huntsville T	218	0	32	186	0	40	
Lake Of Bays TP	18	0	3	15	0	5	
Muskoka Lakes TP	100	0	20	80	0	25	
Provincial Highway	526	3	87	436	3	142	
Other Areas	109	0	14	95	0	21	
Muskoka Total	1,287	5	202	1,080	5	296	65,660
Niagara							
Fort Erie T	308	1	41	266	1	58	
Grimsby T	228	0	37	191	0	51	
Lincoln T	209	2	36	171	2	52	
Niagara Falls C	1,137	1	134	1,002	1	172	
Niagara-On-The-Lake T	148	0	24	124	0	31	
Pelham T	165	1	26	138	1	38	
Port Colborne C	136	0	25	111	0	28	
St. Catharines C	1,658	1	191	1,466	1	248	
Thorold C	220	1	22	197	1	34	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Wainfleet TP	44	1	10	33	1	17	
Welland C	661	3	87	571	3	112	
West Lincoln TP	110	1	21	88	1	28	
Provincial Highway	1,097	5	198	894	5	294	
Other Areas	135	0	24	111	0	28	
Niagara Total	6,256	17	876	5,363	17	1,191	323,942
Nipissing							
Bonfield TP	7	0	1	6	0	1	
East Ferris TP	20	0	3	17	0	3	
Mattawa T	0	0	0	0	0	0	
North Bay C	677	0	138	539	0	176	
West Nipissing M	77	0	11	66	0	17	
Provincial Highway	674	8	123	543	11	176	
Other Areas	162	0	21	141	0	38	
Nipissing Total	1,617	8	297	1,312	11	398	82,900
Northumberland							
Alnwick-Haldimand TP	75	0	20	55	0	23	
Brighton M	115	0	23	92	0	37	
Cobourg T	233	0	45	188	0	57	
Cramahe TP	36	0	7	29	0	8	
Hamilton TP	84	0	16	68	0	22	
Port Hope M	155	0	30	125	0	47	
Trent Hills M	84	0	12	72	0	21	
Provincial Highway	280	0	66	214	0	112	
Other Areas	183	0	30	153	0	38	
Northumberland Total	1,245	0	249	996	0	365	75,429
Ottawa							
Ottawa C	13,496	30	2,601	10,865	34	3,459	
Provincial Highway	1,385	3	236	1,146	4	319	
Other Areas	0	0	0	0	0	0	
Ottawa Total	14,881	33	2,837	12,011	38	3,778	528,365

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Oxford							
East Zorra-Tavistock TP	47	0	10	37	0	12	
Ingersoll T	106	0	22	84	0	30	
Norwich TP	141	1	39	101	2	55	
Tillsonburg T	138	0	18	120	0	23	
Woodstock C	420	0	66	354	0	87	
Zorra TP	152	4	30	118	4	47	
Provincial Highway	362	2	76	284	2	124	
Other Areas	310	3	48	259	3	66	
Oxford Total	1,676	10	309	1,357	11	444	89,543
Parry Sound							
Magnetawan M	14	0	1	13	0	3	
McDougall M	9	0	2	7	0	2	
Nipissing TP	7	0	1	6	0	1	
Parry Sound T	132	0	21	111	0	27	
Perry TP	3	0	0	3	0	0	
Powassan M	11	0	1	10	0	1	
Provincial Highway	546	8	75	463	8	116	
Other Areas	127	0	17	110	0	20	
Parry Sound Total	849	8	118	723	8	170	57,036
Peel							
Brampton C	6,414	12	1,191	5,211	12	1,775	
Caledon T	845	6	155	684	6	247	
Mississauga C	8,027	15	1,345	6,667	17	1,881	
Provincial Highway	3,209	10	704	2,495	11	1,035	
Other Areas	342	0	20	322	0	23	
Peel Total	18,837	43	3,415	15,379	46	4,961	786,690
Perth							
North Perth M	149	0	24	125	0	23	
Perth East TP	144	0	40	104	0	27	
Perth South TP	84	1	14	69	0	6	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
St. Marys ST	36	0	4	32	0	4	
Stratford C	433	0	107	326	0	148	
West Perth M	89	0	17	72	0	15	
Provincial Highway	146	0	29	117	0	49	
Other Areas	61	4	9	48	6	84	
Perth Total	1,142	5	244	893	6	356	59,897
Peterborough							
Asphodel-Norwood TP	45	0	6	39	0	8	
Cavan-Monaghan TP	80	0	21	59	0	30	
Douro-Dummer TP	75	1	18	56	1	36	
Galway-Cavendish-Harvey TP	71	1	6	64	1	8	
Havelock-Belmont-Methuen TP	33	1	4	28	1	5	
North Kawartha TP	26	0	6	20	0	8	
Otonabee-South Monaghan TP	65	1	19	45	1	46	
Peterborough C	824	4	388	432	4	518	
Smith-Ennismore-Lakefield TP	239	0	49	190	0	65	
Provincial Highway	237	5	50	182	5	85	
Other Areas	44	0	5	39	0	8	
Peterborough Total	1,739	13	572	1,154	13	817	111,422
Prescott & Russell							
Alfred and Plantagenet TP	130	0	37	93	0	64	
Casselman V	50	0	11	39	0	11	
Clarence-Rockland C	231	1	43	187	1	65	
East Hawkesbury TP	33	0	8	25	0	12	
Hawkesbury T	181	1	36	144	1	45	
The Nation M	187	1	36	150	1	50	
Russell TP	59	1	9	49	1	16	
Provincial Highway	175	0	38	137	0	50	
Other Areas	153	0	28	125	0	37	
Prescott & Russell Total	1,199	4	246	949	4	350	88,695

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Prince Edward							
Provincial Highway	30	1	8	21	1	18	
Other Areas	389	4	76	309	4	102	
Prince Edward Total	419	5	84	330	5	120	24,161
Rainy River							
Atikokan T	10	0	0	10	0	0	
Fort Frances T	132	0	16	116	0	16	
Provincial Highway	280	0	32	248	0	41	
Other Areas	74	0	11	63	0	15	
Rainy River Total	496	0	59	437	0	72	23,867
Renfrew							
Admaston-Bromley TP	25	0	6	19	0	8	
Arnprior T	83	0	16	67	0	21	
Bonnechere Valley TP	1	0	1	0	0	1	
Brudenell, Lyndoch and Raglan TP	16	0	4	12	0	2	
Deep River T	20	0	3	17	0	4	
Greater Madawaska TP	0	0	0	0	0	0	
Horton TP	28	0	5	23	0	5	
Laurentian Hills T	32	0	3	29	0	4	
Laurentian Valley TP	105	2	23	80	2	36	
Madawaska Valley TP	1	0	0	1	0	0	
McNab-Braeside TP	53	0	8	45	0	9	
North Algona Wilberforce TP	16	0	2	14	0	2	
Pembroke C	233	0	39	194	0	50	
Petawawa T	113	1	26	86	1	40	
Renfrew T	225	0	41	184	0	53	
Whitewater Region TP	1	0	1	0	0	1	
Provincial Highway	459	5	94	360	6	153	
Other Areas	289	0	48	241	0	66	
Renfrew Total	1,700	8	320	1,372	9	455	101,344

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Simcoe							
Adjala-Tosorontio TP	122	0	18	104	0	31	
Barrie C	2,119	2	341	1,776	2	470	
Bradford West Gwillimbury T	407	0	58	349	0	84	
Clearview TP	299	1	41	257	3	72	
Collingwood T	254	0	42	212	0	48	
Essa TP	201	0	40	161	0	56	
Innisfil T	335	0	67	268	0	96	
Midland T	219	1	40	178	2	62	
New Tecumseth T	290	0	55	235	0	69	
Orillia C	320	1	60	259	1	77	
Oro-Medonte TP	31	1	5	25	1	5	
Penetanguishene T	55	0	12	43	0	19	
Ramara TP	73	1	19	53	1	24	
Severn TP	98	0	21	77	0	30	
Tay TP	90	1	20	69	1	31	
Tiny TP	115	0	19	96	0	31	
Wasaga Beach T	172	0	40	132	0	56	
Provincial Highway	1,638	6	336	1,296	6	568	
Other Areas	407	2	87	318	2	120	
Simcoe Total	7,245	16	1,321	5,908	19	1,949	369,934
Stormont, Dundas & Glengarry							
Cornwall C	803	0	136	667	0	187	
North Dundas TP	5	0	0	5	0	0	
North Glengarry TP	273	5	58	210	6	74	
North Stormont TP	161	1	23	137	1	29	
South Dundas TP	9	0	2	7	0	3	
South Glengarry TP	5	0	0	5	0	0	
South Stormont TP	41	0	9	32	0	10	
Provincial Highway	329	2	61	266	2	88	
Other Areas	75	0	5	70	0	7	
Stormont, Dundas & Glengarry Total	1,701	8	294	1,399	9	398	95,445

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Sudbury							
Chapleau TP	12	0	2	10	0	2	
Espanola T	38	0	5	33	0	7	
French River M	0	0	0	0	0	0	
Greater Sudbury C	2,271	4	410	1,857	4	603	
Markstay-Warren M	8	0	0	8	0	0	
Provincial Highway	638	9	167	462	10	261	
Other Areas	157	0	46	111	0	75	
Sudbury Total	3,124	13	630	2,481	14	948	188,726
Thunder Bay							
Greenstone M	4	0	0	4	0	0	
Manitouwadge TP	4	0	1	3	0	1	
Marathon T	7	0	1	6	0	1	
Neebing M	8	0	1	7	0	2	
Nipigon TP	10	0	1	9	0	1	
Oliver Paipoonge M	24	0	4	20	0	6	
Shuniah M	22	0	3	19	0	4	
Terrace Bay TP	3	0	0	3	0	0	
Thunder Bay C	2,050	3	362	1,685	3	516	
Provincial Highway	936	8	161	767	8	258	
Other Areas	108	0	9	99	0	10	
Thunder Bay Total	3,176	11	543	2,622	11	799	141,500
Timiskaming							
Englehart T	10	0	1	9	0	1	
Kirkland Lake T	65	0	13	52	0	18	
Temiskaming Shores C	110	0	13	97	0	15	
Provincial Highway	265	5	56	204	5	88	
Other Areas	81	2	17	62	2	22	
Timiskaming Total	531	7	100	424	7	144	38,633

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Toronto							
Toronto C	47,102	40	11,648	35,414	41	17,705	
Provincial Highway	6,870	7	1,285	5,578	7	1,981	
Other Areas	0	0	0	0	0	0	
Toronto Total	53,972	47	12,933	40,992	48	19,686	1,140,376
Waterloo							
Cambridge C	1,996	3	422	1,571	3	591	
Kitchener C	3,455	2	765	2,688	2	1,022	
North Dumfries TP	117	0	29	88	0	51	
Waterloo C	1,775	3	363	1,409	3	493	
Wellesley TP	33	0	8	25	0	10	
Wilmot TP	192	3	37	152	3	58	
Woolwich TP	390	3	65	322	3	84	
Provincial Highway	982	2	206	774	2	305	
Other Areas	55	0	8	47	0	15	
Waterloo Total	8,995	16	1,903	7,076	16	2,629	349,634
Wellington							
Centre Wellington TP	258	0	42	216	0	49	
Erin T	112	2	22	88	2	35	
Guelph C	1,352	2	501	849	2	724	
Guelph/Eramosa TP	191	1	33	157	1	52	
Mapleton TP	192	1	32	159	1	51	
Minto T	64	0	16	48	0	24	
Puslinch TP	165	1	39	125	1	53	
Wellington North TP	95	1	10	84	1	13	
Provincial Highway	624	4	138	482	5	211	
Other Areas	106	0	19	87	0	23	
Wellington Total	3,159	12	852	2,295	13	1,235	158,391

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2010 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
York							
Aurora T	498	0	83	415	0	102	
East Gwillimbury T	404	3	87	314	3	111	
Georgina T	386	0	66	320	0	87	
King TP	338	2	64	272	3	95	
Markham T	3657	3	801	2853	3	1,179	
Newmarket T	813	1	137	675	1	169	
Richmond Hill T	2525	2	480	2043	2	682	
Vaughan C	4954	3	910	4041	3	1,311	
Whitchurch-Stouffville T	291	1	75	215	1	118	
Provincial Highway	1,520	3	273	1,244	3	430	
Other Areas	228	0	19	209	0	24	
York Total	15,614	18	2,995	12,601	19	4,308	715,294

* This number does not match the vehicle population in Table 5.5; it does not include 10,838 registered 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

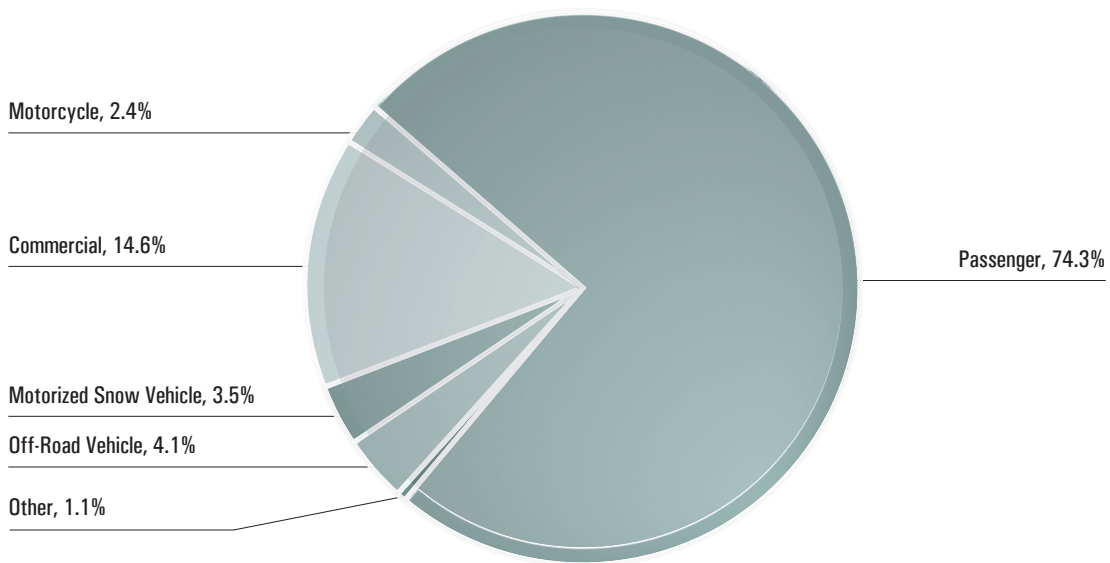


5. THE VEHICLE

This section examines vehicles involved in motor vehicle collisions in Ontario. In 2010, passenger vehicles made up nearly 75 per cent of the vehicle population in Ontario; however, they also represented about 72 per cent of all vehicles involved in collisions.

Only about 1.4 per cent of all motor vehicles involved in collisions had apparent mechanical defects.

Figure 5 Vehicle Population by Vehicle Class in Ontario, 2010



5A. VEHICLES IN COLLISIONS

Table 5.1: Vehicles Involved in Collisions by Class of Collision, 2010

Type of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	479	61,047	228,594	290,120
Passenger Van	65	6,540	23,592	30,197
Motorcycle & Moped	57	1,750	937	2,744
Pick-up Truck	117	6,086	26,197	32,400
Delivery Van	6	966	4,176	5,148
Tow Truck	6	130	456	592
Truck	106	2,227	11,756	14,089
Bus	10	886	2,720	3,616
School Vehicle	2	189	1,083	1,274
Off-Road Vehicle	1	41	54	96
Snowmobile	2	13	26	41
Snow Plow	1	6	98	105
Emergency Vehicle	3	318	1,396	1,717
Farm Vehicle	2	49	149	200
Construction Equipment	0	31	215	246
Motor Home	0	20	96	116
Railway Train	3	15	21	39
Street Car	3	106	373	482
Bicycle	18	2,637	613	3,268
Other	0	1	3	4
Other Non-Motor Vehicle	0	168	1,009	1,177
Unknown	4	684	12,461	13,149
Total	885	83,910	316,025	400,820

Table 5.2: Condition of Vehicle by Class of Collision, 2010

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	872	80,162	282,404	363,438
Service Brakes Defective	0	61	164	225
Steering Defective	0	21	47	68
Tire Puncture or Blow Out	0	44	107	151
Tire Tread Insufficient	0	10	61	71
Headlamps Defective	0	2	26	28
Other Lamps or Reflectors Defective	0	6	13	19
Engine Controls Defective	0	13	32	45
Wheels or Suspension Defective	0	11	22	33
Vision Obscured	0	16	45	61
Trailer Hitch Defective	0	1	5	6
Other Defects	5	442	4,381	4,828
Unknown	8	3,121	28,718	31,847
Total	885	83,910	316,025	400,820

Table 5.3: Model Year of Vehicle by Class of Collision, 2010

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2011	2	305	1,367	1,674
2010	32	3,960	17,417	21,409
2009	39	4,905	20,789	25,733
2008	48	5,653	23,617	29,318
2007	66	6,199	24,758	31,023
2006	76	5,835	23,662	29,573
2005	76	6,243	23,567	29,886
2004	66	5,361	20,673	26,100
2003	60	6,103	22,616	28,779
2002	66	5,762	20,802	26,630
2001 and earlier	325	28,719	97,712	126,756
Unknown	29	4,865	19,045	23,939
Total	885	83,910	316,025	400,820

Table 5.4: Insurance Status of Vehicle by Class of Collision, 2010

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	800	78,721	297,161	376,682
Not Insured	11	738	1,338	2,087
Unknown	74	4,451	17,526	22,051
Total	885	83,910	316,025	400,820

5B. PUTTING THE VEHICLE IN CONTEXT**Table 5.5: Vehicle Population by Type of Vehicle, 2010**

Vehicle Class	Vehicle Population
Passenger	6,547,976
Motorcycle	211,536
Moped	1,256
Commercial*	1,276,468
Bus	23,628
School Bus	9,327
Motorized Snow Vehicle	310,525
Off-Road Vehicle	358,835
Road Building Machinery	425
Permanent Apparatus	2,777
Farm Trucks	67,472
Total	8,810,225

* Excludes vehicles registered under the PRORATE-P program (61,178 vehicles)

Table 5.6: Selected Types of Vehicles by Model Year, 2010

Vehicle Class	Model Year											Total
	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001 and earlier	
Passenger	103,911	488,811	433,943	486,564	502,693	475,923	486,490	419,574	493,159	464,028	2,192,880	6,547,976
Motorcycle	542	5,492	15,712	17,981	17,406	16,425	13,941	12,271	14,561	11,147	86,058	211,536
Moped	0	8	9	12	21	85	251	66	33	61	710	1,256
Commercial*	22,103	96,148	72,550	91,184	97,132	89,912	86,987	84,251	88,105	73,661	545,109	1,347,142
Bus	992	2,207	2,985	2,254	2,066	2,929	2,278	2,760	2,101	1,689	10,694	32,955
Motorized Snow Vehicle	2,863	5,686	7,215	6,138	8,318	9,109	8,506	8,603	8,720	9,480	235,887	310,525
Off-Road Vehicle	2,108	7,678	17,345	22,422	26,772	23,770	23,740	25,288	20,486	16,458	172,768	358,835
Total	132,519	606,030	549,759	626,555	654,408	618,153	622,193	552,813	627,165	576,524	3,244,106	8,810,225

* Excludes vehicles registered under the PRORATE-P program (61,178 vehicles)

Table 5.7: Vehicle Damage Level by Class of Collision, 2010

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	42	7,966	18,381	26,389
Light	83	22,567	136,966	159,616
Moderate	91	22,880	94,697	117,668
Severe	148	17,501	27,553	45,202
Demolished	485	8,517	5,853	14,855
Unknown	36	4,479	32,575	37,090
Total	885	83,910	316,025	400,820

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

The ministry is continuously monitoring the safety of special vehicle types as many fatalities and injuries result from collisions that occur off road and involve off-road vehicles and snowmobiles. Safety of some other vehicle types such as bicyclists, motorcyclists, school buses or large trucks is always at the centre of public scrutiny.

6A. MOTORCYCLES

Table 6.1: Motorcyclists* Killed and Injured, 2001–2010

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
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
2007	48	1,274	4	399
2008	50	1,199	3	366
2009	38	1,236	1	425
2010	45	1,230	2	462

* Excludes hangers on, moped drivers and passengers.

Table 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2010

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	2.2
Under 25 Years Old	13.2
Alcohol Used	
Ability Impaired Alcohol > 0.08	14
Had Been Drinking	7.0
Unknown	4.4
Helmet Not Worn (Fatalities)	2.4
Motorcycle Driver Error	
Speed Too Fast/Lost Control	54.5
Other Error	15.9
Single Vehicle Collisions	37.8
Day/Night	77/22
Weekend	40.1

6B. SCHOOL VEHICLES**Table 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions – School Years 2005/2006–2009/2010**

School Year	Pupils Transported Daily	Number of School Vehicles in Collisions
2005/2006	847,205	1,101
2006/2007	838,326	1,186
2007/2008	787,580	1,306
2008/2009	817,888	1,292
2009/2010	818,190	1,059

Table 6.4: School Vehicle Type by Nature of Collision, School Year 2009/2010

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2005/2006 –2009/2010)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	2	63	77	840	982	5,547
School Van	0	5	2	34	41	219
Other School Vehicles	0	3	4	29	36	176
Total	2	71	83	903	1,059	5,944

Table 6.5: Pupil Injury by Collision Event and Vehicle Type, 2009/2010 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five Year Total (2005/2006 – 2009/2010)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	67	0	8	0	75	2	548
School Van	0	0	0	1	0	1	0	2	0	20
Other School Vehicles	0	0	0	0	0	1	0	1	0	6
Total	0	0	0	68	0	10	0	78	2	574

6C. LARGE TRUCKS

Table 6.6: Number of Persons Killed in Collisions Involving Large Trucks, 2006–2010

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2006	47	32.9	143	18.6
2007	56	32.9	170	22.2
2008	47	36.2	130	20.6
2009	27	27.3	99	17.6
2010	30	27.5	109	18.8
Total	207	31.8	651	19.7

Table 6.7: Number of Large Trucks in All Classes of Collisions, 2010

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	31	1,023	5,444	6,498
Straight Truck & Trailer	2	92	351	445
Tractor Only	19	397	2,553	2,969
Tractor & Semi-Trailer	47	654	2,959	3,660
"A-C" Train Double	0	17	55	72
"B" Train Double	4	24	69	97
Other/Unknown	9	150	781	940
Total	112	2,357	12,212	14,681

Table 6.8: Registered Trucks, 2010

Driver Licence Required	Registered Trucks
G	1,147,376
D	77,139
A*	183,805**
Total	1,408,320

* Tractor/trailer combination only.
 ** Includes vehicles registered under the PRORATE-P program (61,178 vehicles).

Table 6.9: Selected Factors Relevant to Fatal Large Truck Collisions, 2010

Factors in Fatal Collisions	%
Drivers	
Alcohol Involved	1
Driving Properly	67
Collisions	
Single Vehicle	22
Weather Condition – Clear	86
Daylight	67
Vehicles	
Vehicle Defect Present*	0

* Excludes unknown category.

6D. OFF-ROAD VEHICLES

Table 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2006–2010

Location	Killed					Injured				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
On-Highway	11	16	10	15	9	131	141	136	142	129
Off-Highway	8	8	7	7	8	119	117	105	130	124
Total	19	24	17	22	17	250	258	241	272	253

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

Table 6.11a: Passengers of Off-Road Vehicles Killed and Injured, by Collision Location*, 2006 – 2010

Location	Killed					Injured				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
On-Highway	0	1	3	1	2	91	89	91	101	126
Off-Highway	0	3	0	1	0	54	54	66	79	37
Total	0	4	3	2	2	145	143	157	180	163

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

Table 6.11b: Pedestrians Killed and Injured by Off-Road Vehicles, by Collision Location*, 2006 – 2010

Location	Killed					Injured				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
On-Highway	0	0	0	0	0	5	1	4	5	4
Off-Highway	0	0	0	0	0	6	3	2	3	4
Total	0	0	0	0	0	11	4	6	8	8

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

Table 6.12: Registered Off-Road Vehicles, 2006–2010

Year	Vehicles Registered
2006	276,800
2007	299,849
2008	324,099
2009	341,811
2010	358,835

Table 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2010

Factors	%
Drivers Under 25 Years of Age	45
Alcohol Used	28
Speeding	19
Helmet Not Worn	33
Daytime	75
Two-Wheeled	19
Three-Wheeled	3
Four-Wheeled	78

6E. MOTORIZED SNOW VEHICLES

Table 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2005/2006–2009/2010

Location	Killed					Injured				
	05/06	06/07	07/08	08/09	09/10	05/06	06/07	07/08	08/09	09/10
On-Highway	6	4	4	7	6	48	46	56	51	31
Off-Highway	22	10	17	17	17	119	100	140	98	130
Total	28	14	21	24	23	167	146	196	149	161

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

Table 6.15a: Passengers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2005/2006–2009/2010

Location	Killed					Injured				
	05/06	06/07	07/08	08/09	09/10	05/06	06/07	07/08	08/09	09/10
On-Highway	0	0	1	1	0	27	12	24	26	8
Off-Highway	2	1	2	2	4	61	42	66	52	24
Total	2	1	3	3	4	88	54	91	78	32

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

Table 6.15b: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location – Riding Seasons 2005/2006–2009/2010

Location	Killed					Injured				
	05/06	06/07	07/08	08/09	09/10	05/06	06/07	07/08	08/09	09/10
On-Highway	0	0	0	0	0	2	1	5	7	2
Off-Highway	0	2	0	0	0	7	1	3	3	2
Total	0	2	0	0	0	9	2	8	10	4

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

Table 6.16: Registered Motorized Snow Vehicles, 2006–2010

Year	Registered Motorized Snow Vehicles
2006	306,479
2007	310,798
2008	315,735
2009	316,562
2010	310,525

Table 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions, Riding Season 2009/2010

Factors	%
Unlicensed Operators	4
Rider Error; Speed too Fast	28
Alcohol Used	19
Surface Condition; Icy or Packed Snow	65

6F. BICYCLES

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

Table 6.18: Bicyclists* Killed and Injured, 2006–2010

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2006	32	2,094	0	401
2007	19	2,126	1	394
2008	12	2,015	0	338
2009	13	1,947	0	443
2010	17	2,087	1	422

* Includes hangers on

Table 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2010

Light Condition	Age Groups						Total
	0–5	6–15	16–30	31–60	61+	UK*	
Daylight	0	27	340	391	58	1,848	2,664
Dawn	0	0	4	6	1	26	37
Dusk	0	0	13	15	1	71	100
Dark	0	0	60	57	1	349	467
Other	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	0	27	417	469	61	2,294	3,268

* UK = Unknown

Table 6.20: Selected Factors Relevant to All Bicycle Collisions, 2010

Factors	%
Driving Properly (Bicyclist)	47
Driving Properly (Motor Vehicle Driver)	48
Intersection Related	68
Going Ahead (Bicyclist)	87
Alcohol Related (Bicyclist)	4
No Apparent Vehicle Defect (Bicycle)	97
Clear Visibility	92
Weekend	18

* Involves at least one motor vehicle

CONVICTION, OFFENCE AND SUSPENSION DATA



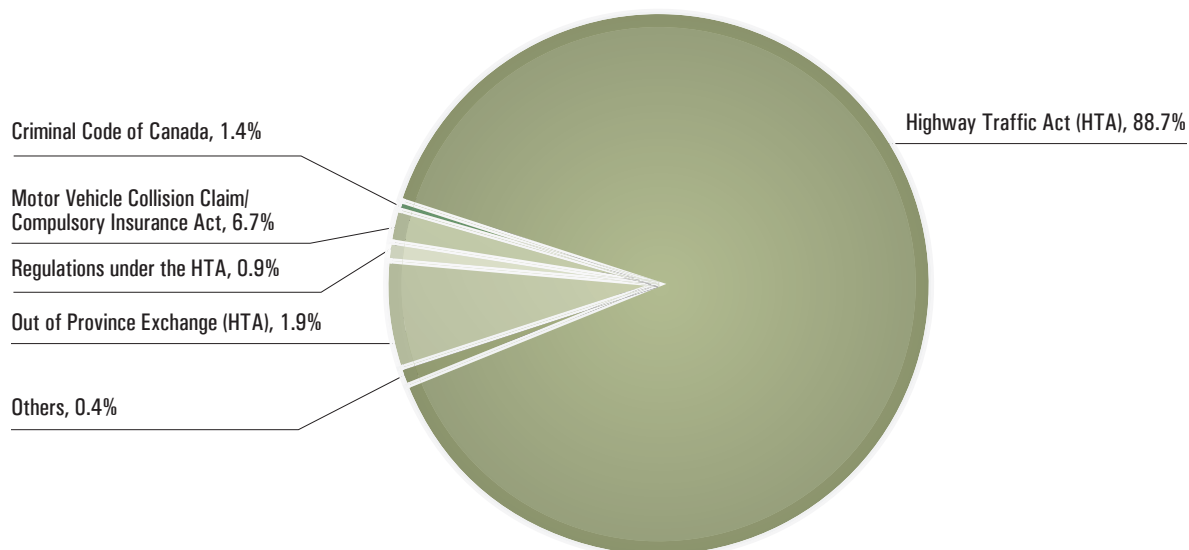
7. CONVICTION, OFFENCE AND SUSPENSION DATA

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

In 2010, nearly 90 per cent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and 1.4 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain).

In the last several years, the number of Administrative Drivers Licence Suspensions (ADLS) for drinking and driving has dropped from about 17,000 to around 16,000 occurrences annually.

Figure 7 Motor Vehicle Convictions in Ontario by Type, 2010



7A. CONVICTION DATA

Table 7.1: Summary of Motor Vehicle Related Convictions, 2010

Convictions*	Number
Highway Traffic Act (HTA)	1,297,137
Regulations under the HTA	12,741
Criminal Code of Canada**	21,093
Municipal By-Law***	1
Motor Vehicle Collision Claim/Compulsory Insurance Act	97,736
Motorized Snow Vehicles Act	2,054
Off-Road Vehicles Act	1,899
Out of Province Exchange (HTA)	27,493
Others****	2,074
Total	1,462,228

* Includes manually recorded convictions.

** This figure does not include 782 convictions for young offenders under the Criminal Code.

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

**** Others may include Acts not listed above, such as Motor Vehicle Safety Act.

Table 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2010

Convictions	Number
Equipment	23,058
Administrative*	203,735
Seat Belt (Driver & Passenger)**	33,285
Other Non-Pointable Convictions ***	126,530
Speeding	755,148
Other Pointable Convictions (2 - 4 pts)	128,091
Other Pointable Convictions (5 - 7 pts)	11,665
Driving While Suspended	15,625
Total	1,297,137

* 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, 2010*

Convictions	Number
Alcohol Related**	16,926
Criminal Negligence	13
Fail to Remain at Collision	457
Fail to Stop for Police Officer	450
Driving While Disqualified	2,141
Dangerous Driving	1,105
Motor Manslaughter	1
Total	21,093

* Does not include 782 convictions for young offenders.

** Includes some out-of-province convictions.

7B. OFFENCE DATA

Table 7.4: Number of Driver* Convictions for Criminal Code of Canada Offences, 2001–2010**

Conviction Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Criminal Negligence	31	26	23	13	18	15	18	12	7	2
Fail to Remain	626	624	579	566	502	524	538	515	395	254
Dangerous Driving	1,161	1,107	1,165	1,124	1,281	1,348	1,288	1,287	1,069	560
Impaired Driving	8,878	8,200	7,357	6,678	6,575	6,620	6,791	6,959	6,483	4,799
Blood/Alcohol over .08	7,205	6,488	5,674	5,381	5,296	5,022	5,389	5,860	5,894	4,645
Fail to Provide Breath Sample	1,372	1,227	1,163	1,057	1,009	1,029	1,044	1,034	992	692
Driving While Disqualified	1,825	1,783	1,819	1,806	1,809	1,847	1,832	1,904	1,914	1,480
Motor Manslaughter	0	0	0	0	1	1	3	2	0	1
Undefined	214	423	477	425	446	506	470	506	441	269
Total	21,312	19,878	18,257	17,050	16,937	16,912	17,373	18,079	17,195	12,702

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

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

Table 7.5: Administrative Driver Licence Suspensions, Monthly Suspensions Issued, 2001–2010

Suspensions	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
January	1,500	1,416	1,349	1,203	1,330	1,228	1,210	1,183	1,368	1,298
February	1,450	1,452	1,391	1,501	1,330	1,197	1,206	1,259	1,401	1,140
March	1,874	1,683	1,566	1,400	1,424	1,317	1,410	1,438	1,502	1,252
April	1,816	1,574	1,412	1,494	1,393	1,340	1,375	1,297	1,391	1,363
May	1,752	1,756	1,578	1,528	1,468	1,247	1,430	1,472	1,533	1,486
June	1,768	1,811	1,608	1,391	1,366	1,307	1,456	1,547	1,373	1,296
July	1,795	1,712	1,589	1,483	1,531	1,452	1,480	1,533	1,489	1,454
August	1,699	1,675	1,639	1,476	1,317	1,399	1,455	1,686	1,482	1,400
September	1,837	1,720	1,498	1,385	1,386	1,396	1,517	1,536	1,458	1,360
October	1,691	1,671	1,568	1,555	1,450	1,487	1,444	1,673	1,412	1,416
November	1,790	1,668	1,591	1,377	1,315	1,412	1,392	1,556	1,656	1,344
December	1,986	1,792	1,578	1,468	1,645	1,709	1,533	1,463	1,374	1,411
Total	20,958	19,930	18,367	17,261	16,955	16,491	16,908	17,643	17,439	16,220

7C. SUSPENSION DATA**Table 7.6: Demerit Point Suspensions by Driver Age, 2010**

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	5	0	0	0
18	95	4	2	0
19	256	8	4	0
20-24	1,043	96	208	16
25-34	531	69	345	35
35-44	158	19	198	17
45-54	75	10	109	7
55-64	23	3	39	6
65-74	9	0	17	0
75 +	0	0	6	0
Total	2,195	209	928	81

8. APPENDIX

8A. GLOSSARY

Ability Impaired Alcohol:

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

Ability Impaired – Alcohol over 0.08:

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

Administrative Driver's Licence Suspension (ADLS):

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

Alcohol Involved:

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

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

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

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

Class G2 Driver's Licence:

A holder of a Class G2 driver's licence:

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

The G2 licence period lasts at minimum 12 months. After completing, 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:

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

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

Class M2 Motorcycle Driver's Licence:

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

- must have a zero blood alcohol concentration while driving.

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

Class M2/M with L Condition:

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

Conviction:

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

Driver:

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

Fatal Collision:

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

Had Been Drinking:

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

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; for example, someone riding in back of a pick-up is not a hanger-on.

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. Starting in 2000, vehicle kilometres travelled are based on estimates provided by Statistics Canada and Transport Canada.

Limited-Speed Motorcycle (Motor Scooter):

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

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

Major Injury:

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

Minimal Injury:

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

Minor Injury:

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

Motor-Assisted Bicycle (Moped):

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

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

Motor Vehicle Collision:

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

Off-Highway Collisions:

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

On-Highway Collisions:

A motor vehicle collision 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.

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.

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

**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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Ministry of Health and Long-Term Care

Health Solutions Delivery Branch

Health Data Decision Support Unit

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