

ONTARIO ROAD SAFETY

Annual Report 2012





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ONTARIO ROAD SAFETY ANNUAL REPORT 2012

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If you are seeking information on how to reduce your risk of being in a collision, visit your local DriveTest Centre, or visit the Ministry of Transportation website at ontario.ca/transportation. For all other road safety public education materials please go to the ServiceOntario Publications website at <http://www.serviceontario.ca/publications>, or call 416-326-5300 or 1-800-668-9938.

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

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FOREWORD





FOREWORD

Ontario's roads continue to be among the safest in North America.

In 2012, Ontario's fatality rate of 0.60 per 10,000 licensed drivers was the second-lowest ever recorded in Ontario. It was the second lowest in all of North America, behind only the District of Columbia.

In 2012, the number of traffic fatalities on Ontario roads was 568, which is the third lowest number of fatalities since 1944.

The number of licensed drivers increased by more than 113,000 to over 9.4 million in 2012.

Ontario Road Safety Annual Report 2012

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 14 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 2012

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 2012 was 0.60 – the second lowest ever recorded. The actual number of fatalities was 568. This is the third lowest number of fatalities since 1944.

The fatality rate places Ontario second in all of North America in the number of road fatalities, behind only the District of Columbia. Ontario has now ranked first or second for 14 years in a row.

The number of injuries in Ontario was 61,001, a decrease of 1.6 per cent from 2011. Our injury rate of 64.3 per 10,000 licensed drivers is the lowest injury rate ever recorded.

Road Safety in Ontario: 2011 vs 2012

Category	2011	2012
Number of Fatalities	498	568
Number of Injuries	62,019	61,001
Fatality Rate per 10,000 Licensed Drivers	0.53	0.60
Injury Rate per 10,000 Licensed Drivers	66.2	64.3

Road Safety in Ontario: Significant Progress Since 2003

Category	2003	2012	Change	% Change
Number of Fatalities	831	568	(263)	(31.6)
Number of Injuries	77,879	61,001	(16,878)	(21.7)
Fatality Rate per 10,000 Licensed Drivers	0.97	0.60	(0.37)	(38.4)
Injury Rate per 10,000 Licensed Drivers	91.2	64.3	(26.9)	(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:

- proposed new legislation that, if passed, would help keep the province's roads among the safest in North America by reducing collisions, injuries and fatalities
- street racing / stunt driving legislation
- distracted driving legislation
- blood Alcohol Content (BAC) warn range sanctions / reduced suspension
- zero BAC for drivers 21 and under
- speed limiters for large trucks
- expanded vehicle impoundment program
- increased penalties for infractions
- a made-in-Ontario cycling strategy

ORSAR 2012 indicates that our legislative initiatives, 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 0.15 per 10,000 licensed drivers, the second lowest drinking and driving fatality rate in North America. The actual number of fatalities was 143 in 2012.

Drugs and Driving

Beginning in February 2011, the Office of the Chief Coroner of Ontario initiated a pilot project where all drivers killed in motor vehicle collisions were tested for the presence of drugs. The drug testing conducted during the pilot will become a permanent practice.

As a result of this increased testing, the number of fatalities attributed to drugs other than alcohol increased to 88 in 2012, up from 61 fatalities in 2011.

Speeding / Street Racing

Street racers and 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.

The number of people killed in Ontario in speed-related collisions was 98 in 2012 – 18 more than in 2011.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver increased from 72 in 2011 to 84 in 2012 – up 16.7 per cent.

Inattentive driving represents 14.8 per cent of all fatalities on Ontario roads in 2012.

It is currently illegal for drivers to talk, text, type, dial or email using hand-held cell phones and other hand-held communications and entertainment devices.

Senior Drivers Fatalities

The number of licensed senior drivers aged 80 and over has increased four-fold over the past 20 years, from over 71,433 in 1993 to over 270,542 in 2012.

Fatalities among senior drivers age 80 and over decreased from 23 in 2011 to 14 in 2012.

Young Drivers Fatalities

Fatalities among young drivers aged 16-19 decreased from 19 in 2011 to 15 in 2012.

Based on the last five years of available data (2008-2012), Ontario experienced a 71 per cent decrease in the average fatality rate for young drivers aged 16 to 19 compared to the five years prior to the introduction of the Graduated Licensing System for novice drivers in 1994.

Large Truck Fatalities

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

There were 100 fatalities in collisions involving large trucks in 2012, one fewer than the previous year.

In addition, none of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash.

In comparison to other drivers (involved in the same crashes):

- Large truck drivers involved in fatal collisions are more likely to be “driving properly” – 68 per cent vs. 39 per cent; and
- They are less likely to have been drinking or impaired by alcohol or drugs – 2 per cent vs. 17 per cent.

Seat Belts

Even though a Transport Canada survey shows Ontario has a 96 per cent seatbelt usage rate, about one in every four vehicle occupants killed on Ontario’s roads were unbelted.

In 2012, 83 vehicle occupants were killed while not wearing a seat belt – up from 74 in 2011.

Vulnerable Road Users

The number of motorcycle rider fatalities increased from 38 in 2011 to 55 in 2012, up by 44.7 per cent.

The number of pedestrian fatalities increased from 98 in 2011 to 113 in 2012, up by 15.3 per cent.

The number of bicycling fatalities increased from 21 in 2011 to 26 in 2012, up by 23.8 per cent.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Drinking and driving collisions	143	25.2%
Pedestrian fatalities	113	19.9%
Large truck collisions	100	17.6%
Speed-related collisions	98	17.3%
Drug-involved driving collisions	88	15.5%
Inattentive driving collisions	84	14.8%
Unbelted occupant fatalities	83	14.6%
Motorcyclist fatalities	55	9.7%

*Some fatal crashes involve more than one of the factors listed. These percentages do not add to 100.

Looking Ahead: Next Steps

For 14 years in a row, Ontario has ranked first or second in North America as the jurisdiction with one of the lowest fatality rates 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 as an emerging issue
- 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

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 countries that emphasize proactive, preventative measures, particularly education and awareness initiatives that reduce risky driving behaviour.

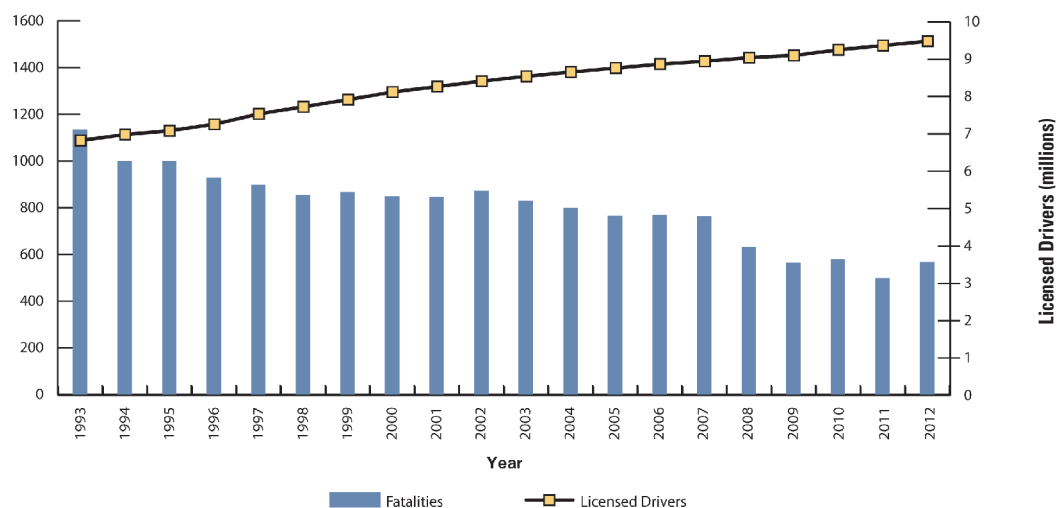
Conclusion

ORSAR 2012 confirms that Ontario continues to be a leader in road safety.

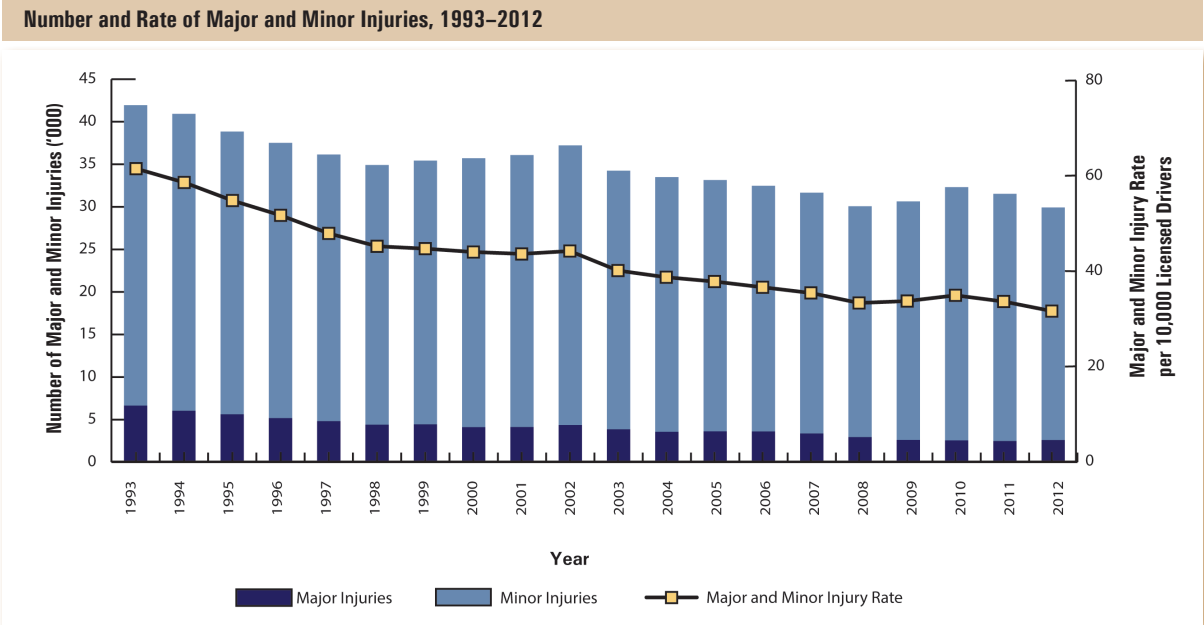
We continue to work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices. As we review the findings of this year's report, we will strive to achieve better results and more milestones, and make Ontario's roads the safest in the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

Key Road Safety Statistical Trends

Number of Fatalities and Licensed Drivers, 1993–2012

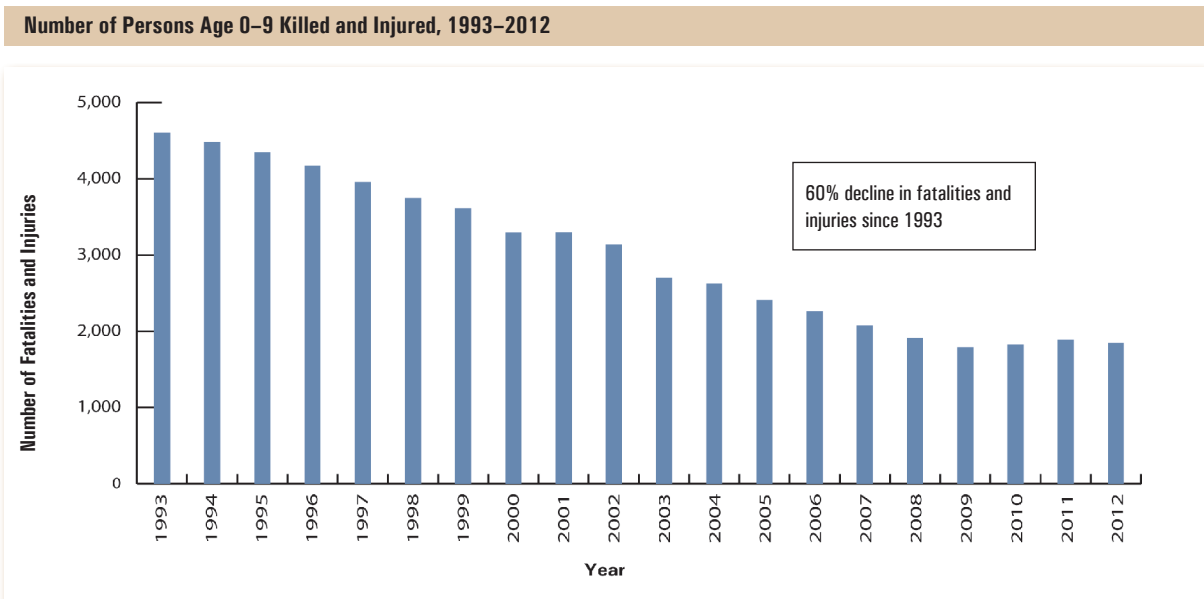


Between 1993 and 2012, the number of licensed drivers increased by 39 per cent. In contrast, the number of fatalities decreased by 50 per cent over this 20-year period.



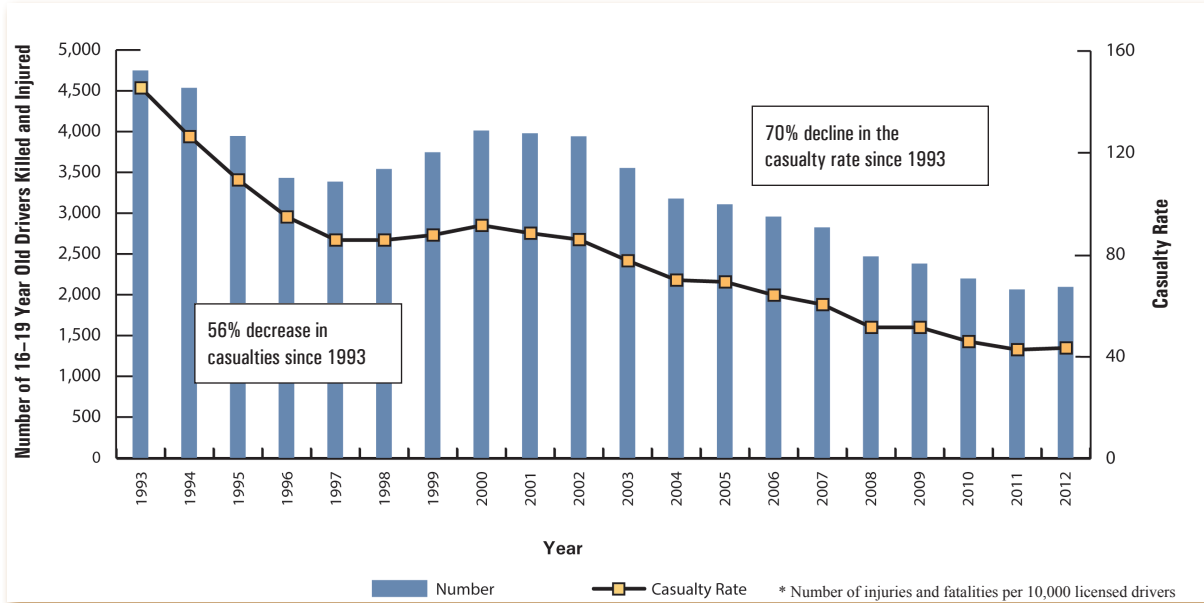
In 2012, 61,001 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 30,148 fewer than in 1993. This puts the number of injuries on the province’s roadways at its lowest level since 1965.

Fatality and Injury Trends for Different Age Groups



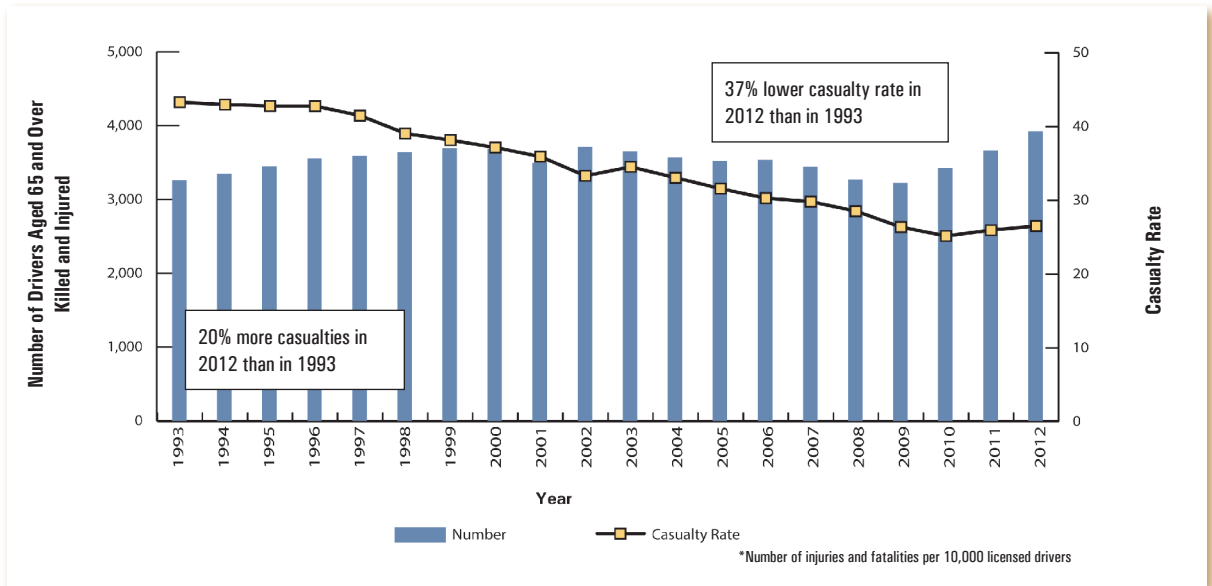
Between 1993 and 2012, the number of traffic fatalities and injuries among children aged 0-9 has dropped steadily, leading to an overall decline of 60 per cent.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1993–2012



The number of 16-19 year old driver casualties (deaths or injuries) have declined, with a 56 per cent decrease in the number killed/injured and a 70 per cent decline in the casualty rate since 1993. Over the same time period 1993-2012, the number of licensed drivers aged 16-19 increased by 48 per cent, from 326,389 to 481,601.

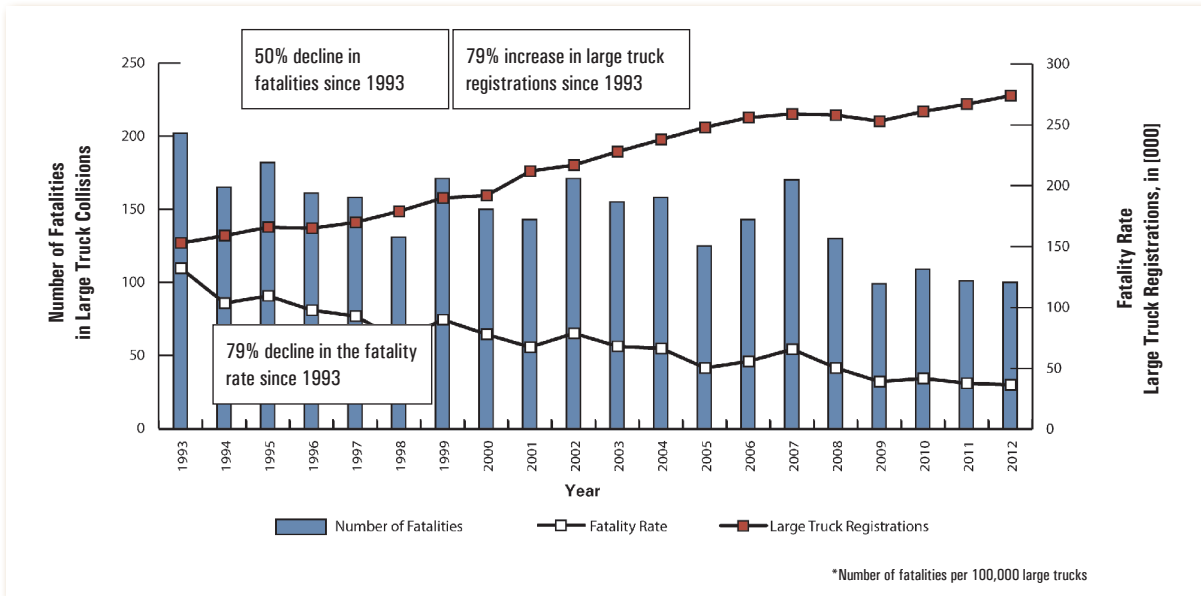
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1993–2012



The number of drivers aged 65 and over killed and injured increased by 20 per cent between 1993 and 2012. 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 37 per cent.

Large Trucks

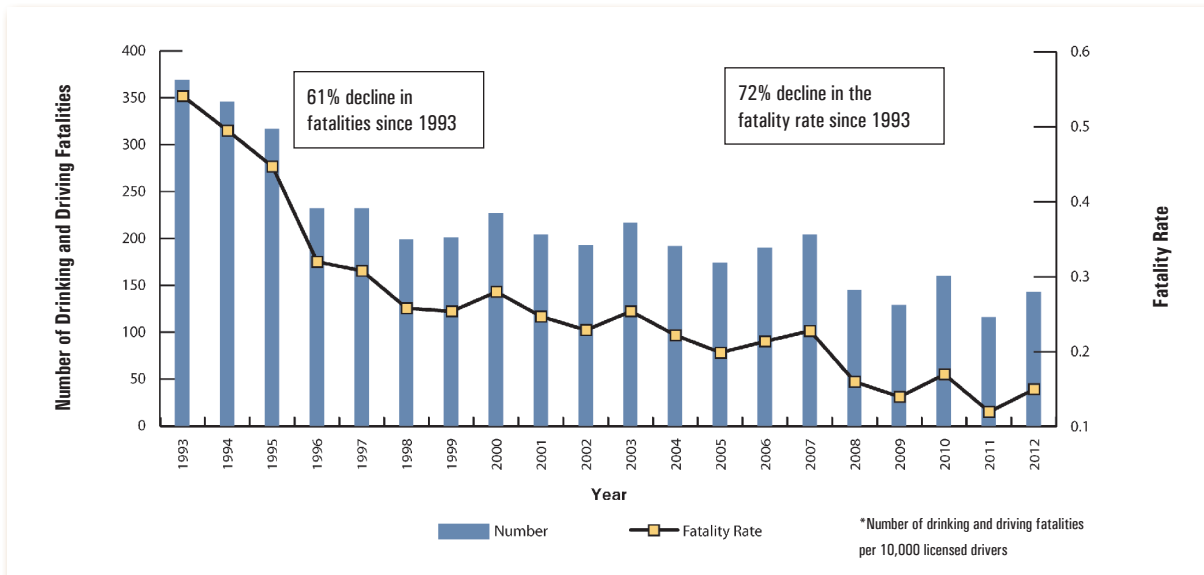
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1993–2012



Ontario's data shows that despite an increase of 79 per cent in the number of large trucks registered in Ontario, the number of large truck fatalities decreased from 202 in 1993 to 100 in 2012, down 50 per cent.

Drinking and Driving

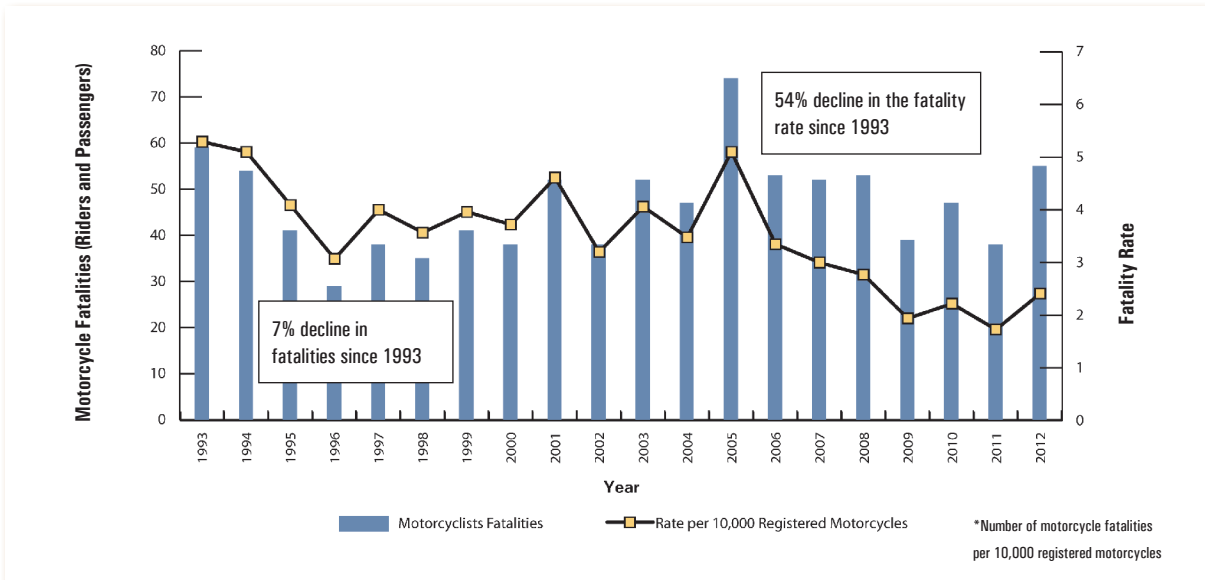
Number and Rate* of Drinking and Driving Fatalities, 1993–2012



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have declined dramatically from 1993, by 61 per cent and 72 per cent respectively.

Vulnerable Road Users

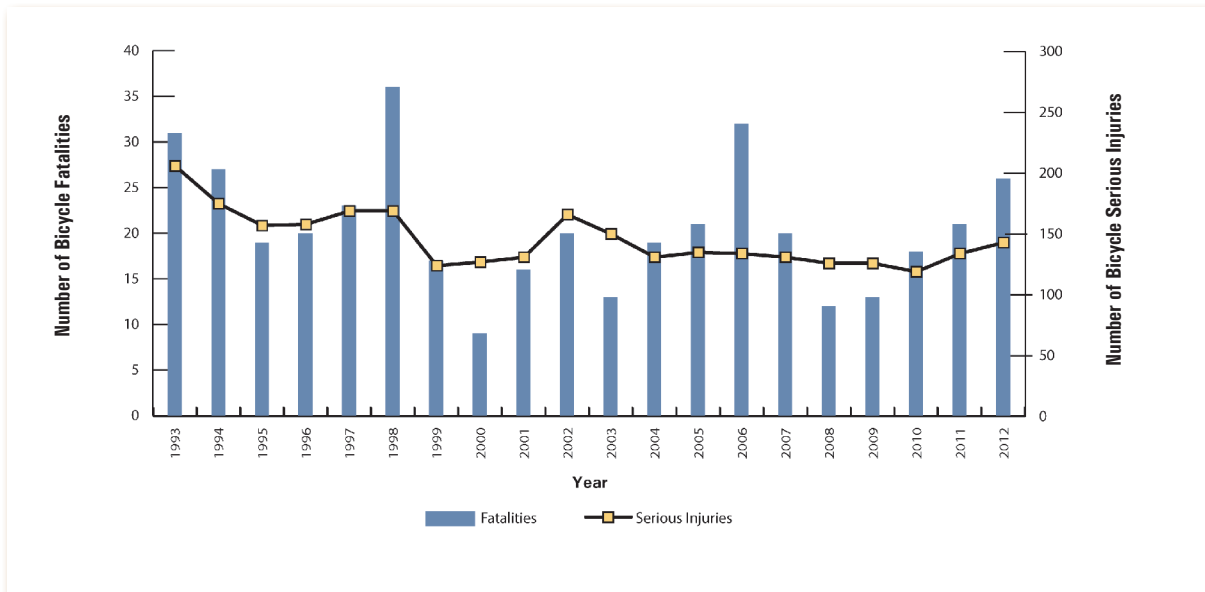
Number and Rate* of Motorcycle Fatalities, 1993–2012



Motorcycle registrations increased 4 per cent from 220,026 in 2011 to 228,303 in 2012. At the same time, motorcycle rider fatalities increased from 38 in 2011 to 55 in 2012.

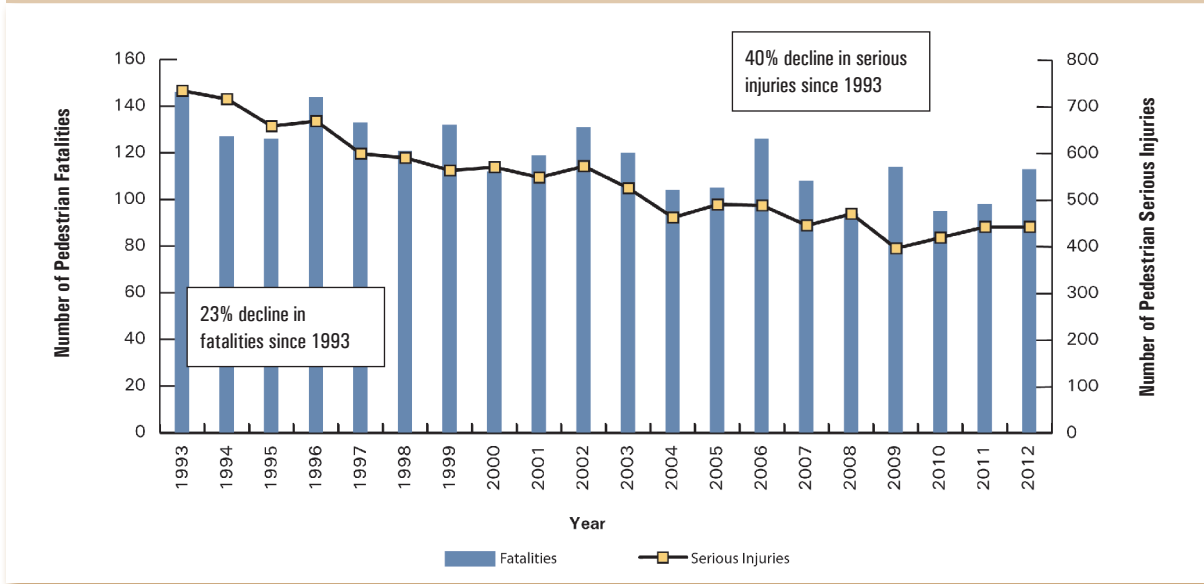
Over the long term, between 1993 and 2012, there has been a 54 per cent decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1993–2012



Between 1993 and 2012, the number of bicycle rider fatalities fluctuated between a high of 36 in 1998 and a low of 9 in 2000. There were 26 bicycle rider fatalities in 2012.

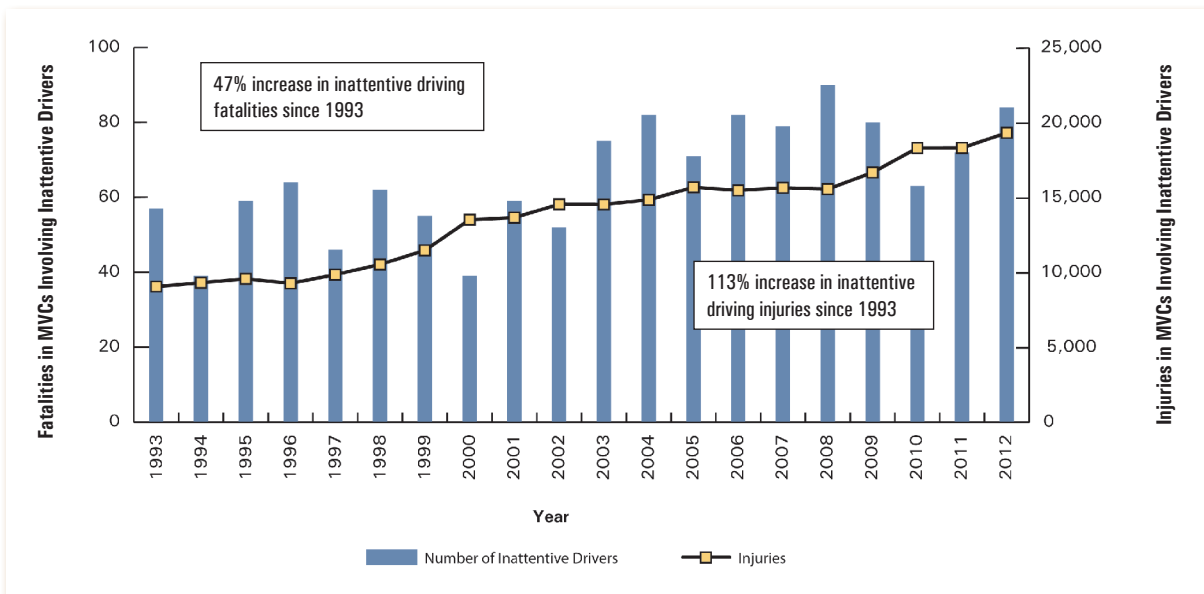
Number of Pedestrian Fatalities and Serious Injuries, 1993–2012



Between 1993 and 2012, the number of pedestrian fatalities was highest in 1993 with 146, and reached its lowest level in two decades in 2008 with 94. The number of pedestrian fatalities increased from 98 in 2011 to 113 in 2012, up by 15 per cent. The number of pedestrian serious injuries remained at the same level of 443 in 2011 and 2012.

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 1993–2012



The number of fatalities in collisions involving an inattentive driver increased from 57 in 1993 to 84 in 2012, this represents an increase of 47 per cent. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 9,057 in 1993 to 19,331 in 2012, an increase of 113 per cent.

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

OVERVIEW

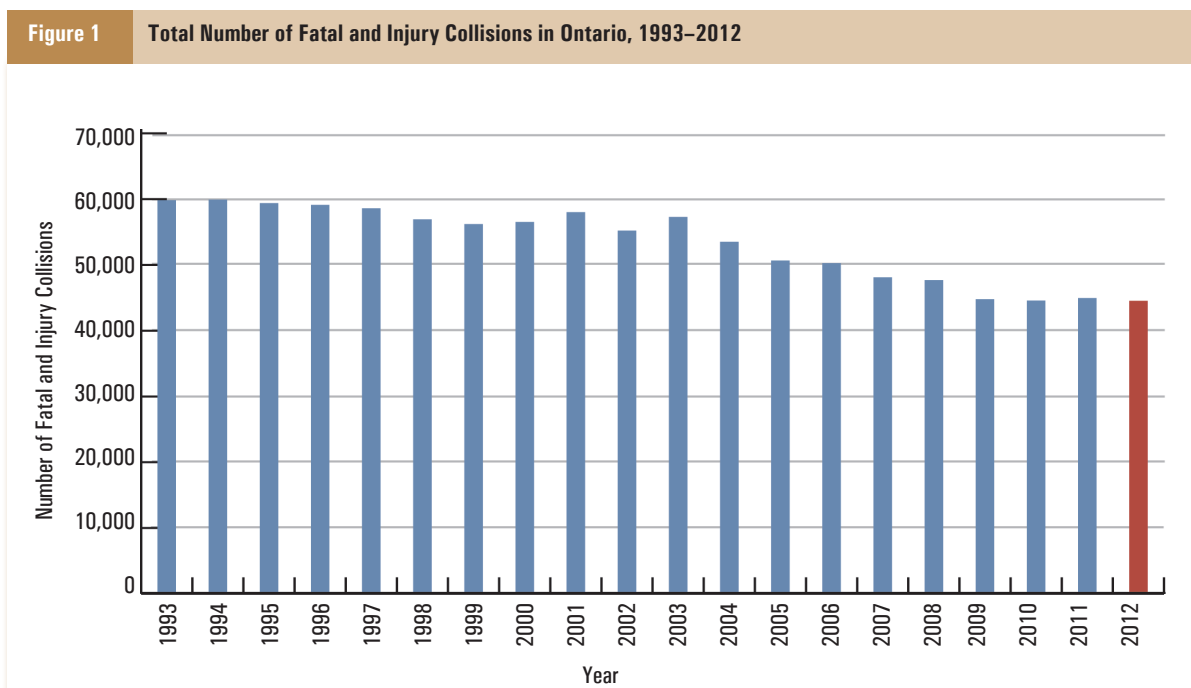


1. OVERVIEW

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 2012, Ontario's fatality rate of 0.60 per 10,000 licensed drivers was one of the lowest ever recorded in Ontario. Ontario continued to be a road safety leader in Canada and in North America.

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



1A. SYNOPSIS

Selected Statistics: 2012	
Total Reportable Collisions	172,868
Total Drivers Involved in Collisions	302,430
Total Vehicles Involved in Collisions	313,112
Fatal Collisions	505
Personal Injury Collisions	43,484
Property Damage Collisions	128,879
Persons Killed	568
Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers)	319
Drivers Killed (Impaired or Had Been Drinking)	99
Passengers Killed	128
Pedestrians Killed	113
Other Road Users Killed	8
Persons Injured	61,001
Estimated Ontario Population (2012)	13,410,100
Licensed Drivers	9,480,919
Registered Motor Vehicles	8,796,333
Estimated Vehicle Kilometres Travelled (in millions)	127,253
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	4.24
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.45
Collision Rate per 100 Million Kilometres Travelled	135.85
Fatal Collision Rate per 100 Million Kilometres Travelled	0.40
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.60

1B. HEALTH PERSPECTIVE

Table 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2011/2012

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	138	793
Fracture of neck and trunk	972	9,721
Fracture of upper limb	472	2,568
Fracture of lower limb	1,120	10,555
Fractures involving multiple body regions	*	30
Dislocation, sprains and strains	74	320
Dislocations, sprains, and strains involving multiple body regions	*	*
Intracranial injury	681	9,998
Internal injury of chest, abdomen, and pelvis	374	3,234
Open wound of head, neck, or trunk	40	163
Open wound of upper limb	18	81
Open wound of lower limb	33	397
Open wounds involving multiple body regions	*	58
Other diagnosis	1,105	11,813
Total Admissions and Days **	5,027	49,731

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 2011/2012

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	112	2,844
Spinal cord, spinal canal, and meninges	*	36
Nose, mouth, and pharynx	16	118
Chest wall, pleura, mediastinum, and diaphragm	127	1,442
Bone marrow and spleen	33	585
Kidney	*	49
Facial bones and joints	61	528
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,445	14,513
Repair joint structures (excluding head or facial bones)	13	89
Skin and subcutaneous tissue	73	559
Other diagnostic and therapeutic interventions	1,750	21,658
Sub-total of surgical admissions and days **	3,630	42,421
No interventions performed - surgical procedures	1,396	7,311

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



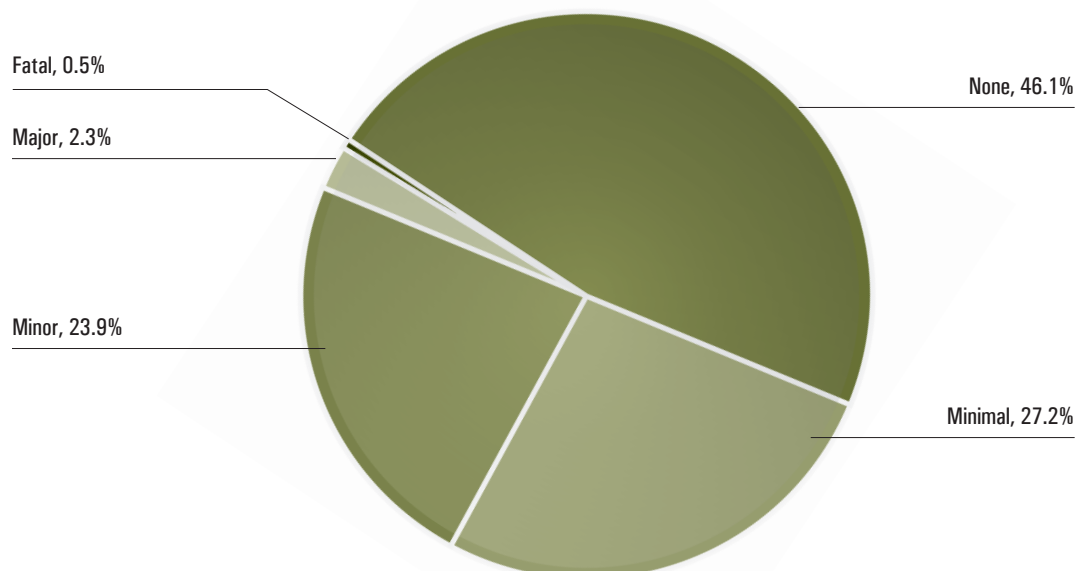
2. THE PEOPLE

This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. Key historical road safety data – covering a period of more than 75 years – is also provided to assist in analyzing long-term safety trends in Ontario.

There was an increase in the number of traffic fatalities from the record low 498 in 2011 to 568 in 2012; the number of serious injuries also increased from 2,469 in 2011 to 2,590 in 2012. At the same time period, the number of licensed drivers increased by 113,310, from 9,367,609 in 2011 to 9,480,919 in 2012.

Out of 833 drivers involved in fatal collisions, 129 were drinking drivers, 68 drivers ability was impaired by drugs, 82 drivers were coded as inattentive, and 98 were speeding (e.g. above speed limit or driving too fast for conditions). Despite the fact that about 96 percent of Ontario drivers use seat belts, 83 vehicle occupants who were fatally injured were not using seat belts at the time of the crash.

Figure 2 Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2012



2A. PEOPLE IN COLLISIONS

Table 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2012

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	34,567	18,704	15,460	1,090	236	70,057
Passenger*	17,316	8,610	6,879	555	127	33,487
Pedestrian	158	1,715	2,446	443	113	4,875
Bicyclist	39	1,115	1,083	120	26	2,383
Bicycle Passenger	19	178	225	23	0	445
All Terrain Vehicle** Driver	3	4	13	7	2	29
All Terrain Vehicle** Passenger	2	2	4	1	1	10
Snow Vehicle Driver	1	5	2	2	2	12
Snow Vehicle Passenger	0	0	4	0	0	4
Motorcycle Driver	80	372	731	235	54	1,472
Motorcycle Passenger	38	108	286	84	1	517
Moped Driver	4	26	34	3	3	70
Moped Passenger	5	4	11	3	0	23
Hanger On	19	71	66	14	1	171
Other	407	165	88	10	2	672
Total	52,658	31,079	27,332	2,590	568	114,227

* 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, 2012

Category of Person	Age Groups															UK	Total
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74	75+		
Driver	0	0	0	0	7	4	4	10	26	53	30	39	20	18	25	0	236
Passenger*	5	5	3	6	8	6	2	5	16	14	9	13	13	10	13	0	128
Pedestrian	0	0	3	1	5	2	1	0	9	12	6	13	17	11	33	0	113
Bicyclist	0	0	0	0	2	1	1	0	3	2	3	2	5	5	2	0	26
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Terrain Vehicle** Driver	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
All Terrain Vehicle** Passenger	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Snow Vehicle Driver	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	0	1	0	1	1	0	8	15	7	9	8	4	0	0	54
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Moped Driver	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	5	8	8	23	15	9	15	64	96	56	76	65	50	73	0	568

* 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, 2012

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	9	101	577	680	723	791	3,174	7,063	6,676	6,957	4,564	2,386	1,493	60	35,254
Passenger*	738	871	1,330	358	507	462	453	416	1,460	2,373	1,699	1,862	1,471	947	759	461	16,167
Pedestrian	76	129	358	111	113	114	129	109	485	717	533	604	459	298	280	89	4,604
Bicyclist	0	2	12	14	15	23	21	34	98	196	106	141	72	26	12	1,546	2,318
Bicycle Passenger	2	6	39	11	14	11	14	12	47	75	75	75	40	16	7	7	451
All Terrain Vehicle** Driver	0	0	2	1	1	0	1	0	6	3	1	1	4	0	0	4	24
All Terrain Vehicle** Passenger	1	1	0	1	0	0	0	0	0	2	1	0	0	0	0	1	7
Snow Vehicle Driver	0	0	1	0	0	0	0	0	2	2	1	2	1	0	0	0	9
Snow Vehicle Passenger	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	4
Motorcycle Driver	0	0	1	8	9	7	15	15	102	336	255	332	205	40	9	4	1,338
Motorcycle Passenger	1	4	13	2	4	10	2	7	52	96	91	110	67	15	3	7	484
Moped Driver	0	0	0	0	2	0	0	3	2	13	11	14	8	1	2	7	63
Moped Passenger	0	1	1	0	1	0	0	1	2	2	4	2	3	0	2	0	19
Other	3	3	7	0	2	0	2	2	13	53	42	46	46	11	5	24	259
Total	821	1,018	1,773	607	1,245	1,307	1,360	1,390	5,444	10,931	9,497	10,146	6,940	3,740	2,572	2,210	61,001

* 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, 2012

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	630	45,968	133,488	180,086
Female	190	30,746	76,105	107,041
Unknown*	13	4,088	11,209	15,310
Total	833	80,802	220,802	302,437

* 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, 2012

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	460	58,855	164,361	223,676
Had Been Drinking	39	669	1,313	2,021
Ability Impaired – Alcohol over 0.08	83	685	1,454	2,222
Ability Impaired Alcohol	7	370	664	1,041
Ability Impaired Drugs*	68	73	178	319
Fatigue	18	630	1,067	1,715
Medical/Physical Disability	14	609	529	1,152
Inattentive	82	13,625	30,554	44,261
Other **	6	295	809	1,110
Unknown ***	56	4,991	19,873	24,920
Total	833	80,802	220,802	302,437

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

** Driver condition is not defined above

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

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

Ability Impaired Alcohol over 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, 2012*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over 0.08	Ability Impaired Alcohol	Other	Unknown	
Under 16	30	0	2	0	26	15	73
16	663	6	6	5	250	46	976
17	3,088	31	22	5	1,206	231	4,583
18	3,770	64	39	17	1,306	231	5,427
19	4,099	74	63	40	1,314	268	5,858
20	4,357	93	80	45	1,319	286	6,180
21-24	19,013	349	355	162	4,996	1,220	26,095
25-34	43,177	519	642	264	9,400	2,596	56,598
35-44	43,639	300	394	198	7,988	2,461	54,980
45-54	45,727	275	339	170	8,048	2,545	57,104
55-64	29,472	133	195	79	5,588	1,646	37,113
65-74	15,636	60	60	33	3,227	1,010	20,026
75 & over	8,765	29	16	9	2,681	620	12,120
Unknown	2,240	88	9	14	1,355	11,598	15,304
Total	223,676	2,021	2,222	1,041	48,704	24,773	302,437

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

Table 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2012*

Recorded Occurrence	Number of Drivers	%
Normal	122	37.7%
Had Been Drinking	26	8.0%
Ability Impaired – Alcohol over 0.08	75	23.1%
Ability Impaired Alcohol	0	0.0%
Ability Impaired Drugs**	65	20.1%
Fatigue	9	2.8%
Medical/Physical Disability	6	1.9%
Inattentive	18	5.6%
Other	3	0.9%
Unknown	0	0.0%
Total	324	100.0%

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

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

Table 2.8: Apparent Driver Action by Class of Collision, 2012

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	341	38,149	109,400	147,890
Following Too Close	5	8,208	21,761	29,974
Speed Too Fast	47	767	1,212	2,026
Speed Too Fast for Conditions	51	3,323	11,135	14,509
Speed Too Slow	2	40	126	168
Improper Turn	16	3,868	9,242	13,126
Disobey Traffic Control	18	3,769	4,574	8,361
Fail to Yield Right of Way	59	8,254	14,739	23,052
Improper Passing	10	647	2,411	3,068
Lost Control	136	5,625	14,162	19,923
Wrong Way on One Way Road	3	76	137	216
Improper Lane Change	11	1,613	8,572	10,196
Other*	87	4,200	12,788	17,075
Unknown	47	2,263	10,543	12,853
Total	833	80,802	220,802	302,437

* 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, 2012

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	151	837	13,716	17,189	31,855	63,748
Other Equipment*	10	67	736	567	433	1,813
Equipment Not used	59	89	189	74	47	458
No Safety Equipment	0	5	27	21	57	110
Use Unknown	16	92	792	853	2,175	3,928
Total	236	1,090	15,460	18,704	34,567	70,057

* 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, 2012

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	62	367	5,526	7,159	13,636	26,750
Child Safety Seat Used Incorrectly	0	2	21	33	88	144
Child Safety Seat Used Correctly	6	22	196	415	1,835	2,474
Other Equipment**	2	20	223	161	143	549
Equipment Not used	24	73	174	104	65	440
No Safety Equipment	19	41	430	447	668	1,605
Use Unknown	15	40	332	322	838	1,547
Total	128	565	6,902	8,641	17,273	33,509

* 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, 2008–2012

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2008	1	2	1	0	0	0	4
2009	2	1	0	0	0	0	3
2010	1	1	0	0	0	0	2
2011	1	2	0	0	0	0	3
2012	5	0	0	0	0	0	5

Table 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2012

Restraint Used	Injury Level		
	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	65.5	59.2	64.3
Child Restraint Used Incorrectly	6.3	6.2	3.1
Lap/Lap-Shoulder Belt	21.9	25.7	27.8
Not Available	6.3	4.2	1.9
Available/Not Used	0.0	1.1	0.0
Other	0.0	0.7	0.5
Unknown	0.0	2.8	2.3
Total	100.0	100.0	100.0

Table 2.13: Pedestrian Condition by Severity of Injury, 2012

Condition of Pedestrian	Killed	Injured
Normal	42	3,066
Had Been Drinking	5	223
Ability Impaired Alcohol over .08	15	21
Ability Impaired Alcohol	0	59
Ability Impaired Drugs	9	12
Fatigue	0	4
Medical or Physical Defect	27	78
Inattentive	13	670
Other	2	59
Unknown	0	412
Total	113	4,604

Table 2.14: Apparent Pedestrian Action by Severity of Injury, 2012

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	22	2,088
Crossing Intersection Without Right of Way	23	618
Crossing Intersection No Traffic Control	20	285
Crossing Pedestrian Crossover	1	139
Crossing Marked Crosswalk Without Right of Way	4	103
Walking on Roadway With Traffic	6	104
Walking on Roadway Against Traffic	4	58
On Sidewalk or Shoulder	8	326
Playing or Working on Highway	1	44
Coming from Behind Parked Vehicle or Object	1	71
Running onto Roadway	6	250
Getting On/Off School Bus*	0	4
Getting On/Off Vehicle	2	48
Pushing/Working on Vehicle	0	14
Other	15	452
Total	113	4,604
* Calendar Year		

2B. PUTTING THE PEOPLE IN CONTEXT

Table 2.15: Category of Persons Killed and Injured, 1988 – 2012

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
2011	13,263,500	237	35,517	92	16,835	98	4,857	71	4,810	498	3.8	62,019	467.6
2012	13,410,100	236	35,254	127	16,044	113	4,604	92	5,099	568	4.2	61,001	454.9

* Excludes motorcycle passengers, who are included with "All Others". ** Source: Statistics Canada

Table 2.16: Sex of Driver Population by Age Groups, 2012

Sex of Driver	Age Groups							Total
	16-19	20-24	25-34	35-44	45-54	55-64	65+	
Male	253,115	412,217	811,710	860,665	991,087	781,592	775,380	4,885,766
Female	228,486	377,940	798,418	850,131	933,115	727,790	679,273	4,595,153
Total	481,601	790,157	1,610,128	1,710,796	1,924,202	1,509,382	1,454,653	9,480,919

Table 2.17: Driver Population by Age Groups, 1988-2012

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
2011	482,743	777,981	1,591,669	1,722,950	1,931,679	1,477,896	1,382,691	9,367,609
2012	481,601	790,157	1,610,128	1,710,796	1,924,202	1,509,382	1,454,653	9,480,919

Table 2.18: Driver Licence Class by Sex, 2012

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	100,054	2.05	1,986	0.04	102,040	1.08
AB	4,960	0.10	669	0.01	5,629	0.06
ABM	2,487	0.05	168	0.00	2,655	0.03
ABM1	14	0.00	5	0.00	19	0.00
ABM2	213	0.00	39	0.00	252	0.00
AC	28,555	0.58	1,022	0.02	29,577	0.31
ACM	11,144	0.23	202	0.00	11,346	0.12
ACM1	168	0.00	9	0.00	177	0.00
ACM2	1,573	0.03	58	0.00	1,631	0.02
AM	26,270	0.54	197	0.00	26,467	0.28
AM1	380	0.01	7	0.00	387	0.00
AM2	3,591	0.07	77	0.00	3,668	0.04
B	17,739	0.36	16,506	0.36	34,245	0.36
BM	4,826	0.10	971	0.02	5,797	0.06
BM1	34	0.00	20	0.00	54	0.00
BM2	408	0.01	293	0.01	701	0.01
C	8,817	0.18	1,214	0.03	10,031	0.11
CM	1,848	0.04	78	0.00	1,926	0.02
CM1	33	0.00	1	0.00	34	0.00
CM2	402	0.01	39	0.00	441	0.00
D	226,069	4.63	24,816	0.54	250,885	2.65
DE	131	0.00	28	0.00	159	0.00
DEM	34	0.00	1	0.00	35	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	3	0.00	1	0.00	4	0.00
DF	3,103	0.06	248	0.01	3,351	0.04
DFM	904	0.02	42	0.00	946	0.01
DFM1	22	0.00	1	0.00	23	0.00
DFM2	188	0.00	10	0.00	198	0.00
DM	68,342	1.40	2,041	0.04	70,383	0.74
DM1	493	0.01	27	0.00	520	0.01
DM2	5,291	0.11	373	0.01	5,664	0.06
E	1,447	0.03	2,142	0.05	3,589	0.04

Table 2.18: Driver Licence Class by Sex, 2012 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
EM	168	0.00	39	0.00	207	0.00
EM1	2	0.00	1	0.00	3	0.00
EM2	17	0.00	11	0.00	28	0.00
F	7,859	0.16	5,939	0.13	13,798	0.15
FM	1,348	0.03	265	0.01	1,613	0.02
FM1	20	0.00	8	0.00	28	0.00
FM2	337	0.01	146	0.00	483	0.01
G	3,338,565	68.33	3,754,368	81.70	7,092,933	74.81
G1	258,365	5.29	346,441	7.54	604,806	6.38
G1M	54	0.00	14	0.00	68	0.00
G1M1	573	0.01	103	0.00	676	0.01
G1M2	1,165	0.02	322	0.01	1,487	0.02
G2	345,295	7.07	352,413	7.67	697,708	7.36
G2M	265	0.01	57	0.00	322	0.00
G2M1	665	0.01	96	0.00	761	0.01
G2M2	3,463	0.07	618	0.01	4,081	0.04
GM	343,143	7.02	60,932	1.33	404,075	4.26
GM1	5,507	0.11	1,340	0.03	6,847	0.07
GM2	57,967	1.19	18,377	0.40	76,344	0.81
M	685	0.01	137	0.00	822	0.01
M1	137	0.00	22	0.00	159	0.00
M2	623	0.01	213	0.00	836	0.01
Total	4,885,766	100.00	4,595,153	100.00	9,480,919	100.00

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2012

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, 1931–2012
(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, 1931–2012
(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
2011	9,367,609	177,039	498	62,019
2012	9,480,919	172,868	568	61,001

Table 2.20: Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2012

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	46	5	51	N/A	N/A	N/A
16	46,383	42,628	89,011	574	374	948	1.24	0.88	1.07
17	61,605	55,767	117,372	2,760	1,795	4,555	4.48	3.22	3.88
18	70,246	62,657	132,903	3,263	2,124	5,387	4.65	3.39	4.05
19	74,881	67,434	142,315	3,580	2,237	5,817	4.78	3.32	4.09
20	79,468	72,085	151,553	3,708	2,424	6,132	4.67	3.36	4.05
21-24	332,749	305,855	638,604	15,533	10,370	25,903	4.67	3.39	4.06
25-34	811,710	798,418	1,610,128	34,264	21,831	56,095	4.22	2.73	3.48
35-44	860,665	850,131	1,710,796	33,267	21,262	54,529	3.87	2.50	3.19
45-54	991,087	933,115	1,924,202	36,371	20,256	56,627	3.67	2.17	2.94
55-64	781,592	727,790	1,509,382	24,228	12,603	36,831	3.10	1.73	2.44
65-74	483,858	432,492	916,350	12,960	6,963	19,923	2.68	1.61	2.17
75 & over	291,522	246,781	538,303	7,643	4,442	12,085	2.62	1.80	2.25
Unknown	0	0	0	23,436	0	23,436	N/A	N/A	N/A
Total	4,885,766	4,595,153	9,480,919	178,197	106,686	284,883	3.65	2.32	3.00

* 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.

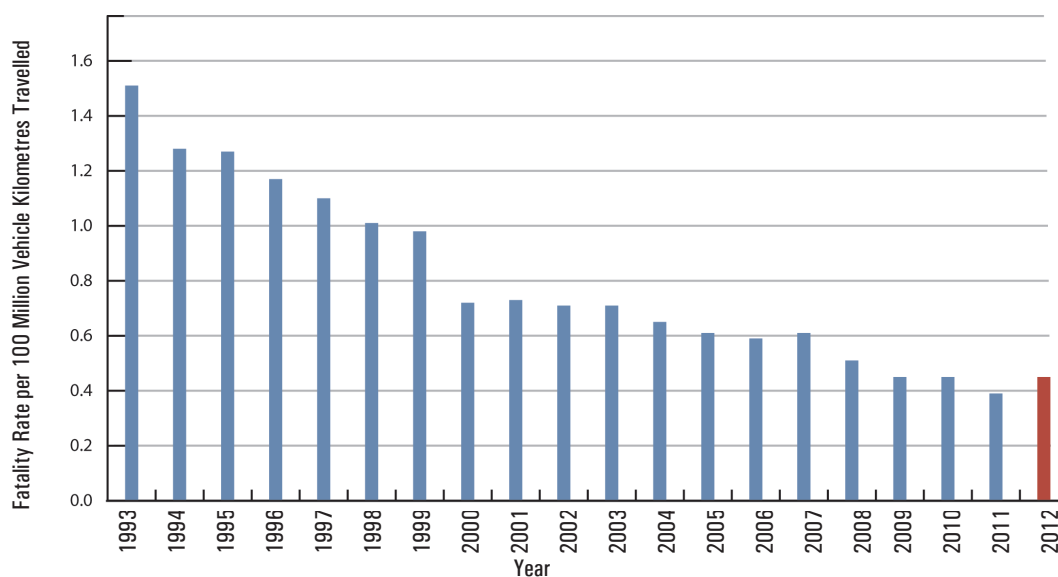
The number of fatal collisions increased from 466 in 2011 to 505 in 2012, up by 39, however, the number of injury collisions decreased from 44,076 in 2011 to 43,484 in 2012, down by 592. The number of property damage collisions for 2012 was 128,879.

It is worth noting a decision has been made to discontinue counting self-reported, non-priority property damage collisions. Priority property damage collisions will continue to be counted and include the following types of collisions:

- All those occurring on provincial highways;
- All those involving carrier vehicles;
- All those involving drivers aged 70 or over; and
- All those where a driver's condition has been reported as being impaired by drugs or if the driver had a medical/physical disability

The fatality rate per 100 million kilometres traveled in Ontario increased from 0.39 in 2011 to 0.45 in 2012.

Figure 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1993–2012



3A. TYPES OF COLLISIONS

Table 3.1: Class of Collision, 1988–2012

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

Table 3.2: Collision Rate Per One Million Kilometres Travelled, 1988–2012

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1997	2.7	2006	1.66*
1989	3.2	1998	2.5	2007	1.87*
1990	3.0	1999	2.5	2008	1.84*
1991	2.9	2000	2.0*	2009	1.72*
1992	3.1	2001	2.0*	2010	1.66**
1993	3.0	2002	2.0*	2011	1.39**
1994	2.9	2003	2.1*	2012	1.36**
1995	2.8	2004	1.9*		
1996	2.7	2005	1.8*		

* 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, 2012

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	459	63,942	176,808	241,209
Unattended Vehicles	8	447	9,133	9,588
Pedestrian	104	4,260	309	4,673
Cyclist	26	2,705	570	3,301
Railway Train	3	8	17	28
Street Car	0	44	225	269
Farm Tractor	0	17	64	81
Domestic Animal	1	41	709	751
Wild Animal	4	468	12,512	12,984
Other Moveable Objects	4	134	285	423
Sub-total	609	72,066	200,632	273,307
Fixed Objects:				
Cable Guide Rail	1	45	269	315
Concrete Guide Rail	2	276	716	994
Steel Guide Rail	1	161	653	815
Pole (Utility Tower)	4	313	1,244	1,561
Pole (Sign/Parking Meter)	3	93	781	877
Fence/Noise Barrier	0	31	140	171
Culvert	2	20	20	42
Bridge Support	0	22	86	108
Rock Face	1	11	33	45
Snow Bank or Drift	1	14	110	125
Ditch	12	260	734	1,006
Curb	6	436	1,351	1,793
Crash Cushion	1	21	51	73
Building or Wall	1	33	147	181
Water Course	0	0	10	10
Construction Marker	0	4	48	52
Tree, Shrub, or Stump	5	114	402	521
Other Fixed Object	1	167	1,008	1,176
Sub-total	41	2,021	7,803	9,865

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2012 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Other Events:				
Ran Off Road	94	2,663	6,097	8,854
Skidding/Sliding	77	3,437	11,130	14,644
Jack-knifing	1	15	76	92
Load Spill	0	8	69	77
Fire/Explosion	0	6	147	153
Submersion	0	0	1	1
Rollover	3	163	158	324
Debris on Road	3	93	1,277	1,373
Debris off Vehicle	5	92	1,040	1,137
Other Non-Collision Event	21	1,006	2,258	3,285
Sub-total	204	7,483	22,253	29,940
Total	854	81,570	230,688	313,112

Table 3.4: Initial Impact Type by Class of Collision, 2012

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	83	897	1,251	2,231
Angle	35	4,631	7,970	12,636
Rear End	35	12,598	34,171	46,804
Sideswipe	27	2,738	14,702	17,467
Turning Movement	39	9,422	20,849	30,310
With Unattended Motor Vehicle	7	436	9,035	9,478
Single Motor Vehicle	279	12,588	38,920	51,787
Other	0	174	1,981	2,155
Unknown	0	0	0	0
Total	505	43,484	128,879	172,868

3B. TIME AND ENVIRONMENT

Table 3.5: Month of Occurrence by Class of Collision, 2012

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	36	7.1	3,658	8.4	13,614	10.6	17,308	10.0
February	25	5.0	2,834	6.5	9,269	7.2	12,128	7.0
March	38	7.5	3,045	7.0	8,372	6.5	11,455	6.6
April	29	5.7	3,067	7.1	7,971	6.2	11,067	6.4
May	52	10.3	3,740	8.6	9,658	7.5	13,450	7.8
June	49	9.7	4,123	9.5	10,280	8.0	14,452	8.4
July	50	9.9	3,936	9.1	9,516	7.4	13,502	7.8
August	49	9.7	3,926	9.0	10,118	7.9	14,093	8.2
September	36	7.1	3,882	8.9	10,079	7.8	13,997	8.1
October	50	9.9	4,062	9.3	12,103	9.4	16,215	9.4
November	41	8.1	3,568	8.2	13,649	10.6	17,258	10.0
December	50	9.9	3,643	8.4	14,250	11.1	17,943	10.4
Total	505	100.0	43,484	100.0	128,879	100.0	172,868	100.0

Table 3.6: Day of Week by Class of Collision, 2012

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	63	12.5	6,078	14.0	17,187	13.3	23,328	13.5
Tuesday	56	11.1	6,343	14.6	18,227	14.1	24,626	14.2
Wednesday	69	13.7	6,297	14.5	18,932	14.7	25,298	14.6
Thursday	69	13.7	6,855	15.8	20,595	16.0	27,519	15.9
Friday	89	17.6	7,481	17.2	23,437	18.2	31,007	17.9
Saturday	77	15.2	5,844	13.4	17,524	13.6	23,445	13.6
Sunday	82	16.2	4,586	10.5	12,977	10.1	17,645	10.2
Total	505	100.0	43,484	100.0	128,879	100.0	172,868	100.0

Table 3.7: Hour of Occurrence by Class of Collision, 2012

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	14	2.8	505	1.2	1,731	1.3	2,250	1.3
1 to 2 a.m.	18	3.6	508	1.2	1,684	1.3	2,210	1.3
2 to 3 a.m.	17	3.4	544	1.3	1,639	1.3	2,200	1.3
3 to 4 a.m.	15	3.0	399	0.9	1,411	1.1	1,825	1.1
4 to 5 a.m.	13	2.6	326	0.7	1,261	1.0	1,600	0.9
5 to 6 a.m.	16	3.2	475	1.1	1,920	1.5	2,411	1.4
Sub-total	93	18.4	2,757	6.3	9,646	7.5	12,496	7.2
6 to 7 a.m.	18	3.6	1,071	2.5	3,912	3.0	5,001	2.9
7 to 8 a.m.	17	3.4	1,668	3.8	5,716	4.4	7,401	4.3
8 to 9 a.m.	22	4.4	2,527	5.8	7,738	6.0	10,287	6.0
9 to 10 a.m.	29	5.7	2,063	4.7	6,224	4.8	8,316	4.8
10 to 11 a.m.	21	4.2	1,987	4.6	6,253	4.9	8,261	4.8
11 to 12 noon	12	2.4	2,312	5.3	7,049	5.5	9,373	5.4
Sub-total	119	23.6	11,628	26.7	36,892	28.6	48,639	28.1
Hour of Occurrence P.M.								
12 to 1 p.m.	22	4.4	2,705	6.2	7,677	6.0	10,404	6.0
1 to 2 p.m.	18	3.6	2,561	5.9	7,220	5.6	9,799	5.7
2 to 3 p.m.	29	5.7	2,891	6.6	8,017	6.2	10,937	6.3
3 to 4 p.m.	25	5.0	3,570	8.2	9,624	7.5	13,219	7.6
4 to 5 p.m.	28	5.5	3,664	8.4	10,019	7.8	13,711	7.9
5 to 6 p.m.	33	6.5	3,661	8.4	10,500	8.1	14,194	8.2
Sub-total	155	30.7	19,052	43.8	53,057	41.2	72,264	41.8
6 to 7 p.m.	29	5.7	2,918	6.7	7,988	6.2	10,935	6.3
7 to 8 p.m.	19	3.8	2,070	4.8	5,716	4.4	7,805	4.5
8 to 9 p.m.	30	5.9	1,573	3.6	4,571	3.5	6,174	3.6
9 to 10 p.m.	25	5.0	1,324	3.0	4,088	3.2	5,437	3.1
10 to 11 p.m.	17	3.4	1,074	2.5	3,314	2.6	4,405	2.5
11 to 12 midnight	15	3.0	843	1.9	2,650	2.1	3,508	2.0
Sub-total	135	26.7	9,802	22.5	28,327	22.0	38,264	22.1
Unknown	3	0.6	245	0.6	957	0.7	1,205	0.7
Total	505	100.0	43,484	100.0	128,879	100.0	172,868	100.0

Table 3.8: Statutory Holidays, Holiday Weekends – Persons Killed and Injured in Fatal Collisions, 2012

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

* 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, 2012

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	259	51.3	31,460	72.3	88,040	68.3	119,759	69.3
Dawn	12	2.4	684	1.6	2,611	2.0	3,307	1.9
Dusk	21	4.2	1,427	3.3	4,124	3.2	5,572	3.2
Darkness	212	42.0	9,887	22.7	33,902	26.3	44,001	25.5
Other	1	0.2	26	0.1	202	0.2	229	0.1
Total	505	100.0	43,484	100.0	128,879	100.0	172,868	100.0

Table 3.10: Visibility by Class of Collision, 2012

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	424	84.0	35,163	80.9	100,447	77.9	136,034	78.7
Rain	44	8.7	5,152	11.8	13,597	10.6	18,793	10.9
Snow	15	3.0	2,172	5.0	10,859	8.4	13,046	7.5
Freezing Rain	8	1.6	297	0.7	1,253	1.0	1,558	0.9
Drifting Snow	1	0.2	176	0.4	808	0.6	985	0.6
Strong Wind	4	0.8	102	0.2	292	0.2	398	0.2
Fog, Mist, Smoke or Dust	8	1.6	312	0.7	1,172	0.9	1,492	0.9
Other	1	0.2	110	0.3	451	0.3	562	0.3
Total	505	100.0	43,484	100.0	128,879	100.0	172,868	100.0

3C. THE COLLISION LOCATION

Table 3.11: Road Jurisdiction by Class of Collision, 2012

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	193	27,519	70,239	97,951
Provincial Highway	127	6,443	27,841	34,411
Township	38	1,233	5,025	6,296
County or District	80	2,159	8,939	11,178
Regional Municipality	63	6,047	16,452	22,562
Federal	2	72	319	393
Other	2	11	64	77
Total	505	43,484	128,879	172,868

Table 3.12: Road Jurisdiction for All Collisions, 2003–2012

Road Jurisdiction*	Year										Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
Municipal	149,533	149,310	139,303	139,081	132,420	144,202	137,616	137,548	100,183	97,951	1,327,147
Provincial	39,579	42,518	40,506	40,780	37,603	40,494	35,800	33,816	36,857	34,411	382,364
Township	9,602	9,146	8,144	8,189	7,819	7,636	7,295	6,665	6,358	6,296	77,150
County or District	13,773	14,200	13,929	12,852	12,144	12,018	11,444	11,638	11,852	11,178	125,028
Regional Municipality	31,628	30,731	29,195	28,864	25,760	24,343	23,622	25,360	21,318	22,562	263,383
Federal	425	423	363	392	343	380	426	415	385	393	3,945
Other	102	135	108	100	158	123	112	91	86	77	1,092
Total	244,642	246,463	231,548	230,258	216,247	229,196	216,315	215,533	177,039	172,868	2,180,109

* 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, 2012

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	326	64.6	15,553	35.8	62,756	48.7	78,635	45.5
Intersection Related	67	13.3	12,078	27.8	30,713	23.8	42,858	24.8
At Intersection	71	14.1	11,680	26.9	20,623	16.0	32,374	18.7
At/Near Private Drive	35	6.9	3,885	8.9	13,738	10.7	17,658	10.2
At Railway	3	0.6	64	0.1	217	0.2	284	0.2
Underpass or Tunnel	1	0.2	40	0.1	153	0.1	194	0.1
Overpass or Bridge	1	0.2	132	0.3	470	0.4	603	0.3
Other	1	0.2	52	0.1	209	0.2	262	0.2
Total	505	100.0	43,484	100.0	128,879	100.0	172,868	100.0

Table 3.14: Road Surface Condition by Class of Collision, 2012

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	373	73.9	31,969	73.5	88,997	69.1	121,339	70.2
Wet	93	18.4	8,084	18.6	22,313	17.3	30,490	17.6
Loose Snow	7	1.4	968	2.2	5,400	4.2	6,375	3.7
Slush	4	0.8	598	1.4	2,703	2.1	3,305	1.9
Packed Snow	4	0.8	505	1.2	3,158	2.5	3,667	2.1
Ice	17	3.4	1,033	2.4	5,356	4.2	6,406	3.7
Mud	0	0.0	4	0.0	27	0.0	31	0.0
Loose Sand or Gravel	6	1.2	178	0.4	433	0.3	617	0.4
Spilled Liquid	0	0.0	14	0.0	28	0.0	42	0.0
Other	1	0.2	131	0.3	464	0.4	596	0.3
Total	505	100.0	43,484	100.0	128,879	100.0	172,868	100.0

PLACE OF COLLISION



4. PLACE OF COLLISION

This section identifies the location of collisions in Ontario and provides a breakdown of the various classes of collision, the number of persons killed or injured and the number of motor vehicle registrations by municipality and county. The location of collisions provides vital information to MTO and local road authorities about the safety of Ontario's roads and highways. Comparing the number of collisions and injuries within specific municipalities over the years may help to highlight trends in road safety over time. This information helps MTO and local authorities to prioritize their infrastructure projects, enforcement activities, and education campaigns.

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

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	172,868	505	43,484	128,879	568	61,001	9,019,240
Algoma							
Blind River T	22	0	2	20	0	2	
Elliot Lake C	58	0	5	53	0	4	
Huron Shores M	16	0	4	12	0	8	
Macdonald, Meredith & Aberdeen Add'l TP	1	0	0	1	0	0	
Sault Ste. Marie C	841	1	299	541	1	444	
Provincial Highway	485	5	102	378	5	145	
Other Areas	250	1	51	198	1	90	
Algoma Total	1,673	7	463	1,203	7	693	120,315
Brant							
Brantford C	973	3	264	706	3	351	
Provincial Highway	273	1	55	217	1	86	
Other Areas	486	11	119	356	12	204	
Brant Total	1,732	15	438	1,279	16	641	99,345

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Bruce							
Arran-Elderslie M	74	1	5	68	1	6	
Brockton M	344	1	65	278	1	99	
Huron-Kinloss TP	169	0	32	137	0	40	
Kincardine M	97	0	18	79	0	24	
Saugeen Shores T	132	0	29	103	0	45	
South Bruce Peninsula T	66	0	14	52	0	14	
Provincial Highway	222	1	47	174	1	82	
Other Areas	253	0	47	206	0	76	
Bruce Total	1,357	3	257	1,097	3	386	72,387
Chatham-Kent							
Provincial Highway	173	6	31	136	8	57	
Other Areas	984	6	228	750	7	313	
Chatham-Kent Total	1,157	12	259	886	15	370	90,037
Cochrane							
Black River-Matheson TP	4	0	0	4	0	0	
Cochrane T	1	0	0	1	0	38	
Hearst T	19	0	6	13	0	8	
Iroquois Falls T	24	0	3	21	0	3	
Kapuskasing T	51	0	9	42	0	14	
Timmins C	372	2	102	268	4	152	
Provincial Highway	367	4	60	303	4	93	
Other Areas	213	0	49	164	0	23	
Cochrane Total	1,051	6	229	816	8	331	92,794
Dufferin							
Amaranth TP	13	1	11	1	3	14	
East Garafraxa TP	277	1	8	268	1	8	
East Luther Grand Valley TP	92	0	6	86	0	7	
Melancthon TP	66	0	9	57	0	11	
Mono T	49	2	21	26	2	32	
Mulmur TP	29	2	6	21	2	13	
Orangeville T	81	0	37	44	0	50	
Shelburne T	69	0	6	63	0	13	
Provincial Highway	154	2	37	115	3	57	
Other Areas	226	0	65	161	0	97	
Dufferin Total	1,056	8	206	842	11	302	48,388

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Durham							
Ajax T	536	1	266	269	1	388	
Brock TP	115	2	26	87	2	32	
Clarington M	471	3	155	313	3	213	
Oshawa C	1,113	3	474	636	3	648	
Pickering C	549	1	207	341	1	314	
Scugog TP	230	2	48	180	2	79	
Uxbridge TP	238	1	47	190	1	66	
Whitby T	661	2	277	382	2	412	
Provincial Highway	1,607	2	341	1,264	2	512	
Other Areas	97	0	34	63	0	44	
Durham Total	5,617	17	1,875	3,725	17	2,708	454,143
Elgin							
Aylmer T	43	1	6	36	1	9	
Bayham M	61	0	8	53	0	12	
Central Elgin M	136	2	22	112	2	38	
Dutton-Dunwich M	48	0	4	44	0	5	
Malahide TP	68	2	15	51	2	22	
Southwold TP	53	0	9	44	0	13	
St. Thomas C	243	1	53	189	2	76	
West Elgin M	28	0	5	23	0	5	
Provincial Highway	186	1	38	147	1	63	
Other Areas	81	0	9	72	0	17	
Elgin Total	947	7	169	771	8	260	78,603
Essex							
Amherstburg T	174	0	25	149	0	32	
Essex T	1	0	0	1	2	117	
Kingsville T	375	2	80	293	0	49	
Lakeshore T	183	0	34	149	5	77	
LaSalle T	255	4	49	202	0	76	
Leamington M	280	0	59	221	1	72	
Tecumseh T	273	1	52	220	7	1,156	
Windsor C	3440	7	834	2599	0	5	
Provincial Highway	247	2	55	190	2	121	
Other Areas	239	0	49	190	0	58	
Essex Total	5,467	16	1,237	4,214	17	1,763	272,795

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Frontenac							
Central Frontenac TP	1	0	0	1	1	12	
Frontenac Islands TP	25	0	7	18	0	11	
Kingston C	871	1	324	546	1	404	
North Frontenac TP	1	0	0	1	2	6	
South Frontenac TP	12	2	2	8	0	64	
Provincial Highway	295	3	44	248	5	65	
Other Areas	352	1	63	288	0	5	
Frontenac Total	1,557	7	440	1,110	9	567	116,042
Grey							
The Blue Mountains T	102	1	10	91	1	11	
Chatsworth TP	62	2	5	55	2	8	
Georgian Bluffs TP	3	0	1	2	0	1	
Grey Highlands M	10	0	3	7	0	4	
Hanover T	64	0	7	57	0	10	
Meaford M	119	0	20	99	0	28	
Owen Sound C	207	0	54	153	0	72	
Southgate TP	55	0	12	43	0	13	
West Grey M	248	1	41	206	1	67	
Provincial Highway	349	0	65	284	0	96	
Other Areas	383	0	78	305	0	127	
Grey Total	1,602	4	296	1,302	4	437	80,648
Haldimand-Norfolk							
Provincial Highway	202	2	60	140	3	97	
Other Areas	1,368	4	275	1,089	4	391	
Haldimand-Norfolk Total	1,570	6	335	1,229	7	488	101,565
Haliburton							
Algonquin Highlands TP	1	0	0	1	0	1	
Dysart et al TP	66	0	7	59	0	10	
Highlands East M	1	0	0	1	0	1	
Minden Hills TP	54	0	7	47	0	8	
Provincial Highway	195	1	27	167	1	41	
Other Areas	129	1	20	108	2	25	
Haliburton Total	446	2	61	383	3	86	23,890

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Halton							
Burlington C	1,548	2	327	1,219	2	414	
Halton Hills T	538	2	121	415	2	167	
Milton T	892	5	190	697	5	270	
Oakville T	1,517	0	271	1,246	0	356	
Provincial Highway	2,098	2	347	1,749	2	528	
Other Areas	58	0	9	49	0	12	
Halton Total	6,651	11	1,265	5,375	11	1,747	373,114
Hamilton							
Hamilton C	4,431	17	1,777	2,637	19	2,447	
Provincial Highway	992	3	183	806	3	254	
Other Areas	0	0	0	0	0	0	
Hamilton Total	5,423	20	1,960	3,443	22	2,701	322,195
Hastings							
Bancroft T	55	0	10	45	0	15	
Belleville C	683	2	153	528	2	193	
Centre Hastings M	13	0	3	10	0	4	
Deseronto T	17	0	6	11	0	7	
Faraday TP	12	0	0	12	0	0	
Hastings Highlands M	0	0	0	0	0	0	
Madoc TP	15	0	0	15	0	22	
Marmora and Lake M	14	0	2	12	0	2	
Stirling-Rawdon TP	41	0	12	29	0	22	
Tweed M	64	1	11	52	1	18	
Tyendinaga TP	48	0	14	34	0	19	
Provincial Highway	502	6	87	409	8	136	
Other Areas	963	3	174	786	3	204	
Hastings Total	2,427	12	472	1,943	14	642	124,159
Huron							
Ashfield-Colborne- Wawanosh TP	20	0	1	19	0	2	
Bluewater M	0	0	0	0	0	0	
Central Huron M	3	0	0	3	0	0	
Goderich T	88	0	11	77	0	4	
Howick TP	48	2	7	39	2	9	
Huron East M	3	0	0	3	0	1	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Morris-Turnberry M	32	0	7	25	0	10	
North Huron TP	7	0	1	6	0	2	
South Huron M	0	0	0	0	0	1	
Provincial Highway	140	1	31	108	1	50	
Other Areas	598	2	102	494	2	144	
Huron Total	939	5	160	774	5	223	54,042
Kawartha Lakes							
Kawartha Lakes C	867	4	187	676	4	249	
Provincial Highway	194	5	44	145	5	73	
Other Areas	8	0	2	6	0	4	
Kawartha Lakes Total	1,069	9	233	827	9	326	74,482
Kenora							
Dryden C	123	0	7	116	0	9	
Kenora C	331	0	29	302	0	38	
Red Lake M	27	0	1	26	0	1	
Sioux Lookout M	34	0	5	29	0	5	
Provincial Highway	762	6	108	648	7	168	
Other Areas	114	3	16	95	3	26	
Kenora Total	1,391	9	166	1,216	10	247	56,050
Lambton							
Brooke-Alvinston TP	26	0	7	19	0	14	
Dawn-Euphemia TP	37	0	5	32	0	8	
Enniskillen TP	42	1	4	37	1	8	
Petrolia T	25	0	4	21	0	4	
Plympton-Wyoming T	45	1	7	37	1	9	
Point Edward V	6	0	1	5	0	3	
Sarnia C	764	2	147	615	2	191	
St. Clair TP	1	0	0	1	0	1	
Warwick TP	44	1	8	35	1	11	
Provincial Highway	173	2	39	132	3	59	
Other Areas	281	3	51	227	4	66	
Lambton Total	1,444	10	273	1,161	12	374	101,647

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lanark							
Beckwith TP	45	0	6	39	0	8	
Carleton Place T	77	0	7	70	0	8	
Lanark Highlands TP	131	0	19	112	0	26	
Mississippi Mills T	80	0	8	72	0	10	
Montague TP	29	0	8	21	0	8	
Perth T	257	0	45	212	0	66	
Smiths Falls ST	174	0	23	151	0	26	
Tay Valley TP	2	0	1	1	0	1	
Provincial Highway	157	1	23	133	1	38	
Other Areas	285	1	41	243	1	57	
Lanark Total	1,237	2	181	1,054	2	248	63,132
Leeds & Grenville							
Athens TP	37	0	7	30	0	10	
Augusta TP	71	0	13	58	0	17	
Brockville C	333	1	54	278	1	78	
Edwardsburgh/ Cardinal TP	73	1	14	58	1	20	
Elizabethtown-Kitley TP	94	3	17	74	3	26	
Front of Yonge TP	20	1	5	14	1	6	
Gananoque ST	3	0	1	2	0	6	
Leeds and the Thousand Islands TP	47	0	4	43	0	1	
Merrickville-Wolford V	27	0	3	24	0	4	
North Grenville M	225	1	37	187	1	49	
Prescott ST	91	0	22	69	0	31	
Rideau Lakes TP	92	2	12	78	2	19	
Provincial Highway	91	0	22	69	4	152	
Other Areas	1058	4	173	881	2	136	
Leeds & Grenville Total	2,262	13	384	1,865	15	555	93,956

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lennox & Addington							
Addington Highlands TP	14	0	2	12	0	5	
Greater Napanee T	178	0	35	143	0	51	
Loyalist TP	95	1	15	79	2	21	
Stone Mills TP	63	0	11	52	0	16	
Provincial Highway	227	1	41	185	1	57	
Other Areas	22	1	4	17	1	5	
Lennox & Addington Total	599	3	108	488	4	155	36,132
Manitoulin							
Central Manitoulin M	6	0	0	6	0	1	
Provincial Highway	227	0	29	198	0	39	
Other Areas	101	0	20	81	0	28	
Manitoulin Total	334	0	49	285	0	68	15,926
Middlesex							
Adelaide-Metcalf TP	66	1	9	56	1	10	
London C	3,292	10	1,504	1,778	12	2,171	
Lucan Biddulph TP	38	0	12	26	0	18	
Middlesex Centre M	328	1	60	267	2	99	
North Middlesex M	2	0	0	2	0	0	
Southwest Middlesex M	1	0	0	1	0	0	
Strathroy-Caradoc TP	201	1	39	161	1	63	
Provincial Highway	344	1	62	281	1	88	
Other Areas	523	4	105	414	4	153	
Middlesex Total	4,795	18	1,791	2,986	21	2,602	297,220
Muskoka							
Bracebridge T	268	1	40	227	1	50	
Georgian Bay TP	33	2	5	26	2	10	
Gravenhurst T	86	1	14	71	1	19	
Huntsville T	227	0	37	190	0	44	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lake Of Bays TP	21	0	4	17	0	4	
Muskoka Lakes TP	128	1	17	110	1	26	
Provincial Highway	589	1	96	492	1	130	
Other Areas	2	0	0	2	0	0	
Muskoka Total	1,354	6	213	1,135	6	283	66,788
Niagara							
Fort Erie T	215	1	42	172	1	53	
Grimsby T	128	0	16	112	0	20	
Lincoln T	152	1	24	127	1	35	
Niagara Falls C	954	1	128	825	1	168	
Niagara-On-The-Lake T	155	3	21	131	3	32	
Pelham T	103	2	18	83	4	30	
Port Colborne C	118	0	19	99	0	25	
St. Catharines C	1372	1	189	1182	1	243	
Thorold C	188	3	28	157	3	40	
Wainfleet TP	48	2	13	33	2	16	
Welland C	444	1	79	364	1	104	
West Lincoln TP	94	0	15	79	0	18	
Provincial Highway	996	4	195	797	4	309	
Other Areas	170	0	20	150	0	24	
Niagara Total	5,137	19	807	4,311	21	1,117	329,626
Nipissing							
Bonfield TP	10	0	0	10			
East Ferris TP	12	0	2	10	0	2	
Mattawa T	121	0	8	113	0	2	
North Bay C	121	0	8	113	2	198	
West Nipissing M	99	0	19	80	0	20	
Provincial Highway	658	3	148	507	3	211	
Other Areas	389	4	168	217	2	49	
Nipissing Total	1,410	7	353	1,050	7	482	86,130
Northumberland							
Alnwick-Haldimand TP	39	1	6	32	1	11	
Brighton M	102	0	30	72	0	38	
Cobourg T	200	0	27	173	0	29	
Cramahe TP	36	0	10	26	0	16	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Hamilton TP	39	0	10	29	0	13	
Port Hope M	138	1	29	108	1	41	
Trent Hills M	8	0	3	5	0	4	
Provincial Highway	331	0	71	260	0	109	
Other Areas	306	1	59	246	1	78	
Northumberland Total	1,199	3	245	951	3	339	77,928
Ottawa							
Ottawa C	12,955	16	2,361	10,578	17	3,176	
Provincial Highway	1,295	3	192	1,100	3	258	
Other Areas	47	0	5	42	0	6	
Ottawa Total	14,297	19	2,558	11,720	20	3,440	545,553
Oxford							
East Zorra-Tavistock TP	35	0	7	28	0	13	
Ingersoll T	102	0	20	82	0	24	
Norwich TP	137	2	29	106	2	48	
Tillsonburg T	135	0	18	117	0	23	
Woodstock C	393	0	94	299	0	123	
Zorra TP	144	2	22	120	3	35	
Provincial Highway	404	0	78	326	0	129	
Other Areas	294	2	61	231	2	92	
Oxford Total	1,644	6	329	1,309	7	487	92,678
Parry Sound							
Magnetawan M	9	0	2	7	0	4	
Mcdougall M	21	0	3	18	0	3	
Nipissing TP	6	0	0	6	0	1	
Parry Sound T	125	0	25	100	0	27	
Perry TP	6	0	1	5	0	2	
Powassan M	8	0	2	6	0	2	
Provincial Highway	592	4	106	482	7	167	
Other Areas	122	0	20	102	0	25	
Parry Sound Total	889	4	159	726	7	231	57,924

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Peel							
Brampton C	4,947	10	1,312	3,625	10	1,912	
Caledon T	859	4	173	682	4	269	
Mississauga C	6,107	15	1,299	4,793	16	1,766	
Provincial Highway	3,190	7	701	2,482	9	1,097	
Other Areas	588	0	151	437	0	199	
Peel Total	15,691	36	3,636	12,019	39	5,243	798,137
Perth							
North Perth M	122	0	19	103	0	24	
Perth East TP	12	1	2	9	11	7	
Perth South TP	83	0	13	70	0	22	
St. Marys ST	39	0	8	31	0	10	
Stratford C	355	0	73	282	0	95	
West Perth M	56	1	10	45	1	13	
Provincial Highway	133	0	38	95	0	55	
Other Areas	535	2	143	390	2	202	
Perth Total	1,335	4	306	1,025	14	428	61,158
Peterborough							
Asphodel-Norwood TP	40	0	11	29	0	14	
Cavan-Monaghan TP	46	0	13	33	0	19	
Douro-Dummer TP	60	1	8	51	1	22	
Galway-Cavendish-Harvey TP	47	0	6	41	0	8	
Havelock-Belmont-Methuen TP	4	0	0	4	0	1	
North Kawartha TP	23	0	6	17	0	7	
Otonabee-South Monaghan TP	44	0	9	35	0	10	
Peterborough C	826	2	354	470	2	468	
Smith-Ennismore-Lakefield TP	160	0	37	123	0	49	
Provincial Highway	285	1	63	221	1	87	
Other Areas	85	3	19	63	3	26	
Peterborough Total	1,620	7	526	1,087	7	711	114,092

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Prescott & Russell							
Alfred and Plantagenet TP	13	0	3	10	0	4	
Casselman V	35	0	3	32	0	3	
Clarence-Rockland C	246	1	42	203	1	59	
East Hawkesbury TP	26	1	5	20	1	6	
Hawkesbury T	173	1	20	152	0	1	
The Nation M	194	1	44	149	1	55	
Russell TP	151	1	31	119	1	37	
Provincial Highway	156	0	32	124	0	45	
Other Areas	188	2	40	146	3	69	
Prescott & Russell Total	1,182	7	220	955	7	279	92,266
Prince Edward							
Provincial Highway	26	1	3	22	1	5	
Other Areas	433	4	70	359	4	98	
Prince Edward Total	459	5	73	381	5	103	24,623
Rainy River							
Atikokan T	18	0	1	17	0	1	
Fort Frances T	104	0	10	94	0	11	
Provincial Highway	269	1	29	239	1	39	
Other Areas	72	1	9	62	1	10	
Rainy River Total	463	2	49	412	2	61	24,013
Renfrew							
Admaston-Bromley TP	7	0	1	6	0	1	
Arnprior T	61	0	13	48	0	17	
Bonnechere Valley TP	3	0	0	3	0	1	
Brudenell, Lyndoch and Raglan TP	10	0	3	7	0	4	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Deep River T	10	0	1	9	0	1	
Greater Madawaska TP	0	0	0	0	0	1	
Horton TP	29	0	5	24	0	6	
Laurentian Hills T	26	0	4	22	0	5	
Laurentian Valley TP	93	0	22	71	0	33	
Madawaska Valley TP	0	0	0	0	0	1	
McNab-Braeside TP	32	0	9	23	0	11	
North Algona Wilberforce TP	12	0	2	10	0	4	
Pembroke C	197	0	36	161	0	54	
Petawawa T	105	0	12	93	0	17	
Renfrew T	226	0	34	192	0	48	
Whitewater Region TP	0	0	0	0	0	1	
Provincial Highway	411	6	65	340	7	95	
Other Areas	241	1	39	201	1	49	
Renfrew Total	1,463	7	246	1,210	8	349	104,554
Simcoe							
Adjala-Tosorontio TP	89	1	15	73	1	24	
Barrie C	1,338	3	420	915	3	565	
Bradford West Gwillimbury T	331	1	55	275	1	83	
Clearview TP	257	0	47	210	0	70	
Collingwood T	278	0	46	232	0	54	
Essa TP	202	1	35	166	2	51	
Innisfil T	367	0	67	300	0	96	
Midland T	185	0	43	142	0	61	
New Tecumseth T	224	0	45	179	0	55	
Orillia C	312	1	77	234	1	107	
Oro-Medonte TP	48	1	10	37	1	18	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Penetanguishene T	46	1	9	36	1	11	
Ramara TP	68	0	17	51	0	21	
Severn TP	81	1	21	59	1	32	
Tay TP	94	0	17	77	0	21	
Tiny TP	94	0	21	73	0	31	
Wasaga Beach T	158	0	26	132	0	39	
Provincial Highway	1,588	6	256	1,326	6	432	
Other Areas	465	2	98	365	2	167	
Simcoe Total	6,225	18	1,325	4,882	19	1,938	385,283
Stormont, Dundas & Glengarry							
Cornwall C	433	0	125	308	0	168	
North Dundas TP	6	0	2	4	0	1	
North Glengarry TP	138	2	13	123	3	14	
North Stormont TP	42	0	11	31	0	17	
South Dundas TP	6	0	1	5	0	1	
South Glengarry TP	107	0	18	89	0	25	
South Stormont TP	113	1	14	98	1	21	
Provincial Highway	353	0	60	293	0	112	
Other Areas	194	0	29	165	0	38	
Stormont, Dundas & Glengarry Total	1,392	3	273	1,116	4	397	97,339
Sudbury							
Chapleau TP	12	0	0	12	0	1	
Espanola T	39	0	8	31	0	10	
French River M	7	0	0	7	1	566	
Greater Sudbury C	1,510	1	393	1,116	0	1	
Markstay-Warren M	4	0	0	4	0	1	
Provincial Highway	722	9	166	547	13	277	
Other Areas	194	3	42	149	3	55	
Sudbury Total	2,488	13	609	1,866	17	911	195,015

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Thunder Bay							
Greenstone M	6	0	2	4	0	3	
Manitouwadge TP	4	0	1	3	0	1	
Marathon T	11	0	1	10	0	2	
Neebing M	8	0	3	5	0	3	
Nipigon TP	7	0	2	5	0	3	
Oliver Paipoonge M	30	0	7	23	0	12	
Shuniah M	22	1	3	18	1	7	
Terrace Bay TP	6	0	2	4	0	2	
Thunder Bay C	1,540	1	299	1,240	1	411	
Provincial Highway	1,000	6	128	866	9	201	
Other Areas	95	0	18	77	0	23	
Thunder Bay Total	2,729	8	466	2,255	11	668	146,420
Timiskaming							
Englehart T	11	0	4	7	0	4	
Kirkland Lake T	70	0	8	62	0	10	
Temiskaming Shores C	73	0	9	64	0	10	
Provincial Highway	290	1	72	217	1	111	
Other Areas	129	0	35	94	0	52	
Timiskaming Total	573	1	128	444	1	187	40,352
Toronto							
Toronto C	25,457	40	9,994	15,423	40	13,611	
Provincial Highway	6,691	8	1,229	5,454	9	1,949	
Other Areas	0	0	0	0	0	0	
Toronto Total	32,148	48	11,223	20,877	49	15,560	1,165,218

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Waterloo							
Cambridge C	1,199	0	388	811	0	554	
Kitchener C	1,908	2	624	1,282	2	878	
North Dumfries TP	116	1	32	83	1	44	
Waterloo C	1154	3	378	773	3	497	
Wellesley TP	55	1	12	42	1	22	
Wilmot TP	156	0	45	111	0	70	
Woolwich TP	277	2	72	203	2	87	
Provincial Highway	1,129	2	244	883	2	339	
Other Areas	10	0	1	9	0	1	
Waterloo Total	6,004	11	1,796	4,197	11	2,492	360,434
Wellington							
Centre Wellington TP	222	3	25	194	4	34	
Erin T	129	1	25	103	1	42	
Guelph C	1,135	5	401	729	5	553	
Guelph/Eramosa TP	161	1	29	131	1	46	
Mapleton TP	197	0	44	153	0	66	
Minto T	92	1	23	68	1	31	
Puslinch TP	157	0	21	136	0	24	
Wellington North TP	79	0	16	63	0	22	
Provincial Highway	640	1	127	512	1	187	
Other Areas	942	1	64	877	1	84	
Wellington Total	3,754	13	775	2,966	14	1,089	163,205
York							
Aurora T	445	0	96	349	0	127	
East Gwillimbury T	353	3	78	272	4	132	
Georgina T	641	5	161	475	5	206	
King TP	314	1	75	238	1	100	
Markham T	2263	5	797	1461	5	1,097	
Newmarket T	754	1	149	604	1	196	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2012 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Richmond Hill T	1315	6	476	833	7	654	
Vaughan C	2878	4	1031	1843	4	1,439	
Whitchurch Stouffville T	252	2	73	177	2	93	
Provincial Highway	1,491	3	284	1,204	4	432	
Other Areas	23	0	6	17	0	7	
York Total	10,729	30	3,226	7,473	33	4,483	727,497

* This number does not match the vehicle population in Table 5.5; it does not include 10,604 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.

In 2012, the totals in Table 4.1 do not include some collisions that were recorded in Ontario's new e-collision system. This issue will be addressed in future annual reports.

THE VEHICLE

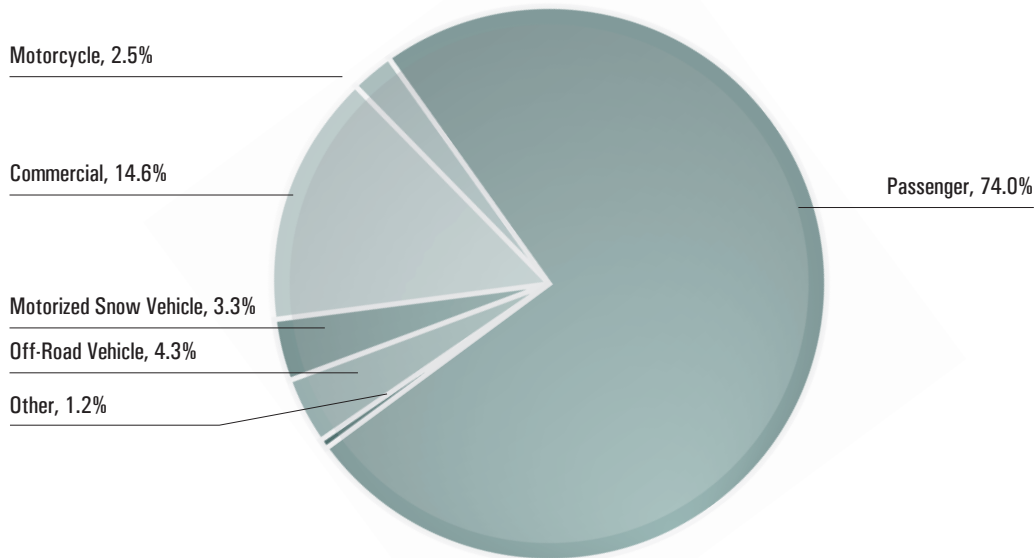


5. THE VEHICLE

This section examines the types of vehicles involved in motor vehicle collisions in Ontario. In 2012, passenger vehicles made up 74 per cent of the vehicle population in Ontario; however, they also represented about 71 per cent of all vehicles involved in collisions.

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

Figure 5 Vehicle Population by Vehicle Class in Ontario, 2012



5A. VEHICLES IN COLLISIONS

Table 5.1: Vehicles Involved in Collisions by Class of Collision, 2012

Type of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	449	59,618	163,460	223,527
Passenger Van	54	5,882	15,813	21,749
Motorcycle & Moped	64	1,879	714	2,657
Pick-up Truck	114	6,079	24,257	30,450
Delivery Van	13	773	3,208	3,994
Tow Truck	1	99	379	479
Truck	97	2,225	11,465	13,787
Bus	8	843	2,752	3,603
School Vehicle	2	179	1,018	1,199
Off-Road Vehicle	3	32	40	75
Snowmobile	2	15	28	45
Snow Plow	1	21	164	186
Emergency Vehicle	9	268	1,333	1,610
Farm Vehicle	0	45	134	179
Construction Equipment	0	38	170	208
Motor Home	0	7	78	85
Railway Train	3	11	18	32
Street Car	0	103	299	402
Bicycle	30	2,900	622	3,552
Other	0	0	3	3
Other Non-Motor Vehicle	3	154	271	428
Unknown	1	399	4,462	4,862
Total	854	81,570	230,688	313,112

Table 5.2: Condition of Vehicle by Class of Collision, 2012

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	820	78,353	216,345	295,518
Service Brakes Defective	0	43	113	156
Steering Defective	0	10	28	38
Tire Puncture or Blow Out	0	29	63	92
Tire Tread Insufficient	0	11	27	38
Headlamps Defective	0	2	8	10
Other Lamps or Reflectors Defective	2	6	9	17
Engine Controls Defective	0	3	9	12
Wheels or Suspension Defective	0	8	50	58
Vision Obscured	0	6	39	45
Trailer Hitch Defective	0	0	8	8
Other Defects	11	367	1,973	2,351
Unknown	21	2,732	12,016	14,769
Total	854	81,570	230,688	313,112

Table 5.3: Model Year of Vehicle by Class of Collision, 2012

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2013	6	392	1,556	1,954
2012	34	3,602	12,056	15,692
2011	56	4,862	15,699	20,617
2010	48	5,466	17,015	22,529
2009	41	4,787	14,413	19,241
2008	61	5,499	16,721	22,281
2007	59	6,310	18,399	24,768
2006	58	5,613	16,611	22,282
2005	47	5,618	16,249	21,914
2004	50	4,924	13,642	18,616
2003 and earlier	352	29,931	78,725	109,008
Unknown	42	4,566	9,602	14,210
Total	854	81,570	230,688	313,112

Table 5.4: Insurance Status of Vehicle by Class of Collision, 2012

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	742	76,125	219,130	295,997
Not Insured	31	1,117	1,165	2,313
Unknown	81	4,328	10,393	14,802
Total	854	81,570	230,688	313,112

5B. PUTTING THE VEHICLE IN CONTEXT

Table 5.5: Vehicle Population by Type of Vehicle, 2012

Vehicle Class	Vehicle Population
Passenger	6,683,622
Motorcycle	228,303
Moped	1,022
Commercial*	1,318,351
Bus	23,750
School Bus	10,197
Motorized Snow Vehicle	297,859
Off-Road Vehicle	390,821
Road Building Machinery	381
Permanent Apparatus	2,603
Farm Trucks	72,935
Total	9,029,844

* Excludes vehicles registered under the PRORATE-P program (64,348 vehicles)

Table 5.6: Selected Types of Vehicles by Model Year, 2012

Vehicle Class	Model Year												Total
	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003 and earlier		
Passenger	139,016	455,922	443,750	506,598	425,218	484,552	508,977	470,150	466,850	394,555	2,388,034	6,683,622	
Motorcycle	623	7,050	8,909	8,827	17,649	18,543	17,917	16,543	13,899	12,183	106,160	228,303	
Moped	4	1	1	15	18	10	15	63	187	47	661	1,022	
Commercial*	17,782	83,826	104,657	98,009	72,149	92,915	97,126	88,050	83,509	80,547	575,700	1,394,270	
Bus	1,455	2,223	2,269	2,455	2,983	2,268	2,068	3,054	2,232	2,680	10,260	33,947	
Motorized Snow Vehicle	2,563	5,199	5,558	6,299	6,949	5,800	7,759	8,452	7,815	7,741	233,724	297,859	
Off-Road Vehicle	2,237	12,480	14,123	9,840	18,481	23,239	27,410	24,117	23,879	25,372	209,643	390,821	
Total	163,680	566,701	579,267	632,043	543,447	627,327	661,272	610,429	598,371	523,125	3,524,182	9,029,844	

* Excludes vehicles registered under the PRORATE-P program (64,348 vehicles)

Table 5.7: Vehicle Damage Level by Class of Collision, 2012

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	40	7,920	14,423	22,383
Light	84	21,828	98,023	119,935
Moderate	116	21,582	72,059	93,757
Severe	151	17,325	24,679	42,155
Demolished	436	8,374	5,521	14,331
Unknown	27	4,541	15,983	20,551
Total	854	81,570	230,688	313,112

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 in the centre of public scrutiny.

6A. MOTORCYCLES

Table 6.1: Motorcyclists* Killed and Injured, 2003–2012

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
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
2011	36	1,326	2	478
2012	54	1,338	1	478

* Excludes hangers on, moped drivers and passengers.

Table 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2012

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	3.3
Under 25 Years Old	19.7
Alcohol Used	
Ability Impaired Alcohol > 0.08	11.5
Had Been Drinking	9.8
Unknown	3.3
Helmet Not Worn (Fatalities)	1.6
Motorcycle Driver Error	
Speed Too Fast/Lost Control	45.8
Other Error	15.3
Single Vehicle Collisions	34.5
Day/Night	73/27
Weekend	40.0

6B. SCHOOL VEHICLES

Table 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions – School Years 2007/2008–2011/2012

School Year	Pupils Transported Daily	Number of School Vehicles in Collisions
2007/2008	787,580	1,306
2008/2009	817,888	1,292
2009/2010	818,190	1,059
2010/2011	824,102	1,154
2011/2012	823,462	1,010

Table 6.4: Collisions Involving School Vehicles by Type & Nature of Collision 2011/2012

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2007/2008–2011/2012)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	2	47	97	797	943	5,418
School Van	1	2	2	27	32	209
Other School Vehicles	0	2	4	24	30	189
Total	3	51	103	848	1,005	5,816

Table 6.5: Pupil Injury by Collision Event and Vehicle Type, 2011/2012 (Number of Persons)

School Vehicle Type	Collision Event									
	Crossing Road		Within School Vehicle		Other		Total		Five Year Total (2007/2008 - 2011/2012)	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	124	0	7	0	131	0	501
School Van	0	0	1	1	0	0	1	1	1	16
Other School Vehicles	0	0	0	0	0	0	0	0	0	3
Total	0	0	1	125	0	7	1	132	1	520

6C. LARGE TRUCKS

Table 6.6: Number of Persons Killed in Collisions Involving Large Trucks, 2008–2012

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2008	47	36.2	130	20.6
2009	27	27.3	99	17.6
2010	30	27.5	109	18.8
2011	30	29.7	101	20.3
2012	21	21.0	100	17.6
Total	155	28.3	539	19.0%

Table 6.7: Number of Large Trucks in All Classes of Collisions, 2012

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	27	992	5,132	6,151
Straight Truck & Trailer	6	85	440	531
Tractor Only	4	466	2,527	2,997
Tractor & Semi-Trailer	55	590	2,848	3,493
"A-C" Train Double	0	13	57	70
"B" Train Double	2	20	95	117
Other/Unknown	4	158	745	907
Total	98	2,324	11,844	14,266

Table 6.8: Registered Trucks, 2012

Driver Licence Required	Registered Trucks
G	1,184,853
D	79,019
A *	194,746 **
Total	1,458,618
* Tractor/trailer combination only.	
** Includes vehicles registered under the PRORATE-P program (64,348 vehicles).	

Table 6.9: Selected Factors Relevant to Fatal Large Truck Collisions, 2012

Factors in Fatal Collisions	%
Drivers	
Alcohol Involved	1
Driving Properly	68
Collisions	
Single Vehicle	24
Weather Condition – Clear	87
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*, 2008–2012

Location	Killed					Injured				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
On-Highway	10	15	9	6	6	136	142	129	127	125
Off-Highway	7	7	8	10	9	105	130	124	124	114
Total	17	22	17	16	15	241	272	253	251	239
* 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*, 2008 – 2012

Location	Killed					Injured				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
On-Highway	3	1	2	1	2	91	101	126	93	98
Off-Highway	0	1	0	1	2	66	79	37	65	73
Total	3	2	2	2	4	157	180	163	158	171
* 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*, 2008 – 2012

Location	Killed					Injured				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
On-Highway	0	0	0	0	0	4	5	4	4	5
Off-Highway	0	0	0	0	0	2	3	4	4	5
Total	0	0	0	0	0	6	8	8	8	10

* 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, 2008–2012

Year	Vehicles Registered
2008	324,099
2009	341,811
2010	358,835
2011	374,784
2012	390,821

Table 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2012

Factors	%
Drivers Under 25 Years of Age	41
Alcohol Used	25
Speeding	19
Helmet Not Worn	42
Daytime	76
Two-Wheeled	16
Three-Wheeled	3
Four-Wheeled	81

6E. MOTORIZED SNOW VEHICLES

Table 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2007/2008–2011/2012

Location	Killed					Injured				
	07/08	08/09	09/10	10/11	11/12	07/08	08/09	09/10	10/11	11/12
On-Highway	4	7	6	5	2	56	51	31	35	33
Off-Highway	17	17	17	15	9	140	98	130	102	58
Total	21	24	23	20	11	196	149	161	137	91

* 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 2007/2008–2011/2012**

Location	Killed					Injured				
	07/08	08/09	09/10	10/11	11/12	07/08	08/09	09/10	10/11	11/12
On-Highway	1	1	0	0	0	24	26	8	14	16
Off-Highway	2	2	4	0	3	66	52	24	70	41
Total	3	3	4	0	3	90	78	32	84	57

* 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 2007/2008–2011/2012**

Location	Killed					Injured				
	07/08	08/09	09/10	10/11	11/12	07/08	08/09	09/10	10/11	11/12
On-Highway	0	0	0	0	0	5	7	2	1	2
Off-Highway	0	0	0	0	0	3	3	2	0	0
Total	0	0	0	0	0	8	10	4	1	2

* 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, 2008–2012

Year	Registered Motorized Snow Vehicles
2008	315,735
2009	316,562
2010	310,525
2011	304,603
2012	297,859

Table 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions, Riding Season 2011/2012

Factors	%
Unlicensed Operators	3
Rider Error; Speed too Fast	30
Alcohol Used	18
Surface Condition; Icy or Packed Snow	62

6F. BICYCLES

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

Table 6.18: Bicyclists* Killed and Injured, 2008–2012

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2008	12	2,015	0	371
2009	13	1,947	0	443
2010	17	2,087	1	422
2011	21	2,179	0	416
2012	26	2,318	0	451

* Includes hangers on

Table 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2012

Light Condition	Age Groups					Unknown	Total
	0–5	6–15	16–30	31–60	61+		
Daylight	1	11	347	434	78	1,953	2,824
Dawn	0	0	3	8	0	20	31
Dusk	0	1	27	13	3	78	122
Dark	0	2	93	92	11	367	565
Other	0	0	1	0	0	3	4
Unknown	0	0	0	0	0	0	0
Total	1	14	471	547	92	2,421	3,546

Table 6.20: Selected Factors Relevant to All Bicycle Collisions, 2012

Factors	%
Driving Properly (Bicyclist)	48
Driving Properly (Motor Vehicle Driver)	45
Intersection Related	68
Going Ahead (Bicyclist)	86
Alcohol Related (Bicyclist)	3
No Apparent Vehicle Defect (Bicycle)	98
Clear Visibility	93
Weekend	18

CONVICTION, OFFENCE AND SUSPENSION DATA



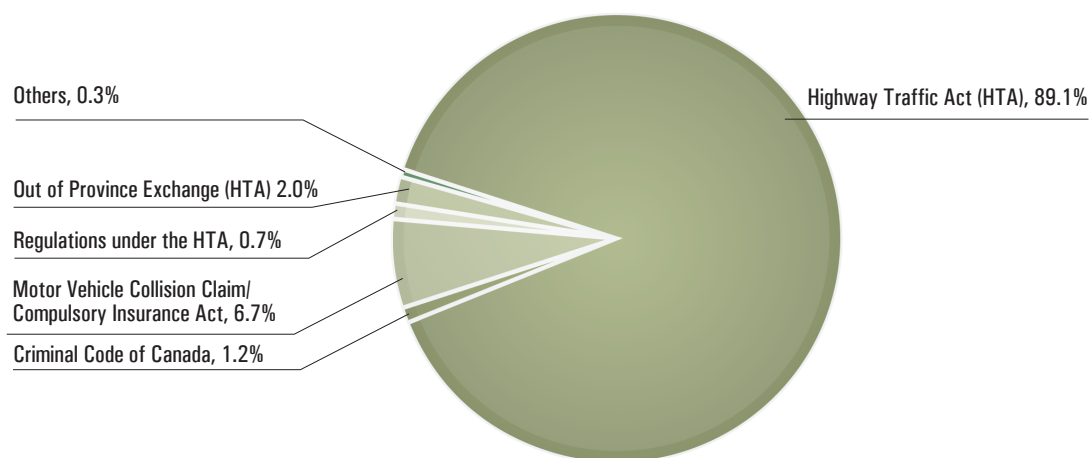
7. CONVICTION, OFFENCE AND SUSPENSION DATA

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

In 2012, nearly 90 per cent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and 1.2 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain).

In the last decade, the number of Administrative Drivers Licence Suspensions (ADLS) for drinking and driving has dropped from about 18,000 to under 16,000 occurrences annually.

Figure 7 Motor Vehicle Convictions in Ontario by Type, 2012



7A. CONVICTION DATA

Table 7.1: Summary of Motor Vehicle Related Convictions, 2012

Convictions*	Number
Highway Traffic Act (HTA)	1,272,763
Regulations under the HTA	10,123
Criminal Code of Canada**	17,314
Municipal By-Law***	-
Motor Vehicle Collision Claim/Compulsory Insurance Act	95,630
Motorized Snow Vehicles Act	1,536
Off-Road Vehicles Act	1,468
Out of Province Exchange (HTA)	28,590
Others****	1,305
Total	1,428,729

* Includes manually recorded convictions.
 ** This figure does not include 296 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, 2012

Convictions*	Number
Equipment	21,409
Administrative*	189,859
Seat Belt (Driver & Passenger)**	31,398
Other Non-Pointable Convictions***	167,452
Speeding	719,493
Other Pointable Convictions (2 - 4 pts)	117,643
Other Pointable Convictions (5 - 7 pts)	10,136
Driving While Suspended	15,373
Total	1,272,763

* 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, 2012*

Convictions	Number
Alcohol Related**	13,539
Criminal Negligence	3
Fail to Remain at Collision	371
Fail to Stop for Police Officer	366
Driving While Disqualified	2,038
Dangerous Driving	997
Motor Manslaughter	0
Total	17,314

* This figure does not include 296 convictions for young offenders under the Criminal Code.
** Includes some out-of-province convictions.

7B. OFFENCE DATA

Table 7.4: Number of Driver* Convictions for Criminal Code of Canada Offences, 2003–2012**

Conviction Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Criminal Negligence	23	13	18	15	18	14	12	9	4	2
Fail to Remain	579	566	502	532	543	529	429	420	353	185
Dangerous Driving	1,165	1,124	1,281	1,353	1,303	1,316	1,182	967	856	566
Impaired Driving	7,357	6,678	6,575	6,640	6,836	7,045	6,869	6,540	5,710	4,222
Blood/Alcohol over .08	5,674	5,381	5,296	5,040	5,441	5,950	6,252	6,070	6,117	4,942
Fail to Provide Breath Sample	1,163	1,057	1,009	1,034	1,053	1,065	1,097	1,138	934	598
Driving While Disqualified	1,819	1,806	1,809	1,852	1,851	1,931	2,003	2,163	2,138	1,291
Motor Manslaughter	0	0	1	1	3	2	0	1	0	0
Undefined	477	425	446	506	471	510	473	417	341	283
Total	18,257	17,050	16,937	16,973	17,519	18,362	18,317	17,725	16,453	12,089

* 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, 2003–2012

Suspensions	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
January	1,349	1,203	1,330	1,228	1,210	1,183	1,368	1,298	1,154	1,071
February	1,391	1,501	1,330	1,197	1,206	1,259	1,401	1,140	1,219	1,230
March	1,566	1,400	1,424	1,317	1,410	1,438	1,502	1,252	1,332	1,236
April	1,412	1,494	1,393	1,340	1,375	1,297	1,391	1,363	1,304	1,284
May	1,578	1,528	1,468	1,247	1,430	1,472	1,533	1,486	1,342	1,212
June	1,608	1,391	1,366	1,307	1,456	1,547	1,373	1,296	1,360	1,265
July	1,589	1,483	1,531	1,452	1,480	1,533	1,489	1,454	1,475	1,338
August	1,639	1,476	1,317	1,399	1,455	1,686	1,482	1,400	1,281	1,393
September	1,498	1,385	1,386	1,396	1,517	1,536	1,458	1,360	1,303	1,359
October	1,568	1,555	1,450	1,487	1,444	1,673	1,412	1,416	1,354	1,285
November	1,591	1,377	1,315	1,412	1,392	1,556	1,656	1,344	1,313	1,314
December	1,578	1,468	1,645	1,709	1,533	1,463	1,374	1,411	1,467	1,523
Total	18,367	17,261	16,955	16,491	16,908	17,643	17,439	16,220	15,904	15,510

* See Appendix for a more detailed explanation of ADLS.

7C. SUSPENSION DATA

Table 7.6: Demerit Point Suspensions by Driver Age, 2012

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	1	0	0	0
18	16	0	1	0
19	34	0	3	0
20-24	245	34	104	4
25-34	156	19	266	19
35-44	62	9	133	9
45-54	44	8	89	1
55-64	15	2	27	1
65-74	3	2	9	0
75 +	1	1	4	1
Total	577	75	636	35

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 riding in back of a pick-up.

Highway:

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

Inattentive

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

Kilometres Travelled:

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

Limited-Speed Motorcycle (Motor Scooter):

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

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

Major Injury:

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

Minimal Injury:

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

Minor Injury:

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

Motor-Assisted Bicycle (Moped):

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

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

Motor Vehicle Collision:

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

Off-Highway Collisions:

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

On-Highway Collisions:

A motor vehicle collision 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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Health Solutions Delivery Branch

Health Data Decision Support Unit

Ministry of Education

School Business Support Branch

Transportation & Cooperative Services

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