

ONTARIO ROAD SAFETY

Annual Report 2013





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ONTARIO ROAD SAFETY ANNUAL REPORT 2013

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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 2013, Ontario's fatality rate of 0.54 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 2013, the number of traffic fatalities on Ontario roads was 518, which is the second lowest number of fatalities since 1944.

The number of licensed drivers increased by 111,570 to over 9.5 million in 2013.

Ontario Road Safety Annual Report 2013

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

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

ORSAR allows the Ontario government to monitor its progress in improving road safety year-by-year. The report provides valuable data and 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.

Over the past 15 years, our province has ranked either first or second among all North American jurisdictions. Although Ontario's roads consistently rank among the safest in North America, on average one person is killed on Ontario's roads every 17 hours. 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 2013

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 2013 was 0.54 – the second lowest ever recorded. The actual number of fatalities was 518. This is the second lowest number of fatalities since 1944.

The fatality rate places Ontario second in all of North America in the number of road fatalities, behind only the District of Columbia. Ontario has now ranked first or second for 15 years in a row.

The number of injuries in Ontario was 59,570, a decrease of 18.4% over the past decade. Our injury rate of 62.1 per 10,000 licensed drivers is the lowest injury rate ever recorded.

Road Safety in Ontario: 2012 vs 2013

Category	2012	2013
Number of Fatalities	568	518
Number of Injuries	61,001	59,570
Fatality Rate per 10,000 Licensed Drivers	0.60	0.54
Injury Rate per 10,000 Licensed Drivers	64.3	62.1

Road Safety in Ontario: Significant Progress Since 2004

Category	2004	2013	Change	% Change
Number of Fatalities	799	518	(263)	(35.2)
Number of Injuries	73,008	59,570	(16,878)	(18.4)
Fatality Rate per 10,000 Licensed Drivers	0.97	0.54	(0.37)	(41.5)
Injury Rate per 10,000 Licensed Drivers	84.3	62.1	(26.9)	(26.4)

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

- New legislation that will 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 2013 indicates that our legislative initiatives, combined with strong enforcement and education, are achieving positive results. A quick look at some key statistics underlines this continuing success.

Drinking and Driving

Compared to the previous year's statistics, the number of drinking and driving fatalities decreased from 143 in 2012 to 110 in 2013 – a reduction of 23 per cent. Ontario's drinking and driving fatality rate was 0.11 per 10,000 licensed drivers, the lowest in North America.

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.

The number of fatalities attributed to drugs other than alcohol decreased from 88 in 2012 to 64 in 2013 – a reduction of 27 per cent.

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 decreased from 98 in 2012 to 72 in 2013 – a reduction of 26.5 per cent.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver decreased from 84 in 2012 to 81 in 2013 – a reduction of 3.6 per cent.

Inattentive driving was a factor in 16 per cent of all fatalities on Ontario roads in 2013.

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 almost threefold over the past 20 years, from over 77,849 in 1994 to over 279,793 in 2013.

Fatalities among senior drivers age 80 and over increased from 14 in 2012 to 27 in 2013.

Young Drivers Fatalities

Fatalities among young drivers aged 16-19 increased from 15 in 2012 to 17 in 2013.

Based on the last five years of available data (2009-2013), Ontario experienced a 72 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 96 fatalities in collisions involving large trucks in 2013, four fewer than the previous year.

In addition, only 4 percent 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” – 75 per cent vs. 27 per cent; and
- They are less likely to have been drinking or impaired by alcohol or drugs – 1 per cent vs. 21 per cent.

Seat Belts

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

In 2013, 72 vehicle occupants were killed while not wearing a seat belt – down from 83 in 2012.

Vulnerable Road Users

The number of motorcycle rider fatalities decreased from 55 in 2012 to 50 in 2013 – a reduction of 9 per cent.

The number of pedestrian fatalities decreased from 113 in 2012 to 100 in 2013 – a reduction of 11.5 per cent.

The number of bicycling fatalities decreased from 26 in 2012 to 25 in 2013 – a reduction of 3.8 per cent.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Drinking and driving collisions	110	21.2%
Pedestrian fatalities	100	19.3%
Large truck collisions	96	18.5%
Inattentive driving collisions	81	15.6%
Speed-related collisions	72	13.9%
Unbelted occupant fatalities	72	13.9%
Drug-involved driving collisions	64	12.4%
Motorcyclist fatalities	50	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 15 years in a row, Ontario has ranked first or second in North America as the jurisdiction with the lowest number of road fatalities per 10,000 licensed drivers. The province has also achieved target reductions in fatalities and serious injuries, despite annual increases in the number of licensed drivers.

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

- drug-impaired driving 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.

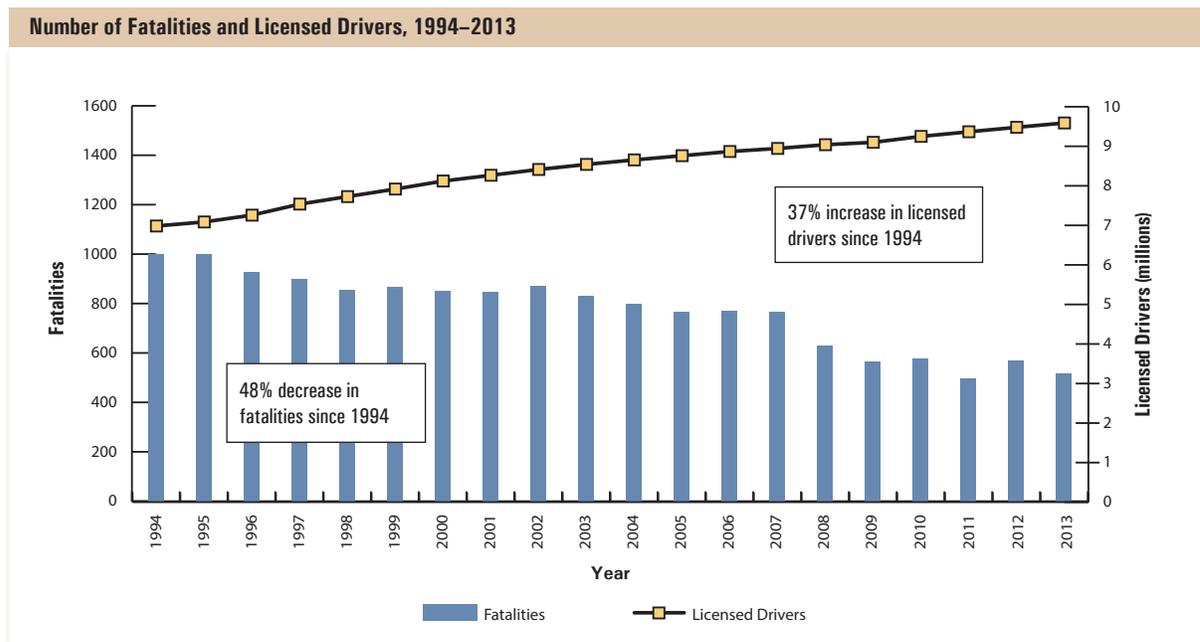
Studies show road safety marketing campaigns result in a 12 per cent reduction in collisions. Ontario aims to be among the many countries that emphasize proactive, preventative measures, particularly education and awareness initiatives that reduce risky driving behaviour.

Conclusion

ORSAR 2013 confirms that Ontario continues to be a leader in road safety.

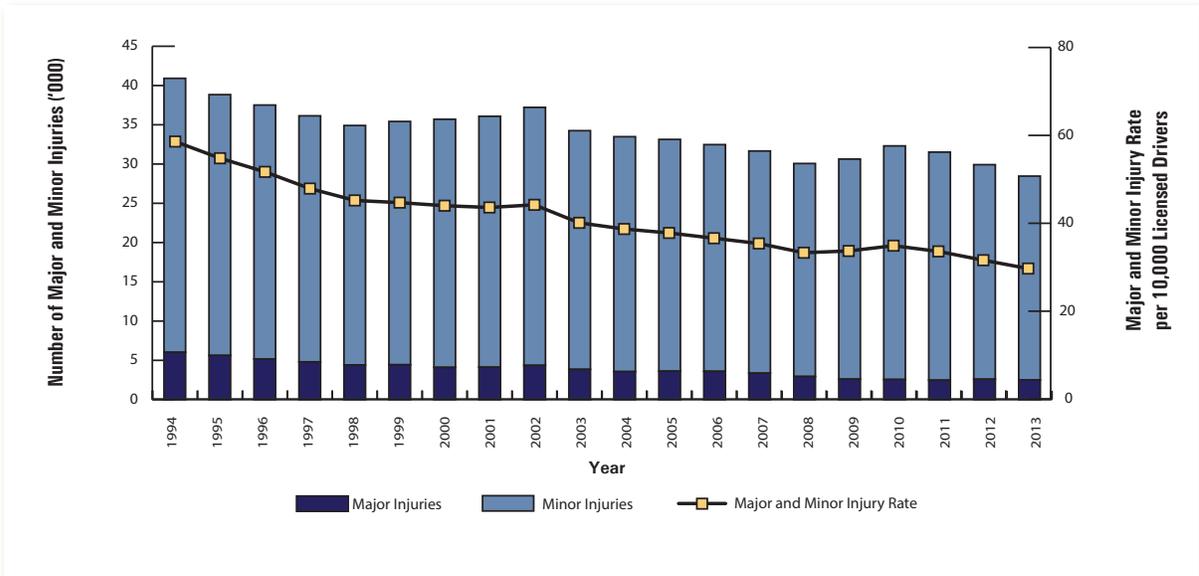
We continue to work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices. As we review the findings of this year's report, we will strive to achieve better results and more milestones, and make Ontario's roads the safest in the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

Key Road Safety Statistical Trends



Between 1994 and 2013, the number of licensed drivers increased by 37 per cent. In contrast, the number of fatalities decreased by 48 per cent over this 20-year period.

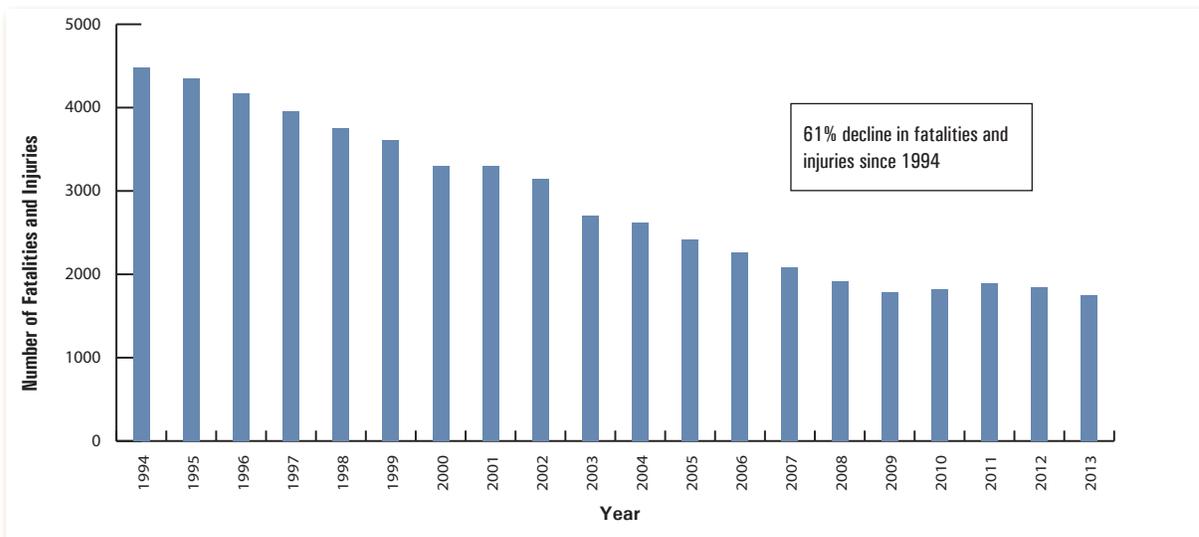
Number and Rate of Major and Minor Injuries, 1994–2013



In 2013, 59,570 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 30,460 fewer than in 1994. This puts the number of injuries on the province’s roadways at its lowest level since 1965.

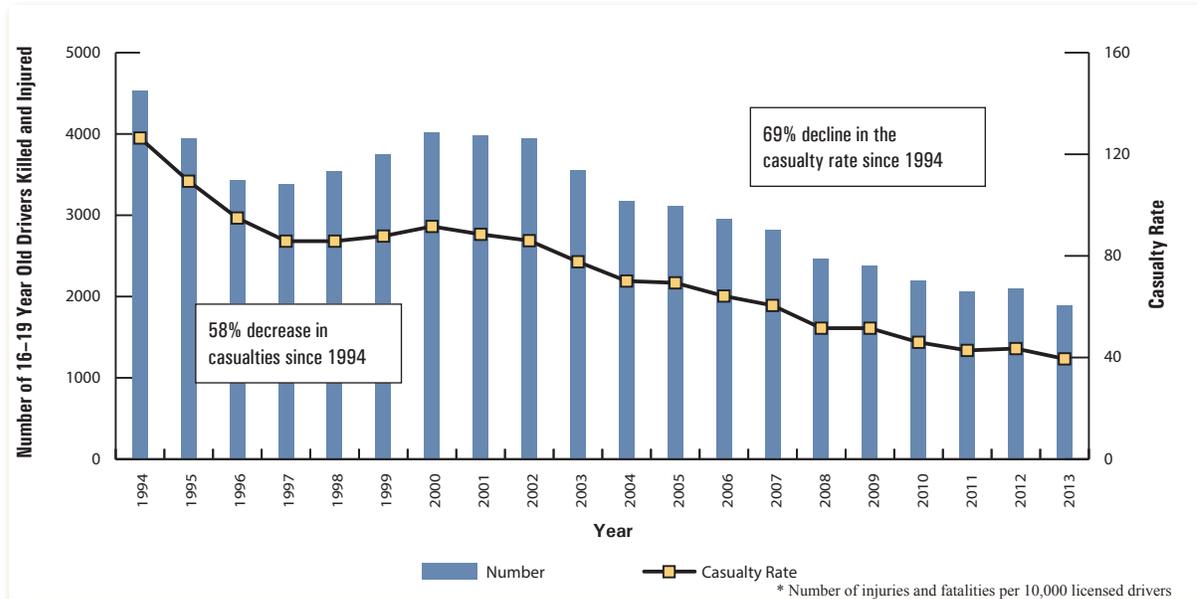
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1994–2013



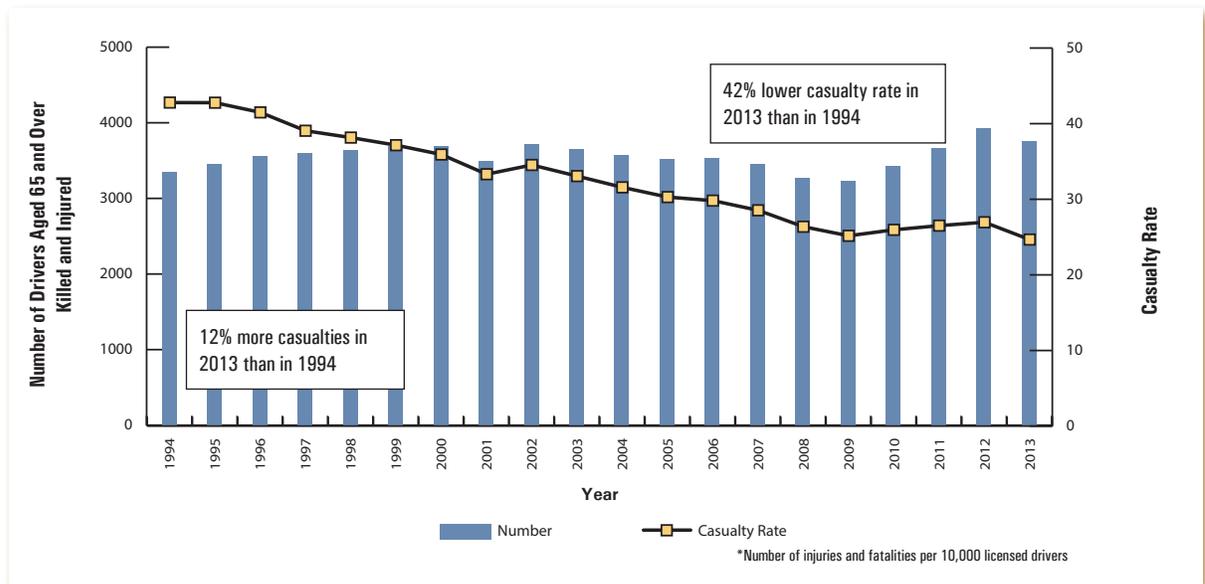
Between 1994 and 2013, the number of traffic fatalities and injuries among children aged 0-9 has dropped steadily, leading to an overall decline of 61 per cent.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1994–2013



The number of 16-19 year old driver casualties (deaths or injuries) have declined, with a 58 per cent decrease in the number killed/injured and a 69 per cent decline in the casualty rate since 1994. Over the same time period 1994-2013, the number of licensed drivers aged 16-19 increased by 33 per cent, from 358,817 to 478,625.

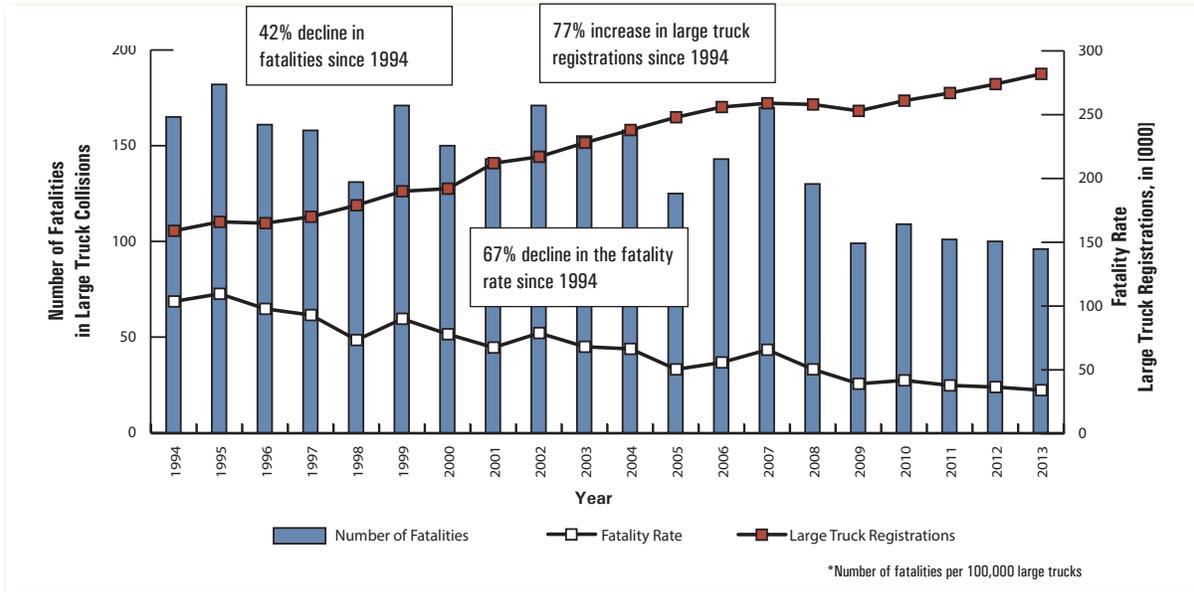
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1994–2013



The number of drivers aged 65 and over killed and injured increased by 12 per cent between 1994 and 2013. 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 42 per cent.

Large Trucks

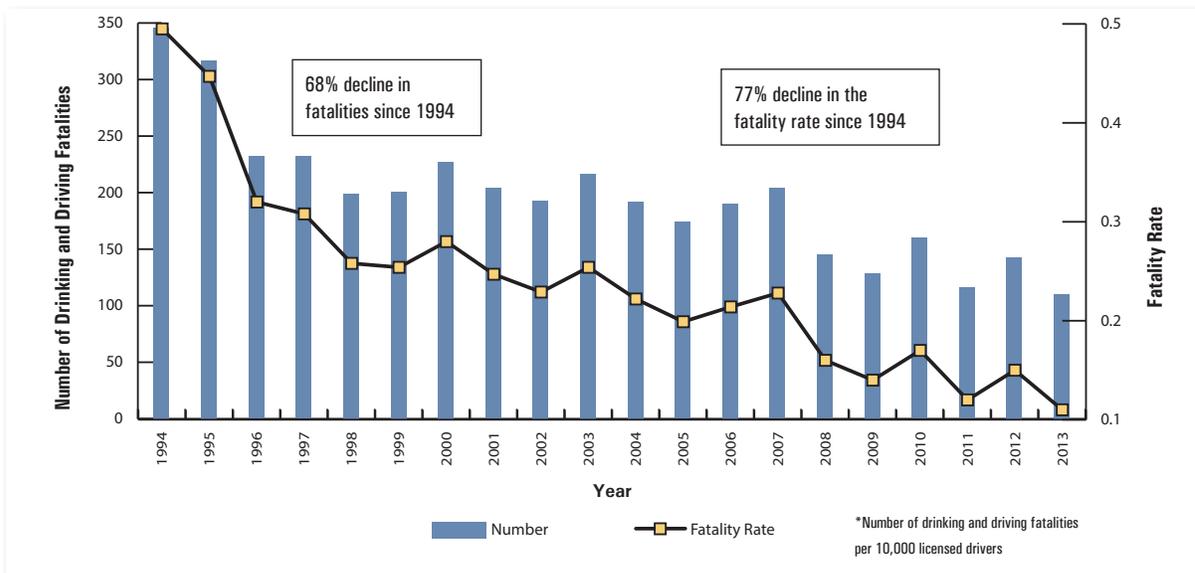
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1994–2013



Ontario's data shows that despite an increase of 77 per cent in the number of large trucks registered in Ontario, the number of large truck fatalities decreased from 165 in 1994 to 96 in 2013, down 42 per cent.

Drinking and Driving

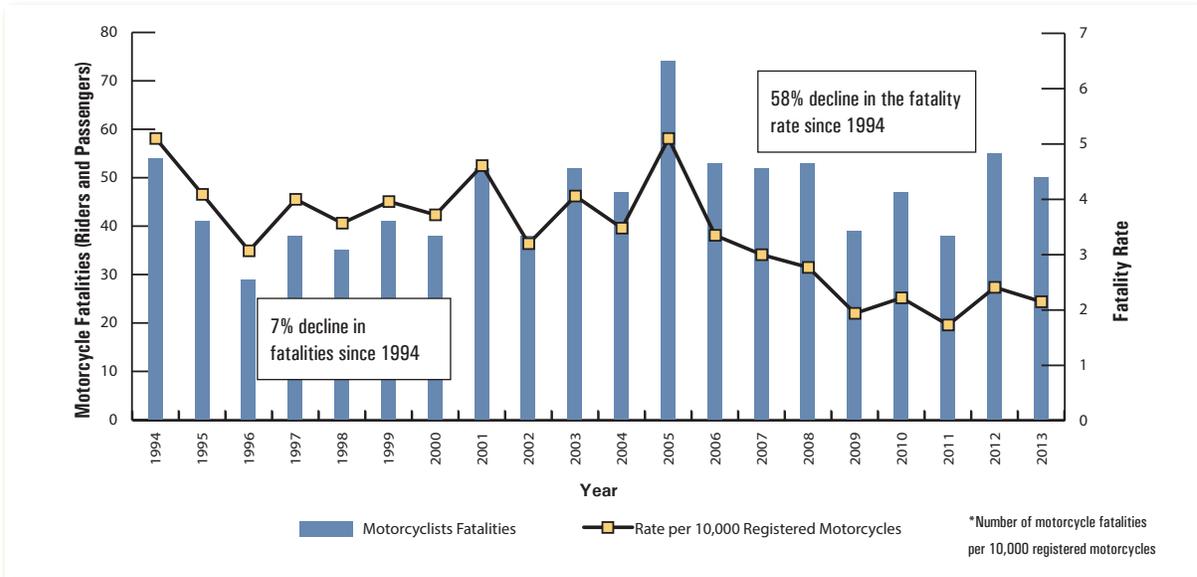
Number and Rate* of Drinking and Driving Fatalities, 1994–2013



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have declined dramatically from 1994, by 68 per cent and 77 per cent respectively.

Vulnerable Road Users

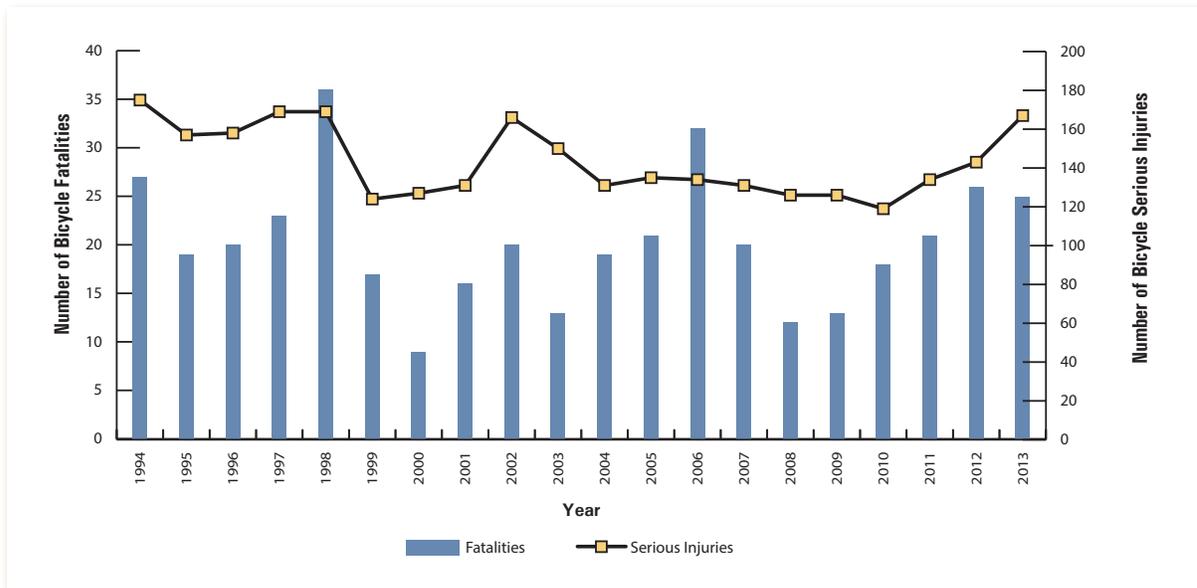
Number and Rate* of Motorcycle Fatalities, 1994–2013



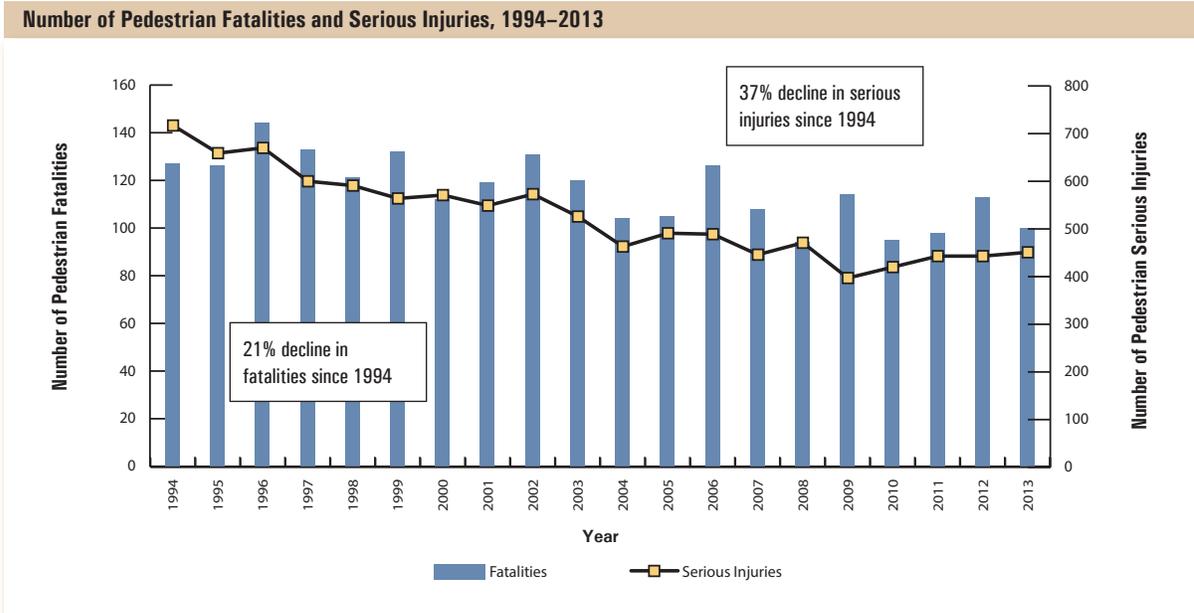
Motorcycle registrations increased 2 per cent from 228,303 in 2012 to 232,717 in 2013. However, motorcycle rider fatalities decreased from 55 in 2012 to 50 in 2013.

Over the long term, between 1994 and 2013, there has been a 58 per cent decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1994–2013

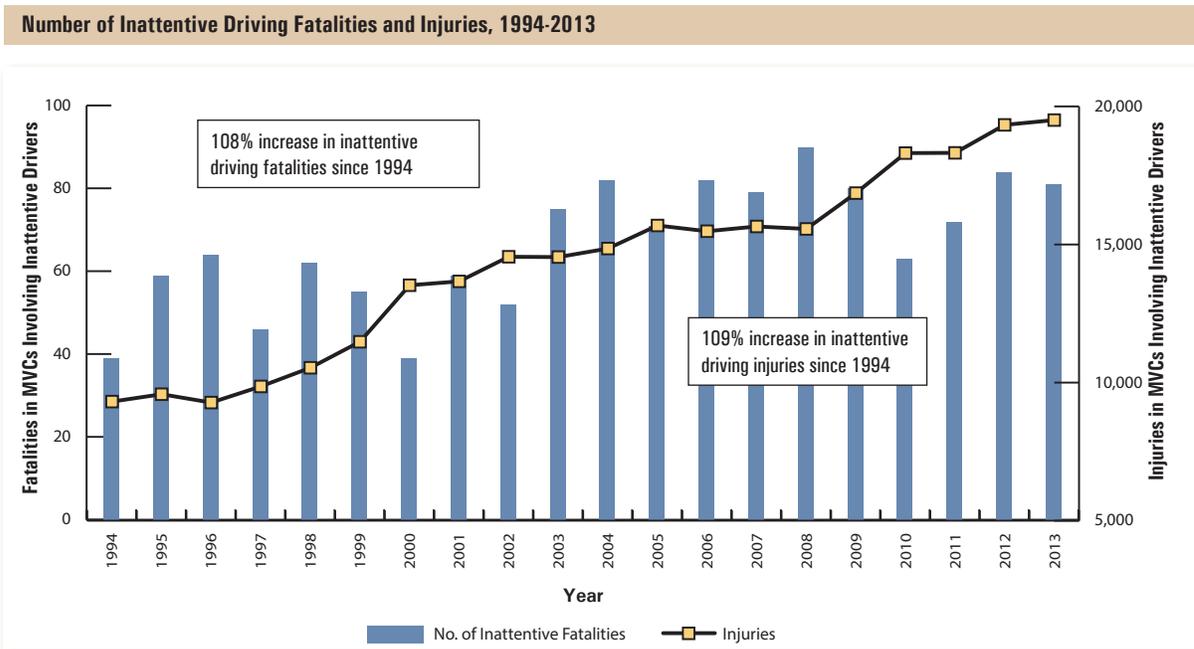


Between 1994 and 2013, the number of bicycle rider fatalities fluctuated between a high of 36 in 1998 and a low of 9 in 2000. There were 25 bicycle rider fatalities in 2013.



Between 1994 and 2013, the number of pedestrian fatalities was highest in 1996 with 144, and reached its lowest level in two decades in 2008 with 94. The number of pedestrian fatalities decreased from 113 in 2012 to 100 in 2013, down by 12 per cent. The number of pedestrian serious injuries increased by 2 per cent in 2013 compared with 2012.

Inattentive Driving*



The number of fatalities in collisions involving an inattentive driver increased from 39 in 1994 to 81 in 2013; this represents an increase of 108 per cent. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 9,312 in 1994 to 19,505 in 2013, an increase of 109 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

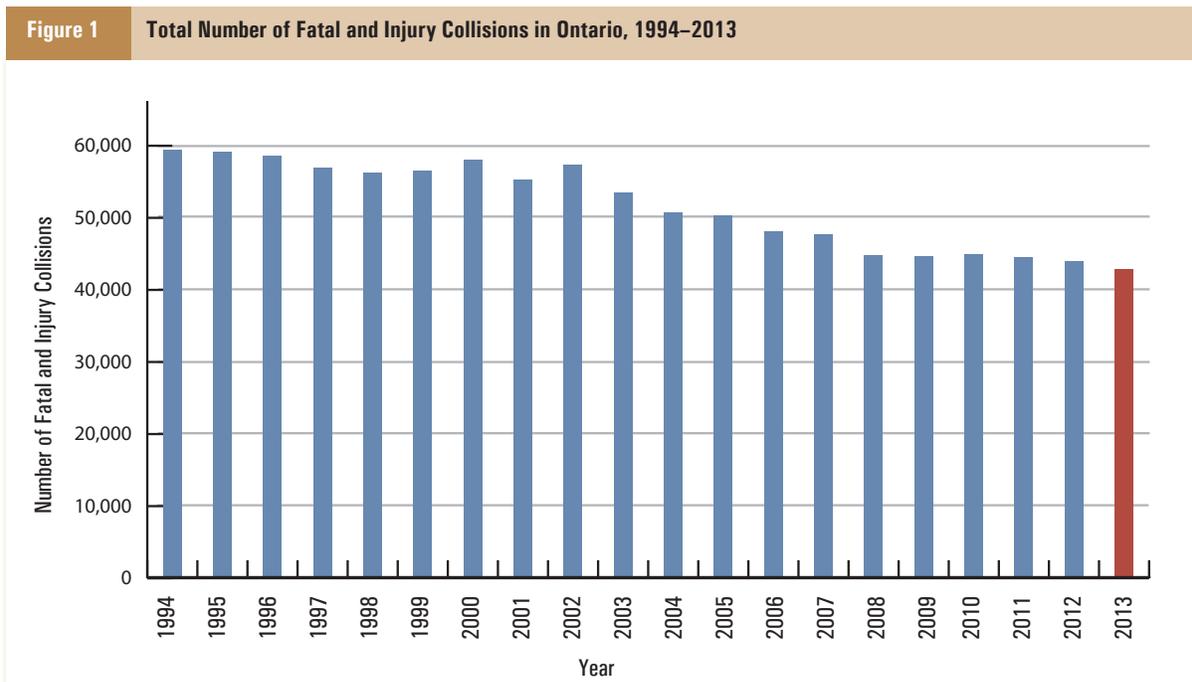


1. OVERVIEW

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 2013, Ontario's fatality rate of 0.54 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: 2013	
Total Reportable Collisions	188,999
Total Drivers Involved in Collisions	331,780
Total Vehicles Involved in Collisions	344,076
Fatal Collisions	470
Personal Injury Collisions	42,408
Property Damage Collisions	146,121
Persons Killed	518
Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers)	317
Drivers Killed (Impaired or Had Been Drinking)	78
Passengers Killed	96
Pedestrians Killed	100
Other Road Users Killed	5
Persons Injured	59,570
Estimated Ontario Population (2013)	13,551,000
Licensed Drivers	9,592,489
Registered Motor Vehicles	8,920,342
Estimated Vehicle Kilometres Travelled (in millions)	132,617
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	3.82
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.39
Collision Rate per 100 Million Kilometres Travelled	142.51
Fatal Collision Rate per 100 Million Kilometres Travelled	0.35
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.54

1B. HEALTH PERSPECTIVE

Table 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2012/2013

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	117	567
Fracture of neck and trunk	862	8,698
Fracture of upper limb	430	2,398
Fracture of lower limb	1,110	9,829
Fractures involving multiple body regions	6	161
Dislocation, sprains and strains	72	573
Dislocations, sprains, and strains involving multiple body regions	*	*
Intracranial injury	639	8,791
Internal injury of chest, abdomen, and pelvis	367	3,048
Open wound of head, neck, or trunk	33	95
Open wound of upper limb	13	73
Open wound of lower limb	34	384
Open wounds involving multiple body regions	0	0
Other diagnosis	977	10,777
Total Admissions and Days **	4,660	45,394

Source: Ministry of Health and Long-Term Care, Health System Information Management Division, Health Data Branch * Small cell count (a value less than 5); 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 2012/2013

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	110	2,844
Spinal cord, spinal canal, and meninges	22	186
Nose, mouth, and pharynx	24	385
Chest wall, pleura, mediastinum, and diaphragm	231	1,614
Bone marrow and spleen	37	297
Kidney	6	66
Facial bones and joints	108	557
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	2,901	18,672
Repair joint structures (excluding head or facial bones)	18	16
Skin and subcutaneous tissue	75	472
Other diagnostic and therapeutic interventions	4,129	23,158
Sub-total of surgical admissions and days **	7,661	48,267
No interventions performed - surgical procedures	N/A	N/A

Source: Ministry of Health and Long-Term Care, Health System Information Management Division, Health Data Branch. N/A - Data not available

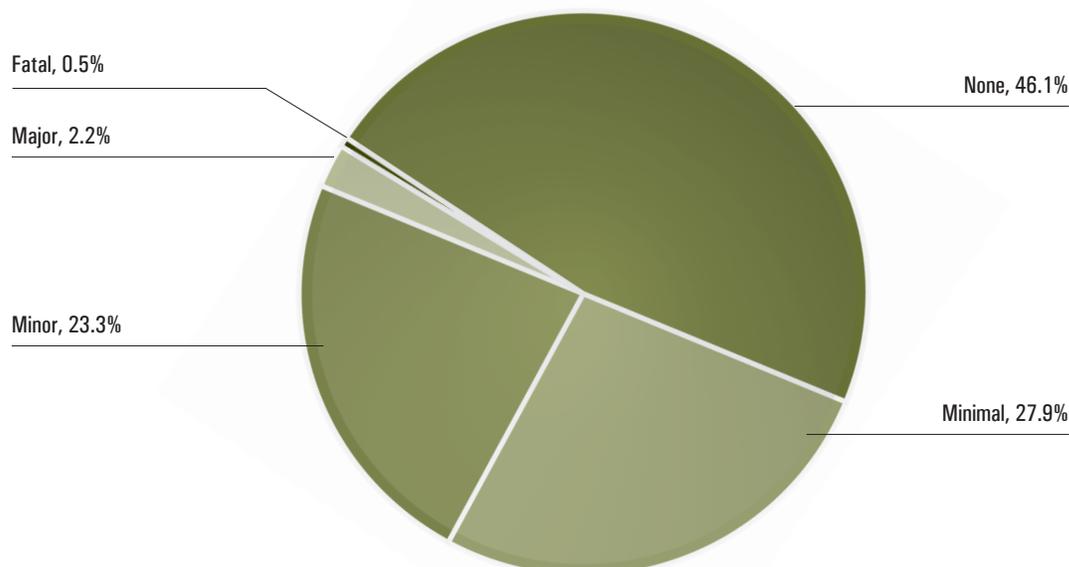
2. THE PEOPLE

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

There was a decrease in the number of traffic fatalities from 568 in 2012 to 518 in 2013; the number of serious injuries decreased from 2,590 in 2012 to 2,490 in 2013. At the same time period, the number of licensed drivers increased by 111,570, from 9,480,919 in 2012 to 9,592,489 in 2013.

Out of 776 drivers involved in fatal collisions, 101 were drinking drivers, 60 drivers ability was impaired by drugs, 72 drivers were coded as inattentive, and 73 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, 72 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, 2013



2A. PEOPLE IN COLLISIONS

Table 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2013

Category of Involved Person	Severity of Injury					
	None	Minimal	Minor	Major	Fatal	Total
Driver	33,571	19,146	15,015	1,002	246	68,980
Passenger*	16,984	8,542	6,372	530	92	32,520
Pedestrian	159	1,627	2,212	451	100	4,549
Bicyclist	29	933	991	130	24	2,107
Bicycle Passenger	15	153	216	30	1	415
All Terrain Vehicle** Driver	2	4	8	10	0	24
All Terrain Vehicle** Passenger	0	0	6	4	0	10
Snow Vehicle Driver	3	3	8	3	3	20
Snow Vehicle Passenger	0	1	4	1	0	6
Motorcycle Driver	72	343	674	233	47	1,369
Motorcycle Passenger	49	117	244	64	3	477
Moped Driver	7	15	19	1	0	42
Moped Passenger	9	5	6	1	0	21
Hanger On	31	48	78	4	0	161
Other	473	170	120	26	2	791
Total	51,404	31,107	25,973	2,490	518	111,492

* Includes bus passengers
 ** In this table, all terrain vehicles include two-wheel, three-wheel and four-wheel 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, 2013

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	1	2	2	4	9	6	31	37	34	34	32	15	39	0	246
Passenger*	1	2	0	2	2	2	3	5	11	15	8	8	13	4	16	0	92
Pedestrian	1	2	4	1	1	1	3	2	5	6	9	11	9	15	30	0	100
Bicyclist	0	0	0	1	0	0	2	0	1	2	4	4	6	2	2	0	24
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
All Terrain Vehicle** Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Terrain Vehicle** Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	0	0	1	0	0	0	5	8	11	12	8	0	2	0	47
Motorcycle Passenger	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	3
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	2	4	5	7	6	7	17	14	54	71	67	70	68	37	89	0	518

* 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, 2013

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	2	98	504	607	663	773	3,172	7,167	6,672	7,051	4,713	2,273	1,427	41	35,163
Passenger*	690	845	1,296	351	430	427	424	441	1,378	2,274	1,589	1,816	1,463	940	753	458	15,575
Pedestrian	59	105	339	102	124	106	127	98	448	643	504	510	454	311	277	83	4,290
Bicyclist	2	8	31	10	20	19	18	26	81	151	105	120	80	47	12	1,324	2,054
Bicycle Passenger	4	11	37	14	21	19	24	15	67	84	45	60	35	10	2	13	461
All Terrain Vehicle** Driver	0	0	1	2	0	1	1	0	2	3	1	4	2	0	1	4	22
All Terrain Vehicle** Passenger	0	0	1	1	0	2	0	0	3	3	0	0	0	0	0	0	10
Snow Vehicle Driver	0	0	0	1	0	0	0	0	2	5	2	1	1	1	1	0	14
Snow Vehicle Passenger	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	1	7
Motorcycle Driver	0	0	1	7	14	9	11	18	93	286	241	300	203	61	4	2	1,250
Motorcycle Passenger	0	5	9	1	5	4	3	7	33	90	64	115	73	20	1	9	439
Moped Driver	0	0	0	0	0	1	1	0	2	7	5	4	8	1	1	5	35
Moped Passenger	0	1	0	0	0	0	0	1	1	4	1	2	3	1	0	0	14
Other	3	3	11	0	3	0	1	3	19	36	35	58	28	10	7	19	236
Total	758	979	1,730	587	1,121	1,195	1,273	1,382	5,301	10,753	9,264	10,044	7,063	3,675	2,486	1,959	59,570

* 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, 2013

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	578	45,186	149,825	195,589
Female	192	30,486	87,189	117,867
Unknown*	6	3,959	14,359	18,324
Total	776	79,631	251,373	331,780

* 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, 2013

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	467	58,132	189,214	247,813
Had Been Drinking	29	539	1,179	1,747
Ability Impaired – Alcohol over 0.08	66	610	1,283	1,959
Ability Impaired Alcohol	6	308	547	861
Ability Impaired Drugs*	60	87	158	305
Fatigue	9	540	1,110	1,659
Medical/Physical Disability	11	578	517	1,106
Inattentive	72	13,776	32,798	46,646
Other **	19	245	840	1,104
Unknown ***	37	4,816	23,727	28,580
Total	776	79,631	251,373	331,780

* 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, 2013*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over 0.08	Ability Impaired Alcohol	Other	Unknown	
Under 16	26	1	0	0	11	2	40
16	721	5	5	1	250	41	1,023
17	3,349	23	9	3	1,150	238	4,772
18	3,987	39	28	13	1,316	257	5,640
19	4,330	64	68	29	1,353	255	6,099
20	4,761	62	79	36	1,432	307	6,677
21-24	20,800	301	288	139	5,461	1,299	28,288
25-34	48,223	478	546	236	9,726	2,679	61,888
35-44	47,494	262	360	143	8,383	2,519	59,161
45-54	50,967	250	281	144	8,305	2,652	62,599
55-64	33,390	135	196	74	5,919	1,771	41,485
65-74	18,031	46	74	23	3,648	931	22,753
75 & over	9,641	18	13	6	2,785	582	13,045
Unknown	2,093	63	12	14	1,157	14,971	18,310
Total	247,813	1,747	1,959	861	50,896	28,504	331,780

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

Table 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2013*

Recorded Occurrence	Number of Drivers	%
Normal	148	46.0%
Had Been Drinking	21	6.5%
Ability Impaired – Alcohol over 0.08	57	17.7%
Ability Impaired Alcohol	0	0.0%
Ability Impaired Drugs**	56	17.4%
Fatigue	5	1.6%
Medical/Physical Disability	10	3.1%
Inattentive	17	5.3%
Other	8	2.5%
Unknown	0	0.0%
Total	322	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, 2013

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	330	37,791	125,141	163,262
Following Too Close	3	8,131	23,612	31,746
Speed Too Fast / Exceed Speed Limit	40	627	1,092	1,759
Speed Too Fast for Conditions	33	3,952	14,075	18,060
Speed Too Slow	0	48	166	214
Improper Turn	20	3,624	9,670	13,314
Disobey Traffic Control	33	3,561	4,749	8,343
Fail to Yield Right of Way	59	8,166	16,272	24,497
Improper Passing	8	625	2,586	3,219
Lost Control	118	5,541	15,660	21,319
Wrong Way on One Way Road	5	71	156	232
Improper Lane Change	16	1,655	9,092	10,763
Other*	68	3,718	14,369	18,155
Unknown	43	2,121	14,733	16,897
Total	776	79,631	251,373	331,780
* 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, 2013

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	157	757	13,533	17,619	31,247	63,313
Other Equipment*	13	76	722	618	414	1,843
Equipment Not used	59	86	162	80	50	437
No Safety Equipment	0	4	23	17	37	81
Use Unknown	17	79	575	812	1,823	3,306
Total	246	1,002	15,015	19,146	33,571	68,980

* 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, 2013

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	56	368	5,198	7,127	13,330	26,079
Child Safety Seat Used Incorrectly	1	1	20	38	97	157
Child Safety Seat Used Correctly	1	9	189	396	1,848	2,443
Other Equipment**	7	27	200	191	250	675
Equipment Not used	13	60	161	102	61	397
No Safety Equipment	11	18	362	384	675	1,450
Use Unknown	3	55	283	317	780	1,438
Total	92	538	6,413	8,555	17,041	32,639

* 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, 2009–2013

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
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
2013	1	0	0	0	0	0	1

Table 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2013

Restraint Used	Injury Level		
	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	63.6	58.4	66.1
Child Restraint Used Incorrectly	9.1	6.6	3.1
Lap/Lap-Shoulder Belt	18.2	27.8	25.6
Not Available	0.0	3.7	2.3
Available/Not Used	0.0	0.6	0.0
Other	0.0	1.2	0.4
Unknown	9.1	1.8	2.5
Total	100.0	100.0	100.0

Table 2.13: Pedestrian Condition by Severity of Injury, 2013

Condition of Pedestrian	Killed	Injured
Normal	55	3,073
Had Been Drinking	5	161
Ability Impaired Alcohol over .08	15	9
Ability Impaired Alcohol	0	41
Ability Impaired Drugs	7	13
Fatigue	1	8
Medical or Physical Defect	4	87
Inattentive	10	557
Other	3	53
Unknown	0	288
Total	100	4,290

Table 2.14: Apparent Pedestrian Action by Severity of Injury, 2013

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	30	2,000
Crossing Intersection Without Right of Way	21	594
Crossing Intersection No Traffic Control	8	266
Crossing Pedestrian Crossover	0	118
Crossing Marked Crosswalk Without Right of Way	2	104
Walking on Roadway With Traffic	5	105
Walking on Roadway Against Traffic	1	43
On Sidewalk or Shoulder	9	306
Playing or Working on Highway	1	51
Coming from Behind Parked Vehicle or Object	1	49
Running onto Roadway	4	222
Getting On/Off School Bus *	0	6
Getting On/Off Vehicle	1	42
Pushing/Working on Vehicle	0	13
Other	17	371
Total	100	4,290
* Calendar Year		

2B. PUTTING THE PEOPLE IN CONTEXT

Table 2.15: Category of Persons Killed and Injured, 1988–2013

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
2013	13,551,000	246	35,163	92	15,575	100	4,290	80	4,542	518	3.8	59,570	439.6

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

Table 2.16: Sex of Driver Population by Age Groups, 2013

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65 +	
Male	251,165	416,411	823,639	851,036	984,847	800,999	808,382	4,936,479
Female	227,460	381,402	808,029	846,189	931,217	748,143	713,570	4,656,010
Total	478,625	797,813	1,631,668	1,697,225	1,916,064	1,549,142	1,521,952	9,592,489

Table 2.17: Driver Population by Age Groups, 1988–2013

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
2013	478,625	797,813	1,631,668	1,697,225	1,916,064	1,549,142	1,521,952	9,592,489

Table 2.18: Driver Licence Class by Sex, 2013

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	102,683	2.08	2,040	0.04	104,723	1.09
AB	5,018	0.10	682	0.01	5,700	0.06
ABM	2,526	0.05	171	0.00	2,697	0.03
ABM1	16	0.00	2	0.00	18	0.00
ABM2	202	0.00	43	0.00	245	0.00
AC	29,234	0.59	1,015	0.02	30,249	0.32
ACM	11,303	0.23	202	0.00	11,505	0.12
ACM1	158	0.00	6	0.00	164	0.00
ACM2	1,542	0.03	56	0.00	1,598	0.02
AM	26,517	0.54	204	0.00	26,721	0.28
AM1	324	0.01	8	0.00	332	0.00
AM2	3,405	0.07	69	0.00	3,474	0.04
B	17,960	0.36	16,579	0.36	34,539	0.36
BM	4,916	0.10	985	0.02	5,901	0.06
BM1	30	0.00	18	0.00	48	0.00
BM2	385	0.01	253	0.01	638	0.01
C	9,249	0.19	1,300	0.03	10,549	0.11
CM	1,927	0.04	88	0.00	2,015	0.02
CM1	31	0.00	8	0.00	39	0.00
CM2	416	0.01	39	0.00	455	0.00
D	208,486	4.22	22,935	0.49	231,421	2.41
DE	111	0.00	28	0.00	139	0.00
DEM	32	0.00	0	0.00	32	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	3	0.00	1	0.00	4	0.00
DF	3,252	0.07	273	0.01	3,525	0.04
DFM	936	0.02	47	0.00	983	0.01
DFM1	20	0.00	0	0.00	20	0.00
DFM2	204	0.00	13	0.00	217	0.00
DM	65,129	1.32	1,974	0.04	67,103	0.70
DM1	434	0.01	25	0.00	459	0.00
DM2	4,906	0.10	330	0.01	5,236	0.05
E	1,439	0.03	2,026	0.04	3,465	0.04

Table 2.18: Driver Licence Class by Sex, 2013 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
EM	168	0.00	34	0.00	202	0.00
EM1	2	0.00	1	0.00	3	0.00
EM2	14	0.00	13	0.00	27	0.00
F	7,943	0.16	5,951	0.13	13,894	0.14
FM	1,349	0.03	268	0.01	1,617	0.02
FM1	30	0.00	6	0.00	36	0.00
FM2	345	0.01	139	0.00	484	0.01
G	3,399,466	68.86	3,815,371	81.95	7,214,837	75.21
G1	260,722	5.28	348,526	7.49	609,248	6.35
G1M	58	0.00	15	0.00	73	0.00
G1M1	466	0.01	78	0.00	544	0.01
G1M2	1,245	0.03	329	0.01	1,574	0.02
G2	344,367	6.98	351,968	7.56	696,335	7.26
G2M	278	0.01	42	0.00	320	0.00
G2M1	592	0.01	75	0.00	667	0.01
G2M2	3,458	0.07	587	0.01	4,045	0.04
GM	350,085	7.09	62,289	1.34	412,374	4.30
GM1	5,017	0.10	1,240	0.03	6,257	0.07
GM2	56,641	1.15	17,287	0.37	73,928	0.77
M	690	0.01	148	0.00	838	0.01
M1	129	0.00	24	0.00	153	0.00
M2	620	0.01	199	0.00	819	0.01
Total	4,936,479	100.00	4,656,010	100.00	9,592,489	100.00

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2013

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, 1931–2013
(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, 1931–2013
(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
2013	9,592,489	188,999	518	59,570

Table 2.20: Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2013

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	19	7	26	N/A	N/A	N/A
16	44,685	41,075	85,760	592	409	1,001	1.32	1.00	1.17
17	60,111	54,960	115,071	2,735	2,018	4,753	4.55	3.67	4.13
18	70,050	62,992	133,042	3,431	2,180	5,611	4.90	3.46	4.22
19	76,319	68,433	144,752	3,759	2,304	6,063	4.93	3.37	4.19
20	79,042	71,470	150,512	4,038	2,606	6,644	5.11	3.65	4.41
21-24	337,369	309,932	647,301	16,689	11,428	28,117	4.95	3.69	4.34
25-34	823,639	808,029	1,631,668	37,261	24,164	61,425	4.52	2.99	3.76
35-44	851,036	846,189	1,697,225	35,616	23,115	58,731	4.19	2.73	3.46
45-54	984,847	931,217	1,916,064	39,382	22,707	62,089	4.00	2.44	3.24
55-64	800,999	748,143	1,549,142	27,227	13,964	41,191	3.40	1.87	2.66
65-74	507,193	457,781	964,974	14,753	7,901	22,654	2.91	1.73	2.35
75 & over	301,189	255,789	556,978	8,243	4,770	13,013	2.74	1.86	2.34
Unknown	0	0	0	15,743	0	15,743	N/A	N/A	N/A
Total	4,936,479	4,656,010	9,592,489	209,488	117,573	327,061	4.24	2.53	3.41

* This table includes people in the driver's position of parked vehicles and excludes drivers of some 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 decreased from 505 in 2012 to 470 in 2013, down by 35. The number of injury collisions also decreased from 43,484 in 2012 to 42,408 in 2013, down by 1,076. The number of property damage collisions for 2013 was 146,121.

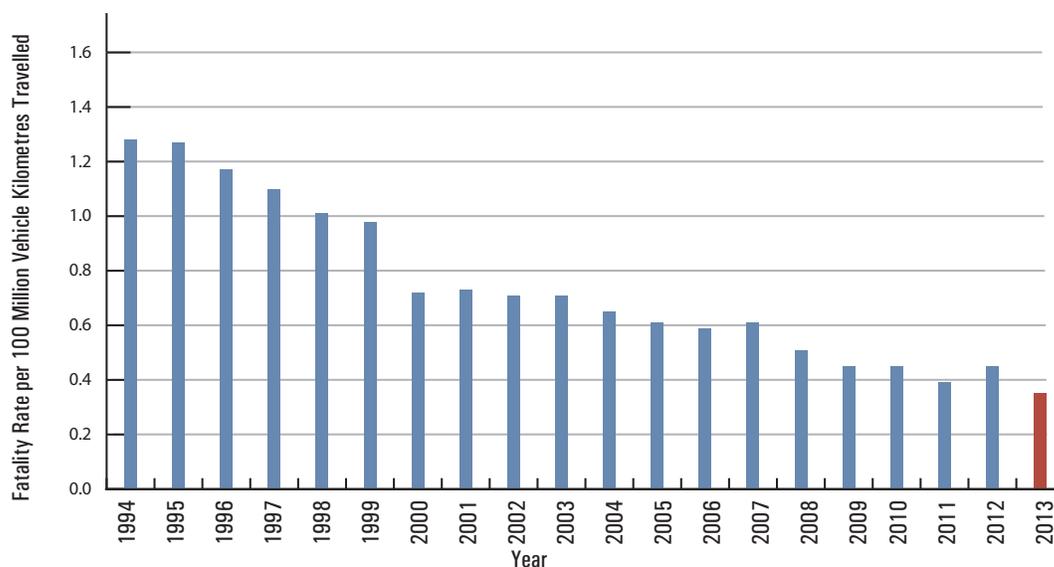
It is worth noting a decision has been made to discontinue counting self-reported, non-priority property damage collisions. Priority property damage collisions will continue to be counted and include the following types of collisions:

- 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

Continued transition in 2013 to electronic collision reporting is also noteworthy, for regardless of their priority, self-reported collisions that meet the property damage threshold of \$1,000 or greater are received electronically.

The fatality rate per 100 million kilometres traveled in Ontario decreased from 0.45 in 2012 to 0.35 in 2013.

Figure 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1994–2013



3A. TYPES OF COLLISIONS

Table 3.1: Class of Collision, 1988–2013

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

Table 3.2: Collision Rate Per One Million Kilometres Travelled, 1988–2013

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*	2013	1.43**
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, 2013

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	445	63,276	202,453	266,174
Unattended Vehicles	1	456	11,001	11,458
Pedestrian	91	3,990	317	4,398
Cyclist	23	2,466	583	3,072
Railway Train	2	10	18	30
Street Car	0	46	204	250
Farm Tractor	1	26	67	94
Domestic Animal	2	52	716	770
Wild Animal	6	448	12,839	13,293
Other Moveable Objects	0	145	494	639
Sub-total	571	70,915	228,692	300,178
Fixed Objects:				
Cable Guide Rail	1	55	268	324
Concrete Guide Rail	2	261	969	1,232
Steel Guide Rail	1	124	703	828
Pole (Utility Tower)	5	257	1,188	1,450
Pole (Sign/Parking Meter)	0	83	778	861
Fence/Noise Barrier	0	14	145	159
Culvert	4	7	22	33
Bridge Support	2	15	89	106
Rock Face	1	14	28	43
Snow Bank or Drift	1	60	294	355
Ditch	2	271	784	1,057
Curb	6	369	1,288	1,663
Crash Cushion	0	26	42	68
Building or Wall	1	22	106	129
Water Course	0	1	11	12
Construction Marker	0	7	62	69
Tree, Shrub, or Stump	2	98	434	534
Other Fixed Object	3	133	1,099	1,235
Sub-total	31	1,817	8,310	10,158

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2013 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Other Events:				
Ran Off Road	84	2,405	6,350	8,839
Skidding/Sliding	72	3,914	13,994	17,980
Jack-knifing	0	25	89	114
Load Spill	0	7	74	81
Fire/Explosion	0	6	125	131
Submersion	0	2	7	9
Rollover	1	125	179	305
Debris on Road	4	101	1,315	1,420
Debris off Vehicle	2	116	1,430	1,548
Other Non-Collision Event	22	959	2,332	3,313
Sub-total	185	7,660	25,895	33,740
Total	787	80,392	262,897	344,076

Table 3.4: Initial Impact Type by Class of Collision, 2013

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	85	975	1,508	2,568
Angle	49	4,540	9,186	13,775
Rear End	23	12,327	39,482	51,832
Sideswipe	21	2,724	17,063	19,808
Turning Movement	43	9,103	23,563	32,709
With Unattended Motor Vehicle	5	443	10,272	10,720
Single Motor Vehicle	244	12,118	42,190	54,552
Other	0	178	2,857	3,035
Unknown	0	0	0	0
Total	470	42,408	146,121	188,999

3B. TIME AND ENVIRONMENT

Table 3.5: Month of Occurrence by Class of Collision, 2013

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	34	7.2	3,603	8.5	13,886	9.5	17,523	9.3
February	23	4.9	2,941	6.9	12,759	8.7	15,723	8.3
March	27	5.7	2,708	6.4	10,206	7.0	12,941	6.8
April	30	6.4	2,902	6.8	9,462	6.5	12,394	6.6
May	37	7.9	3,607	8.5	10,659	7.3	14,303	7.6
June	30	6.4	3,792	8.9	11,198	7.7	15,020	7.9
July	65	13.8	3,947	9.3	11,023	7.5	15,035	8.0
August	47	10.0	3,959	9.3	10,193	7.0	14,199	7.5
September	38	8.1	3,932	9.3	10,653	7.3	14,623	7.7
October	53	11.3	4,137	9.8	13,103	9.0	17,293	9.1
November	51	10.9	3,478	8.2	14,946	10.2	18,475	9.8
December	35	7.4	3,402	8.0	18,033	12.3	21,470	11.4
Total	470	100.0	42,408	100.0	146,121	100.0	188,999	100.0

Table 3.6: Day of Week by Class of Collision, 2013

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	53	11.3	5,863	13.8	20,236	13.8	26,152	13.8
Tuesday	73	15.5	6,321	14.9	22,453	15.4	28,847	15.3
Wednesday	59	12.6	6,273	14.8	21,622	14.8	27,954	14.8
Thursday	71	15.1	6,795	16.0	23,269	15.9	30,135	15.9
Friday	79	16.8	7,234	17.1	25,357	17.4	32,670	17.3
Saturday	71	15.1	5,490	12.9	18,905	12.9	24,466	12.9
Sunday	64	13.6	4,432	10.5	14,279	9.8	18,775	9.9
Total	470	100.0	42,408	100.0	146,121	100.0	188,999	100.0

Table 3.7: Hour of Occurrence by Class of Collision, 2013

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	26	5.5	474	1.1	1,979	1.4	2,479	1.3
1 to 2 a.m.	11	2.3	386	0.9	1,737	1.2	2,134	1.1
2 to 3 a.m.	17	3.6	410	1.0	1,622	1.1	2,049	1.1
3 to 4 a.m.	13	2.8	316	0.7	1,394	1.0	1,723	0.9
4 to 5 a.m.	6	1.3	291	0.7	1,309	0.9	1,606	0.8
5 to 6 a.m.	15	3.2	481	1.1	2,124	1.5	2,620	1.4
Sub-total	88	18.7	2,358	5.6	10,165	7.0	12,611	6.7
6 to 7 a.m.	21	4.5	1,099	2.6	4,446	3.0	5,566	2.9
7 to 8 a.m.	17	3.6	1,751	4.1	6,274	4.3	8,042	4.3
8 to 9 a.m.	13	2.8	2,675	6.3	9,131	6.2	11,819	6.3
9 to 10 a.m.	22	4.7	2,074	4.9	7,369	5.0	9,465	5.0
10 to 11 a.m.	19	4.0	2,033	4.8	7,346	5.0	9,398	5.0
11 to 12 noon	19	4.0	2,309	5.4	8,098	5.5	10,426	5.5
Sub-total	111	23.6	11,941	28.2	42,664	29.2	54,716	29.0
Hour of Occurrence P.M.								
12 to 1 p.m.	16	3.4	2,635	6.2	8,978	6.1	11,629	6.2
1 to 2 p.m.	21	4.5	2,572	6.1	8,591	5.9	11,184	5.9
2 to 3 p.m.	22	4.7	2,859	6.7	9,313	6.4	12,194	6.5
3 to 4 p.m.	35	7.4	3,352	7.9	11,078	7.6	14,465	7.7
4 to 5 p.m.	25	5.3	3,652	8.6	11,438	7.8	15,115	8.0
5 to 6 p.m.	26	5.5	3,517	8.3	11,569	7.9	15,112	8.0
Sub-total	145	30.9	18,587	43.8	60,967	41.7	79,699	42.2
6 to 7 p.m.	31	6.6	2,785	6.6	8,999	6.2	11,815	6.3
7 to 8 p.m.	21	4.5	2,012	4.7	6,303	4.3	8,336	4.4
8 to 9 p.m.	23	4.9	1,491	3.5	4,934	3.4	6,448	3.4
9 to 10 p.m.	18	3.8	1,312	3.1	4,680	3.2	6,010	3.2
10 to 11 p.m.	16	3.4	1,033	2.4	3,755	2.6	4,804	2.5
11 to 12 midnight	15	3.2	743	1.8	2,884	2.0	3,642	1.9
Sub-total	124	26.4	9,376	22.1	31,555	21.6	41,055	21.7
Unknown	2	0.4	146	0.3	770	0.5	918	0.5
Total	470	100.0	42,408	100.0	146,121	100.0	188,999	100.0

Table 3.8: Statutory Holidays, Holiday Weekends – Persons Killed and Injured in Fatal Collisions, 2013

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

* 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, 2013

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	262	55.7	31,252	73.7	101,792	69.7	133,306	70.5
Dawn	12	2.6	691	1.6	2,767	1.9	3,470	1.8
Dusk	12	2.6	1,359	3.2	4,694	3.2	6,065	3.2
Darkness	181	38.5	9,079	21.4	36,641	25.1	45,901	24.3
Other	3	0.6	27	0.1	227	0.2	257	0.1
Total	470	100.0	42,408	100.0	146,121	100.0	188,999	100.0

Table 3.10: Visibility by Class of Collision, 2013

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	366	77.9	33,646	79.3	110,698	75.8	144,710	76.6
Rain	38	8.1	4,569	10.8	14,243	9.7	18,850	10.0
Snow	33	7.0	3,146	7.4	16,406	11.2	19,585	10.4
Freezing Rain	6	1.3	353	0.8	1,769	1.2	2,128	1.1
Drifting Snow	4	0.9	264	0.6	1,188	0.8	1,456	0.8
Strong Wind	3	0.6	104	0.2	426	0.3	533	0.3
Fog, Mist, Smoke or Dust	17	3.6	218	0.5	917	0.6	1,152	0.6
Other	3	0.6	108	0.3	474	0.3	585	0.3
Total	470	100.0	42,408	100.0	146,121	100.0	188,999	100.0

3C. THE COLLISION LOCATION

Table 3.11: Road Jurisdiction by Class of Collision, 2013

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	189	25,967	80,229	106,385
Provincial Highway	127	7,070	32,303	39,500
Township	21	1,076	5,345	6,442
County or District	75	2,121	9,328	11,524
Regional Municipality	55	6,086	18,536	24,677
Federal	2	73	320	395
Other	1	15	60	76
Total	470	42,408	146,121	188,999

Table 3.12: Road Jurisdiction for All Collisions, 2004–2013

Road Jurisdiction*	Year										Total
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Municipal	149,310	139,303	139,081	132,420	144,202	137,616	137,548	100,183	97,951	106,385	1,283,999
Provincial	42,518	40,506	40,780	37,603	40,494	35,800	33,816	36,857	34,411	39,500	384,285
Township	9,146	8,144	8,189	7,819	7,636	7,295	6,665	6,358	6,296	6,442	75,990
County or District	14,200	13,929	12,852	12,144	12,018	11,444	11,638	11,852	11,178	11,524	122,779
Regional Municipality	30,731	29,195	28,864	25,760	24,343	23,622	25,360	21,318	22,562	24,677	256,432
Federal	423	363	392	343	380	426	415	385	393	395	3,915
Other	135	108	100	158	123	112	91	86	77	76	1,066
Total	246,463	231,548	230,258	216,247	229,196	216,315	215,533	177,039	172,868	188,999	2,128,466

* 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, 2013

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	281	59.8	15,336	36.2	69,058	47.3	84,675	44.8
Intersection Related	61	13.0	11,692	27.6	35,363	24.2	47,116	24.9
At Intersection	75	16.0	11,277	26.6	23,301	15.9	34,653	18.3
At/Near Private Drive	40	8.5	3,701	8.7	16,629	11.4	20,370	10.8
At Railway	2	0.4	47	0.1	237	0.2	286	0.2
Underpass or Tunnel	4	0.9	128	0.3	603	0.4	735	0.4
Overpass or Bridge	5	1.1	176	0.4	728	0.5	909	0.5
Other	2	0.4	51	0.1	202	0.1	255	0.1
Total	470	100.0	42,408	100.0	146,121	100.0	188,999	100.0

Table 3.14: Road Surface Condition by Class of Collision, 2013

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	328	69.8	29,546	69.7	92,688	63.4	122,562	64.8
Wet	87	18.5	7,952	18.8	26,282	18.0	34,321	18.2
Loose Snow	15	3.2	1,535	3.6	8,786	6.0	10,336	5.5
Slush	3	0.6	848	2.0	4,115	2.8	4,966	2.6
Packed Snow	14	3.0	873	2.1	5,651	3.9	6,538	3.5
Ice	18	3.8	1,398	3.3	7,640	5.2	9,056	4.8
Mud	0	0.0	10	0.0	36	0.0	46	0.0
Loose Sand or Gravel	2	0.4	138	0.3	387	0.3	527	0.3
Spilled Liquid	0	0.0	15	0.0	21	0.0	36	0.0
Other	3	0.6	93	0.2	515	0.4	611	0.3
Total	470	100.0	42,408	100.0	146,121	100.0	188,999	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, 2013

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	188,999	470	42,408	146,121	518	59,570	9,148,428
Algoma							
Blind River T	20	0	4	16	0	7	
Elliot Lake C	57	0	6	51	0	7	
Huron Shores M	7	0	1	6	0	1	
Macdonald, Meredith & Aberdeen Add'l TP	7	0	1	6	0	2	
Sault Ste. Marie C	1,280	3	329	948	3	462	
Provincial Highway	546	1	88	457	1	126	
Other Areas	228	1	47	180	1	60	
Algoma Total	2,145	5	476	1,664	5	665	121,494
Brant							
Brantford C	1,436	1	241	1,194	1	315	
Provincial Highway	246	2	50	194	2	65	
Other Areas	493	3	109	381	3	158	
Brant Total	2,175	6	400	1,769	6	538	101,256

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Bruce							
Arran-Elderslie M	55	0	7	48	0	10	
Brockton M	275	1	56	218	1	86	
Huron-Kinloss TP	165	1	21	143	1	30	
Kincardine M	134	0	19	115	0	25	
Saugeen Shores T	72	0	11	61	0	13	
South Bruce Peninsula T	66	0	9	57	0	18	
Provincial Highway	241	1	42	198	2	87	
Other Areas	279	0	55	224	0	78	
Bruce Total	1,287	3	220	1,064	4	347	73,584
Chatham-Kent							
Provincial Highway	179	1	38	140	1	56	
Other Areas	1,261	8	211	1,042	8	292	
Chatham-Kent Total	1,440	9	249	1,182	9	348	90,684
Cochrane							
Black River-Matheson TP	0	0	0	0	0	0	
Cochrane T	95	0	10	85	0	11	
Hearst T	40	0	5	35	0	6	
Iroquois Falls T	33	0	4	29	0	4	
Kapuskasing T	75	0	17	58	0	23	
Timmins C	667	0	103	564	0	136	
Provincial Highway	402	4	82	316	5	126	
Other Areas	307	1	73	233	1	104	
Cochrane Total	1,619	5	294	1,320	6	410	94,312
Dufferin							
Amaranth TP	71	0	19	52	0	30	
East Garafraxa TP	43	0	11	32	0	17	
East Luther Grand Valley TP	23	0	3	20	0	5	
Melancthon TP	46	0	10	36	0	18	
Mono T	81	0	13	68	0	29	
Mulmur TP	59	0	8	51	0	10	
Orangeville T	280	1	48	231	1	63	
Shelburne T	46	0	9	37	0	11	
Provincial Highway	174	0	35	139	0	64	
Other Areas	132	1	23	108	1	33	
Dufferin Total	955	2	179	774	2	280	50,591

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Durham							
Ajax T	1,221	2	220	999	2	310	
Brock TP	87	1	15	71	1	22	
Clarington M	658	0	164	494	0	234	
Oshawa C	2,118	4	414	1,700	4	574	
Pickering C	1,053	2	199	852	2	302	
Scugog TP	246	4	44	198	4	67	
Uxbridge TP	243	1	66	176	1	99	
Whitby T	1,470	4	284	1,182	4	431	
Provincial Highway	1,970	8	390	1,572	11	614	
Other Areas	58	0	23	35	0	33	
Durham Total	9,124	26	1,819	7,279	29	2,686	463,123
Elgin							
Aylmer T	49	0	7	42	0	10	
Bayham M	68	0	10	58	0	18	
Central Elgin M	110	1	17	92	1	20	
Dutton-Dunwich M	39	1	5	33	1	9	
Malahide TP	91	1	11	79	1	17	
Southwold TP	56	0	8	48	0	12	
St. Thomas C	352	1	72	279	1	98	
West Elgin M	34	1	5	28	1	9	
Provincial Highway	156	3	24	129	4	37	
Other Areas	126	0	16	110	0	24	
Elgin Total	1,081	8	175	898	9	254	79,155
Essex							
Amherstburg T	207	1	38	168	1	56	
Essex T	244	2	34	208	2	45	
Kingsville T	174	0	39	135	0	63	
Lakeshore T	216	3	46	167	3	56	
LaSalle T	131	0	26	105	0	34	
Leamington M	292	1	61	230	1	87	
Tecumseh T	258	0	43	215	0	60	
Windsor C	3,804	5	900	2,899	5	1,214	
Provincial Highway	272	0	51	221	0	82	
Other Areas	123	0	23	100	0	32	
Essex Total	5,721	12	1,261	4,448	12	1,729	275,588

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Frontenac							
Central Frontenac TP	57	1	8	48	1	10	
Frontenac Islands TP	9	0	2	7	0	2	
Kingston C	1,906	4	360	1,542	4	460	
North Frontenac TP	15	0	4	11	0	6	
South Frontenac TP	177	1	39	137	1	58	
Provincial Highway	329	2	63	264	2	97	
Other Areas	67	1	14	52	1	20	
Frontenac Total	2,560	9	490	2,061	9	653	117,095
Grey							
The Blue Mountains T	118	0	15	103	0	27	
Chatsworth TP	47	1	4	42	1	11	
Georgian Bluffs TP	1	0	0	1	0	0	
Grey Highlands M	6	0	1	5	0	1	
Hanover T	96	0	12	84	0	13	
Meaford M	91	1	12	78	1	17	
Owen Sound C	326	0	50	276	0	76	
Southgate TP	54	1	6	47	1	10	
West Grey M	354	3	52	299	3	73	
Provincial Highway	343	3	61	279	3	93	
Other Areas	369	1	62	306	1	88	
Grey Total	1,805	10	275	1,520	10	409	81,392
Haldimand-Norfolk							
Provincial Highway	230	1	60	169	1	117	
Other Areas	1,586	5	274	1,307	6	406	
Haldimand-Norfolk Total	1,816	6	334	1,476	7	523	102,772
Haliburton							
Algonquin Highlands TP	0	0	0	0	0	0	
Dysart et al TP	84	0	11	73	0	13	
Highlands East M	2	1	0	1	1	4	
Minden Hills TP	64	0	14	50	0	16	
Provincial Highway	236	2	35	199	2	43	
Other Areas	148	0	24	124	0	31	
Haliburton Total	534	3	84	447	3	107	24,496

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Halton							
Burlington C	1,722	2	328	1,392	3	453	
Halton Hills T	586	1	121	464	1	175	
Milton T	931	1	206	724	1	327	
Oakville T	1,562	0	286	1,276	0	374	
Provincial Highway	2,398	1	391	2,006	1	604	
Other Areas	81	0	25	56	0	30	
Halton Total	7,280	5	1,357	5,918	6	1,963	382,818
Hamilton							
Hamilton C	6,542	11	1,620	4,911	12	2,306	
Provincial Highway	1,174	6	177	991	7	267	
Other Areas	0	0	0	0	0	0	
Hamilton Total	7,716	17	1,797	5,902	19	2,573	327,075
Hastings							
Bancroft T	56	0	7	49	0	9	
Belleville C	843	3	139	701	3	194	
Centre Hastings M	8	0	1	7	0	1	
Deseronto T	7	0	2	5	0	3	
Faraday TP	7	0	4	3	0	4	
Hastings Highlands M	1	0	0	1	0	0	
Madoc TP	12	0	1	11	0	1	
Marmora and Lake M	18	0	3	15	0	3	
Stirling-Rawdon TP	45	0	8	37	0	11	
Tweed M	65	0	10	55	0	13	
Tyendinaga TP	60	0	17	43	0	25	
Provincial Highway	594	6	92	496	7	128	
Other Areas	624	1	132	491	1	174	
Hastings Total	2,340	10	416	1,914	11	566	125,463
Huron							
Ashfield-Colborne- Wawanosh TP	21	0	0	21	0	0	
Bluewater M	0	0	0	0	0	0	
Central Huron M	1	1	0	0	1	1	
Goderich T	71	0	4	67	0	4	
Howick TP	39	0	3	36	0	8	
Huron East M	0	0	0	0	0	0	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Morris-Turnberry M	35	0	2	33	0	2	
North Huron TP	27	0	0	27	0	0	
South Huron M	1	1	0	0	1	1	
Provincial Highway	163	0	30	133	0	50	
Other Areas	520	2	86	432	3	127	
Huron Total	878	4	125	749	5	193	55,235
Kawartha Lakes							
Kawartha Lakes C	899	2	165	732	2	216	
Provincial Highway	180	4	50	126	6	81	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	1,079	6	215	858	8	297	75,624
Kenora							
Dryden C	116	0	6	110	0	6	
Kenora C	380	2	30	348	2	43	
Red Lake M	32	0	2	30	0	2	
Sioux Lookout M	42	1	3	38	5	5	
Provincial Highway	750	3	101	646	3	166	
Other Areas	90	2	11	77	2	17	
Kenora Total	1,410	8	153	1,249	12	239	56,986
Lambton							
Brooke-Alvinston TP	21	0	5	16	0	10	
Dawn-Euphemia TP	26	0	1	25	0	1	
Enniskillen TP	40	1	8	31	1	12	
Petrolia T	27	0	2	25	0	2	
Plympton-Wyoming T	6	1	0	5	1	0	
Point Edward V	18	0	7	11	0	8	
Sarnia C	834	1	106	727	1	139	
St. Clair TP	0	0	0	0	0	0	
Warwick TP	41	0	7	34	0	16	
Provincial Highway	204	0	40	164	0	51	
Other Areas	298	4	53	241	4	75	
Lambton Total	1,515	7	229	1,279	7	314	102,629

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lanark							
Beckwith TP	55	1	3	51	2	8	
Carleton Place T	93	0	10	83	0	12	
Lanark Highlands TP	120	0	18	102	0	18	
Mississippi Mills T	97	0	11	86	0	19	
Montague TP	34	0	12	22	0	17	
Perth T	335	0	67	268	0	84	
Smiths Falls ST	148	0	16	132	0	18	
Tay Valley TP	0	0	0	0	0	0	
Provincial Highway	200	1	33	166	1	57	
Other Areas	298	0	33	265	0	44	
Lanark Total	1,380	2	203	1,175	3	277	63,991
Leeds & Grenville							
Athens TP	19	0	4	15	0	4	
Augusta TP	91	2	22	67	2	30	
Brockville C	332	0	54	278	0	75	
Edwardsburgh/ Cardinal TP	68	1	13	54	1	21	
Elizabethtown-Kitley TP	84	0	12	72	0	15	
Front of Yonge TP	15	0	1	14	0	1	
Gananoque ST	72	0	8	64	0	8	
Leeds and the Thousand Islands TP	0	0	0	0	0	0	
Merrickville-Wolford V	22	0	3	19	0	4	
North Grenville M	180	3	20	157	4	31	
Prescott ST	150	0	17	133	0	20	
Rideau Lakes TP	72	1	5	66	1	6	
Provincial Highway	629	3	108	518	3	160	
Other Areas	436	3	70	363	3	97	
Leeds & Grenville Total	2,170	13	337	1,820	14	472	94,464

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (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	15	0	1	14	0	2	
Greater Napanee T	162	0	31	131	0	40	
Loyalist TP	105	1	15	89	1	23	
Stone Mills TP	68	0	14	54	0	18	
Provincial Highway	259	1	51	207	1	64	
Other Areas	49	0	6	43	0	8	
Lennox & Addington Total	658	2	118	538	2	155	36,541
Manitoulin							
Central Manitoulin M	0	0	0	0	0	0	
Provincial Highway	226	0	16	210	0	21	
Other Areas	115	0	10	105	0	12	
Manitoulin Total	341	0	26	315	0	33	16,260
Middlesex							
Adelaide-Metcalf TP	66	1	11	54	1	21	
London C	3,850	13	1,375	2,462	13	2,021	
Lucan Biddulph TP	23	0	5	18	0	10	
Middlesex Centre M	219	1	37	181	1	65	
North Middlesex M	0	0	0	0	0	0	
Southwest Middlesex M	1	1	0	0	2	0	
Strathroy-Caradoc TP	265	1	47	217	1	72	
Provincial Highway	475	2	89	384	2	132	
Other Areas	646	1	142	503	1	202	
Middlesex Total	5,545	20	1,706	3,819	21	2,523	300,737
Muskoka							
Bracebridge T	185	0	15	170	0	17	
Georgian Bay TP	21	0	3	18	0	3	
Gravenhurst T	102	0	18	84	0	20	
Huntsville T	242	1	35	206	1	47	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lake Of Bays TP	28	0	4	24	0	6	
Muskoka Lakes TP	108	0	11	97	0	17	
Provincial Highway	728	2	116	610	2	164	
Other Areas	123	0	21	102	0	24	
Muskoka Total	1,537	3	223	1,311	3	298	68,316
Niagara							
Fort Erie T	257	0	44	213	0	66	
Grimsby T	198	0	31	167	0	43	
Lincoln T	183	0	30	153	0	38	
Niagara Falls C	1095	7	189	899	7	246	
Niagara-On-The-Lake T	193	0	33	160	0	43	
Pelham T	142	1	23	118	1	28	
Port Colborne C	141	2	30	109	2	40	
St. Catharines C	1542	1	250	1291	1	332	
Thorold C	189	2	32	155	2	54	
Wainfleet TP	55	0	10	45	0	14	
Welland C	426	0	94	332	0	133	
West Lincoln TP	123	1	26	96	1	34	
Provincial Highway	1,143	5	227	911	6	347	
Other Areas	121	0	23	98	0	27	
Niagara Total	5,808	19	1,042	4,747	20	1,445	333,143
Nipissing							
Bonfield TP	14	0	2	12	0	3	
East Ferris TP	23	0	2	21	0	2	
Mattawa T	12	0	1	11	0	2	
North Bay C	663	3	134	526	3	178	
West Nipissing M	86	0	8	78	0	12	
Provincial Highway	745	6	149	590	6	214	
Other Areas	105	0	10	95	0	16	
Nipissing Total	1,648	9	306	1,333	9	427	87,493
Northumberland							
Alnwick-Haldimand TP	67	0	15	52	0	22	
Brighton M	88	0	21	67	0	33	
Cobourg T	198	0	35	163	0	52	
Cramahe TP	30	0	9	21	0	11	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Hamilton TP	69	1	20	48	2	39	
Port Hope M	140	1	22	117	1	33	
Trent Hills M	87	1	11	75	1	15	
Provincial Highway	361	2	57	302	2	84	
Other Areas	207	2	35	170	2	51	
Northumberland Total	1,247	7	225	1,015	8	340	79,543
Ottawa							
Ottawa C	12,435	16	2,427	9,992	19	3,250	
Provincial Highway	1,769	3	268	1,498	3	374	
Other Areas	0	0	0	0	0	0	
Ottawa Total	14,204	19	2,695	11,490	22	3,624	552,227
Oxford							
East Zorra-Tavistock TP	24	0	8	16	0	13	
Ingersoll T	79	0	10	69	0	10	
Norwich TP	171	1	34	136	1	48	
Tillsonburg T	161	0	29	132	0	42	
Woodstock C	503	0	75	428	0	113	
Zorra TP	157	0	27	130	0	37	
Provincial Highway	416	1	73	342	1	117	
Other Areas	320	3	72	245	4	97	
Oxford Total	1,831	5	328	1,498	6	477	94,325
Parry Sound							
Magnetawan M	11	0	0	11	0	0	
Mcdougall M	13	0	2	11	0	2	
Nipissing TP	3	0	0	3	0	0	
Parry Sound T	158	1	27	130	2	35	
Perry TP	7	0	2	5	0	3	
Powassan M	17	0	2	15	0	5	
Provincial Highway	652	6	94	552	6	134	
Other Areas	125	0	15	110	0	23	
Parry Sound Total	986	7	142	837	8	202	58,878

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Peel							
Brampton C	5,342	7	1,273	4,062	8	1,855	
Caledon T	839	5	158	676	6	228	
Mississauga C	6,429	10	1,329	5,090	11	1,752	
Provincial Highway	4,242	4	863	3,375	4	1,305	
Other Areas	333	1	64	268	1	75	
Peel Total	17,185	27	3,687	13,471	30	5,215	805,749
Perth							
North Perth M	111	1	24	86	1	34	
Perth East TP	117	0	25	92	0	41	
Perth South TP	81	1	19	61	1	29	
St. Marys ST	39	0	5	34	0	6	
Stratford C	408	0	73	335	0	93	
West Perth M	51	0	8	43	0	9	
Provincial Highway	166	1	30	135	2	47	
Other Areas	55	1	10	44	1	12	
Perth Total	1,028	4	194	830	5	271	62,089
Peterborough							
Asphodel-Norwood TP	24	0	6	18	0	7	
Cavan-Monaghan TP	50	1	13	36	1	25	
Douro-Dummer TP	44	1	7	36	1	10	
Galway-Cavendish-Harvey TP	13	0	1	12	0	1	
Havelock-Belmont-Methuen TP	26	0	5	21	0	8	
North Kawartha TP	19	0	5	14	0	10	
Otonabee-South Monaghan TP	38	0	10	28	0	12	
Peterborough C	1,555	1	373	1,181	1	524	
Smith-Ennismore-Lakefield TP	30	0	5	25	0	6	
Provincial Highway	287	0	61	226	0	92	
Other Areas	46	3	9	34	3	12	
Peterborough Total	2,132	6	495	1,631	6	707	115,701

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (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	95	0	21	74	0	35	
Casselman V	26	0	2	24	0	2	
Clarence-Rockland C	242	0	40	202	0	54	
East Hawkesbury TP	26	0	4	22	0	8	
Hawkesbury T	161	0	20	141	0	21	
The Nation M	89	3	18	68	4	27	
Russell TP	112	0	27	85	0	46	
Provincial Highway	181	0	30	151	0	41	
Other Areas	156	0	25	131	0	33	
Prescott & Russell Total	1,088	3	187	898	4	267	93,634
Prince Edward							
Provincial Highway	36	0	8	28	0	12	
Other Areas	469	0	83	386	0	110	
Prince Edward Total	505	0	91	414	0	122	24,710
Rainy River							
Atikokan T	18	0	2	16	0	4	
Fort Frances T	118	0	9	109	0	14	
Provincial Highway	240	2	24	214	3	29	
Other Areas	62	0	4	58	0	5	
Rainy River Total	438	2	39	397	3	52	24,113
Renfrew							
Admaston-Bromley TP	22	0	4	18	0	8	
Arnprior T	95	0	15	80	0	22	
Bonnechere Valley TP	1	0	0	1	0	0	
Brudenell, Lyndoch and Raglan TP	18	0	4	14	0	12	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Deep River T	15	0	1	14	0	1	
Greater Madawaska TP	1	1	0	0	1	0	
Horton TP	23	0	3	20	0	4	
Laurentian Hills T	2	0	0	2	0	0	
Laurentian Valley TP	100	0	19	81	0	23	
Madawaska Valley TP	0	0	0	0	0	0	
McNab-Braeside TP	53	0	5	48	0	6	
North Algona Wilberforce TP	19	0	2	17	0	4	
Pembroke C	161	0	31	130	0	39	
Petawawa T	116	1	19	96	1	31	
Renfrew T	303	0	43	260	0	49	
Whitewater Region TP	0	0	0	0	0	0	
Provincial Highway	505	7	89	409	9	147	
Other Areas	190	0	30	160	0	37	
Renfrew Total	1,624	9	265	1,350	11	383	106,302
Simcoe							
Adjala-Tosorontio TP	80	1	15	64	1	22	
Barrie C	2,229	1	373	1,855	1	521	
Bradford West Gwillimbury T	393	1	59	333	1	67	
Clearview TP	246	2	35	209	2	55	
Collingwood T	279	0	33	246	0	49	
Essa TP	185	1	35	149	1	45	
Innisfil T	448	0	82	366	0	128	
Midland T	267	0	48	219	0	69	
New Tecumseth T	209	1	37	171	3	48	
Orillia C	369	0	94	275	0	137	
Oro-Medonte TP	33	3	7	23	4	11	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Penetanguishene T	47	0	7	40	0	9	
Ramara TP	65	2	10	53	2	13	
Severn TP	97	1	23	73	1	29	
Tay TP	114	0	14	100	0	15	
Tiny TP	103	0	20	83	0	27	
Wasaga Beach T	176	1	31	144	1	35	
Provincial Highway	1,857	4	294	1,559	4	465	
Other Areas	497	1	88	408	1	121	
Simcoe Total	7,694	19	1,305	6,370	22	1,866	395,268
Stormont, Dundas & Glengarry							
Cornwall C	718	0	116	602	0	158	
North Dundas TP	91	0	27	64	0	37	
North Glengarry TP	121	0	9	112	0	9	
North Stormont TP	39	0	9	30	0	10	
South Dundas TP	112	0	18	94	0	25	
South Glengarry TP	110	1	15	94	1	16	
South Stormont TP	86	0	9	77	0	10	
Provincial Highway	404	1	85	318	1	137	
Other Areas	205	0	35	170	0	46	
Stormont, Dundas & Glengarry Total	1,886	2	323	1,561	2	448	98,610
Sudbury							
Chapleau TP	17	0	2	15	0	2	
Espanola T	45	0	6	39	0	6	
French River M	9	1	1	7	1	1	
Greater Sudbury C	2,122	5	512	1,605	5	713	
Markstay-Warren M	7	0	1	6	0	1	
Provincial Highway	756	7	173	576	7	269	
Other Areas	187	1	38	148	1	44	
Sudbury Total	3,143	14	733	2,396	14	1,036	197,765

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Thunder Bay							
Greenstone M	0	0	0	0	0	0	
Manitouwadge TP	4	0	0	4	0	0	
Marathon T	10	0	0	10	0	0	
Neebing M	7	0	1	6	0	1	
Nipigon TP	5	0	0	5	0	1	
Oliver Paipoonge M	29	0	8	21	0	8	
Shuniah M	20	0	3	17	0	3	
Terrace Bay TP	6	0	1	5	0	1	
Thunder Bay C	1,925	3	350	1,572	3	479	
Provincial Highway	1,057	7	155	895	12	228	
Other Areas	107	0	10	97	0	14	
Thunder Bay Total	3,170	10	528	2,632	15	735	148,990
Timiskaming							
Englehart T	11	0	1	10	0	2	
Kirkland Lake T	92	0	9	83	0	14	
Temiskaming Shores C	103	0	22	81	0	30	
Provincial Highway	289	4	65	220	6	101	
Other Areas	115	2	19	94	2	29	
Timiskaming Total	610	6	116	488	8	176	41,070
Toronto							
Toronto C	25,611	57	9,158	16,396	57	12,513	
Provincial Highway	7,412	2	1,379	6,031	2	2,078	
Other Areas	0	0	0	0	0	0	
Toronto Total	33,023	59	10,537	22,427	59	14,591	1,174,128

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Waterloo							
Cambridge C	1,944	4	419	1,521	4	561	
Kitchener C	3,515	0	817	2,698	0	1,112	
North Dumfries TP	122	0	23	99	0	31	
Waterloo C	1,902	1	408	1,493	1	519	
Wellesley TP	102	0	24	78	0	38	
Wilmot TP	179	1	44	134	1	67	
Woolwich TP	457	3	76	378	3	108	
Provincial Highway	1,158	2	229	927	2	351	
Other Areas	92	1	14	77	1	21	
Waterloo Total	9,471	12	2,054	7,405	12	2,808	365,985
Wellington							
Centre Wellington TP	175	0	25	150	0	30	
Erin T	143	0	24	119	0	33	
Guelph C	1,295	1	407	887	1	580	
Guelph/Eramosa TP	188	1	36	151	1	56	
Mapleton TP	228	3	44	181	3	66	
Minto T	103	1	19	83	1	26	
Puslinch TP	178	0	30	148	0	51	
Wellington North TP	198	2	30	166	3	30	
Provincial Highway	723	2	142	579	2	225	
Other Areas	82	0	9	73	0	24	
Wellington Total	3,313	10	766	2,537	11	1,121	165,674
York							
Aurora T	432	1	90	341	1	121	
East Gwillimbury T	418	2	81	335	2	112	
Georgina T	339	1	70	268	1	97	
King TP	306	1	70	235	1	99	
Markham T	2,212	6	781	1,425	6	1,049	
Newmarket T	734	0	164	570	0	217	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Richmond Hill T	1,220	1	485	734	1	655	
Vaughan C	2,771	4	1,014	1,753	4	1,414	
Whitchurch Stouffville T	261	1	60	200	1	80	
Provincial Highway	1,796	3	262	1,531	4	393	
Other Areas	359	0	112	247	0	168	
York Total	10,848	20	3,189	7,639	21	4,405	741,350

* This number does not match the vehicle population in Table 5.5; it does not include 10,442 vehicles that are not associated with a county or region in Ontario.

Legend:

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

Other Areas:

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

Table 4.1 is not comparable to previous years.

The figures above do not include 6 Property Damage Only collisions whose location was unknown.

THE VEHICLE

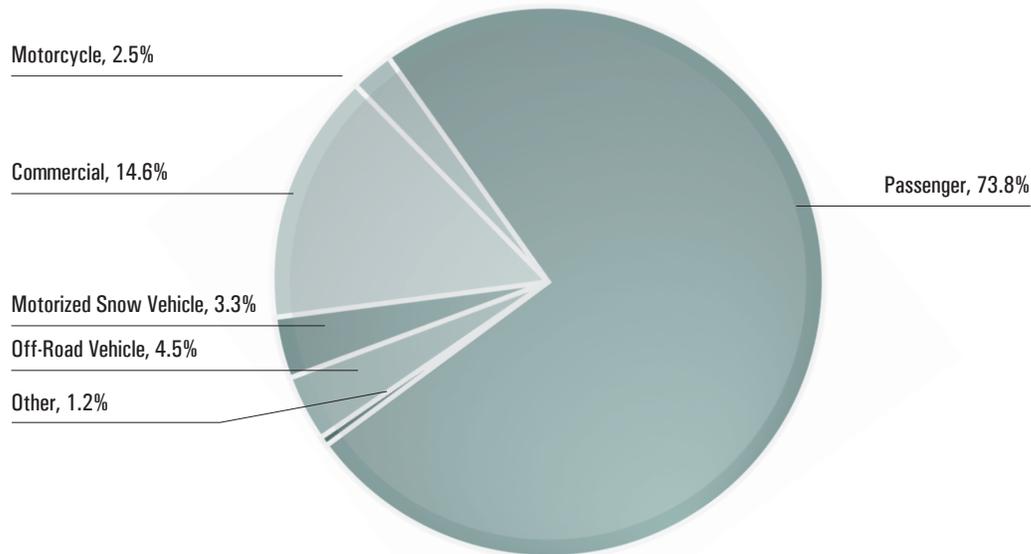


5. THE VEHICLE

This section examines the types of vehicles involved in motor vehicle collisions in Ontario. In 2013, passenger vehicles made up about 74 per cent of the vehicle population in Ontario; however, they also represented about 78 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, 2013



5A. VEHICLES IN COLLISIONS

Table 5.1: Vehicles Involved in Collisions by Class of Collision, 2013

Type of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	421	59,051	185,977	245,449
Passenger Van	56	5,474	17,005	22,535
Motorcycle & Moped	51	1,731	768	2,550
Pick-up Truck	104	6,102	27,684	33,890
Delivery Van	11	809	3,612	4,432
Tow Truck	1	100	428	529
Truck	92	2,477	12,594	15,163
Bus	9	747	2,879	3,635
School Vehicle	2	177	1,138	1,317
Off-Road Vehicle	0	31	27	58
Snowmobile	3	21	32	56
Snow Plow	0	35	345	380
Emergency Vehicle	4	272	1,321	1,597
Farm Vehicle	1	51	156	208
Construction Equipment	1	38	193	232
Motor Home	0	14	60	74
Railway Train	2	12	25	39
Street Car	2	95	263	360
Bicycle	25	2,609	636	3,270
Other	0	14	36	50
Other Non-Motor Vehicle	2	150	402	554
Unknown	0	382	7,316	7,698
Total	787	80,392	262,897	344,076

Table 5.2: Condition of Vehicle by Class of Collision, 2013

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	753	77,482	244,773	323,008
Service Brakes Defective	1	20	72	93
Steering Defective	0	6	24	30
Tire Puncture or Blow Out	1	13	62	76
Tire Tread Insufficient	0	6	18	24
Headlamps Defective	0	2	8	10
Other Lamps or Reflectors Defective	0	5	8	13
Engine Controls Defective	0	6	7	13
Wheels or Suspension Defective	0	5	22	27
Vision Obscured	1	7	27	35
Trailer Hitch Defective	0	0	0	0
Other Defects	17	395	2,746	3,158
Unknown	14	2,445	15,130	17,589
Total	787	80,392	262,897	344,076

Table 5.3: Model Year of Vehicle by Class of Collision, 2013

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2014	6	318	1,408	1,732
2013	28	4,002	14,106	18,136
2012	46	5,094	18,601	23,741
2011	38	4,904	17,384	22,326
2010	49	5,287	18,700	24,036
2009	47	4,663	16,260	20,970
2008	38	5,648	19,063	24,749
2007	53	5,929	20,122	26,104
2006	48	5,423	18,296	23,767
2005	63	5,428	17,867	23,358
2004 and earlier	338	29,445	88,615	118,398
Unknown	33	4,251	12,475	16,759
Total	787	80,392	262,897	344,076

Table 5.4: Insurance Status of Vehicle by Class of Collision, 2013

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	713	75,535	247,523	323,771
Not Insured	15	823	859	1,697
Unknown	59	4,034	14,515	18,608
Total	787	80,392	262,897	344,076

5B. PUTTING THE VEHICLE IN CONTEXT

Table 5.5: Vehicle Population by Type of Vehicle, 2013

Vehicle Class	Vehicle Population
Passenger	6,759,488
Motorcycle	232,717
Moped	920
Commercial*	1,340,086
Bus	23,298
School Bus	10,715
Motorized Snow Vehicle	304,634
Off-Road Vehicle	407,585
Road Building Machinery	362
Permanent Apparatus	2,536
Farm Trucks	76,529
Total	9,158,870

* Excludes vehicles registered under the PRORATE-P program (66,106 vehicles)

Table 5.6: Selected Types of Vehicles by Model Year, 2013

Vehicle Class	Model Year													Total
	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004 and earlier			
Passenger	122,527	502,244	477,594	440,875	503,611	428,812	484,770	501,075	456,500	450,511	2,390,969	6,759,488		
Motorcycle	756	7,323	9,397	9,203	8,788	17,536	18,213	17,644	16,434	13,681	113,742	232,717		
Moped	0	4	4	2	11	20	9	11	55	173	631	920		
Commercial*	21,492	91,726	87,884	104,449	97,787	71,932	92,189	96,179	86,129	81,545	588,201	1,419,513		
Bus	1,093	2,577	2,449	2,270	2,428	2,952	2,261	2,052	3,006	2,164	10,761	34,013		
Motorized Snow Vehicle	3,680	4,954	5,920	5,992	6,521	7,134	6,024	7,876	8,650	7,973	239,910	304,634		
Off-Road Vehicle	2,063	13,372	14,586	14,619	9,973	18,669	23,393	27,572	24,207	23,956	235,175	407,585		
Total	151,611	622,200	597,834	577,410	629,119	547,055	626,859	652,409	594,981	580,003	3,579,389	9,158,870		

* Excludes vehicles registered under the PRORATE-P program (66,106 vehicles)

Table 5.7: Vehicle Damage Level by Class of Collision, 2013

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	54	7,294	16,055	23,403
Light	69	21,189	113,753	135,011
Moderate	93	21,728	80,518	102,339
Severe	121	17,601	27,162	44,884
Demolished	401	8,513	5,458	14,372
Unknown	49	4,067	19,951	24,067
Total	787	80,392	262,897	344,076

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, 2004–2013

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
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
2013	47	1,250	3	431

* Excludes hangers on, moped drivers and passengers.

Table 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2013

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	2.3
Under 25 Years Old	12.0
Alcohol Used	
Ability Impaired Alcohol > 0.08	10.0
Had Been Drinking	10.0
Unknown	0
Helmet Not Worn (Fatalities)	2.1
Motorcycle Driver Error	
Speed Too Fast/Lost Control	36.7
Other Error	24.5
Single Vehicle Collisions	38.0
Day/Night	66/34
Weekend	36.0

6B. SCHOOL VEHICLES

Table 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions – School Years 2008/2009–2012/2013

School Year	Pupils Transported Daily	Number of School Vehicles in Collisions
2008/2009	817,888	1,292
2009/2010	818,190	1,059
2010/2011	824,102	1,154
2011/2012	823,462	1,010
2012/2013	833,685	1,097

Table 6.4: Collisions Involving School Vehicles by Type & Nature of Collision 2012/2013

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2008/2009 –2012/2013)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	2	37	95	893	1,027	5,206
School Van	0	0	4	24	28	200
Other School Vehicles	0	5	6	23	34	193
Total	2	42	105	940	1,089	5,599

Table 6.5: Pupil Injury by Collision Event and Vehicle Type, 2012/2013 (Number of Persons)

School Vehicle Type	Collision Event									
	Crossing Road		Within School Vehicle		Other		Total		Five Year Total (2008/2009 - 2012/2013)	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	50	0	6	0	56	0	463
School Van	0	0	0	0	0	0	0	0	1	11
Other School Vehicles	0	0	0	6	0	0	0	6	0	9
Total	0	0	0	56	0	6	0	62	1	483

6C. LARGE TRUCKS

Table 6.6: Number of Persons Killed in Collisions Involving Large Trucks, 2009–2013

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
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
2013	29	30.2	96	18.5
Total	137	27.1	505	18.6

Table 6.7: Number of Large Trucks in All Classes of Collisions, 2013

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	25	960	5,776	6,761
Straight Truck & Trailer	5	108	521	634
Tractor Only	5	416	2,209	2,630
Tractor & Semi-Trailer	43	812	3,462	4,317
"A-C" Train Double	0	17	72	89
"B" Train Double	7	27	96	130
Other/Unknown	8	237	886	1,131
Total	93	2,577	13,022	15,692

Table 6.8: Registered Trucks, 2013

Driver Licence Required	Registered Trucks
G	1,203,834
D	82,315
A *	199,470 **
Total	1,485,619
* Tractor/trailer combination only.	
** Includes vehicles registered under the PRORATE-P program (66,106 vehicles).	

Table 6.9: Selected Factors Relevant to Fatal Large Truck Collisions, 2013

Factors in Fatal Collisions	%
Drivers	
Alcohol Involved	1
Driving Properly	75
Collisions	
Single Vehicle	20
Weather Condition – Clear	76
Daylight	69
Vehicles	
Vehicle Defect Present *	4
* Excludes unknown category.	

6D. OFF-ROAD VEHICLES

Table 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision
Location*, 2009–2013

Location	Killed					Injured				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
On-Highway	15	9	6	6	11	142	129	127	125	118
Off-Highway	7	8	10	9	9	130	124	124	114	115
Total	22	17	16	15	20	272	253	251	239	233
* 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*, 2009 – 2013

Location	Killed					Injured				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
On-Highway	1	2	1	2	1	101	126	93	98	84
Off-Highway	1	0	1	2	0	79	37	65	73	87
Total	2	2	2	4	1	180	163	158	171	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*, 2009 – 2013

Location	Killed					Injured				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
On-Highway	0	0	0	0	0	5	4	4	5	3
Off-Highway	0	0	0	0	0	3	4	4	5	3
Total	0	0	0	0	0	8	8	8	10	6

* 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, 2009–2013

Year	Vehicles Registered
2009	341,811
2010	358,835
2011	374,784
2012	390,821
2013	407,585

Table 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2013

Factors	%
Drivers Under 25 Years of Age	34
Alcohol Used	21
Speeding	22
Helmet Not Worn	40
Daytime	80
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 2008/2009–2012/2013

Location	Killed					Injured				
	08/09	09/10	10/11	11/12	12/13	08/09	09/10	10/11	11/12	12/13
On-Highway	7	6	5	2	6	51	31	35	33	30
Off-Highway	17	17	15	9	17	98	130	102	58	91
Total	24	23	20	11	23	149	161	137	91	121

* 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 2008/2009–2012/2013**

Location	Killed					Injured				
	08/09	09/10	10/11	11/12	12/13	08/09	09/10	10/11	11/12	12/13
On-Highway	1	0	0	0	0	26	8	14	16	27
Off-Highway	2	4	0	3	1	52	24	70	41	64
Total	3	4	0	3	1	78	32	84	57	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 6.15b: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision
Location – Riding Seasons 2008/2009–2012/2013**

Location	Killed					Injured				
	08/09	09/10	10/11	11/12	12/13	08/09	09/10	10/11	11/12	12/13
On-Highway	0	0	0	0	0	7	2	1	2	0
Off-Highway	0	0	0	0	0	3	2	0	0	2
Total	0	0	0	0	0	10	4	1	2	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, 2009–2013

Year	Registered Motorized Snow Vehicles
2009	316,562
2010	310,525
2011	304,603
2012	297,859
2013	304,634

Table 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions, Riding Season 2012/2013

Factors	%
Unlicensed Operators	2
Rider Error; Speed too Fast	22
Alcohol Used	15
Surface Condition; Icy or Packed Snow	64

6F. BICYCLES

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

Table 6.18: Bicyclists* Killed and Injured, 2009–2013

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2009	13	1,947	0	443
2010	17	2,087	1	422
2011	21	2,179	0	416
2012	26	2,318	0	451
2013	24	2,054	1	427

* Includes hangers on

Table 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2013

Light Condition	Age Groups					Unknown	Total
	0–5	6–15	16–30	31–60	61+		
Daylight	2	4	226	328	58	2,035	2,653
Dawn	0	1	7	8	1	28	45
Dusk	0	0	5	14	3	84	106
Dark	0	1	55	47	10	350	463
Other	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	2	6	293	397	72	2,497	3,267

Table 6.20: Selected Factors Relevant to All Bicycle Collisions, 2013

Factors	%
Driving Properly (Bicyclist)	52
Driving Properly (Motor Vehicle Driver)	46
Intersection Related	68
Going Ahead (Bicyclist)	86
Alcohol Related (Bicyclist)	3
No Apparent Vehicle Defect (Bicycle)	98
Clear Visibility	92
Weekend	19

CONVICTION, OFFENCE AND SUSPENSION DATA



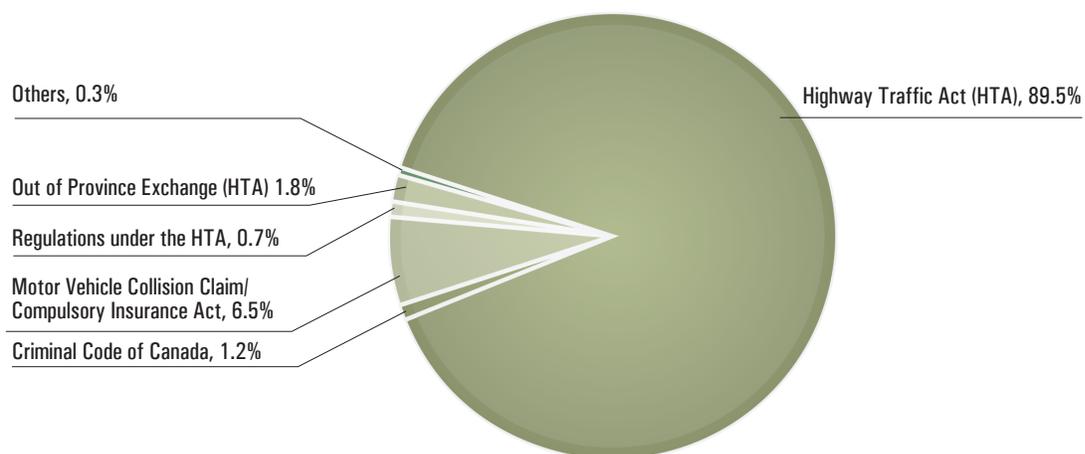
7. CONVICTION, OFFENCE AND SUSPENSION DATA

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

In 2013, 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 just over 17,000 to approximately 14,000 occurrences annually.

Figure 7 Motor Vehicle Convictions in Ontario by Type, 2013



7A. CONVICTION DATA

Table 7.1: Summary of Motor Vehicle Related Convictions, 2013

Convictions*	Number
Highway Traffic Act (HTA)	1,184,219
Regulations under the HTA	8,729
Criminal Code of Canada** (incl. OOP)	16,456
Municipal By-Law***	-
Motor Vehicle Collision Claim/Compulsory Insurance Act	86,278
Motorized Snow Vehicles Act	1,640
Off-Road Vehicles Act	1,314
Out of Province Exchange (HTA)	23,574
Others****	1,564
Total	1,323,774

* Includes manually recorded convictions.
 ** This figure does not include 170 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, 2013

Convictions*	Number
Equipment	79,254
Administrative*	182,760
Seat Belt (Driver & Passenger)**	27,041
Other Non-Pointable Convictions***	104,908
Speeding	654,036
Other Pointable Convictions (2 - 4 pts)	111,081
Other Pointable Convictions (5 - 7 pts)	9,944
Driving While Suspended	15,195
Total	1,184,219

* 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, 2013*

Convictions	Number
Alcohol or Drug Related**	12,808
Criminal Negligence	17
Fail to Remain at Collision	361
Fail to Stop for Police Officer	400
Driving While Disqualified	1,879
Dangerous Driving	990
Motor Manslaughter	1
Total	16,456

* This figure does not include 170 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, 2004–2013**

Conviction Type	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Criminal Negligence	13	18	15	18	14	12	9	4	2	1
Fail to Remain	566	502	532	543	529	429	420	353	185	222
Dangerous Driving	1,124	1,281	1,353	1,303	1,316	1,182	967	856	566	513
Impaired Driving	6,678	6,575	6,640	6,836	7,045	6,869	6,540	5,710	4,222	3,892
Blood/Alcohol over .08	5,381	5,296	5,040	5,441	5,950	6,252	6,070	6,117	4,942	4,367
Fail to Provide Breath Sample	1,057	1,009	1,034	1,053	1,065	1,097	1,138	934	598	530
Driving While Disqualified	1,806	1,809	1,852	1,851	1,931	2,003	2,163	2,138	1,291	1,222
Motor Manslaughter	0	1	1	3	2	0	1	0	0	2
Undefined	425	446	506	471	510	473	417	341	283	248
Total	17,050	16,937	16,973	17,519	18,362	18,317	17,725	16,453	12,089	10,997

* 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, 2004–2013

Suspensions	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
January	1,203	1,330	1,228	1,210	1,183	1,368	1,298	1,154	1,071	994
February	1,501	1,330	1,197	1,206	1,259	1,401	1,140	1,219	1,230	1,028
March	1,400	1,424	1,317	1,410	1,438	1,502	1,252	1,332	1,236	1,339
April	1,494	1,393	1,340	1,375	1,297	1,391	1,363	1,304	1,284	1,117
May	1,528	1,468	1,247	1,430	1,472	1,533	1,486	1,342	1,212	1,233
June	1,391	1,366	1,307	1,456	1,547	1,373	1,296	1,360	1,265	1,273
July	1,483	1,531	1,452	1,480	1,533	1,489	1,454	1,475	1,338	1,175
August	1,476	1,317	1,399	1,455	1,686	1,482	1,400	1,281	1,393	1,235
September	1,385	1,386	1,396	1,517	1,536	1,458	1,360	1,303	1,359	1,179
October	1,555	1,450	1,487	1,444	1,673	1,412	1,416	1,354	1,285	1,173
November	1,377	1,315	1,412	1,392	1,556	1,656	1,344	1,313	1,314	1,155
December	1,468	1,645	1,709	1,533	1,463	1,374	1,411	1,467	1,523	1,174
Total	17,261	16,955	16,491	16,908	17,643	17,439	16,220	15,904	15,510	14,075

* See Appendix for a more detailed explanation of ADLS.

7C. SUSPENSION DATA

Table 7.6: Demerit Point Suspensions by Driver Age, 2013

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	6	0	0	0
19	40	1	2	0
20-24	174	8	106	4
25-34	115	14	231	19
35-44	41	9	107	3
45-54	36	5	68	2
55-64	8	0	28	4
65-74	2	2	20	1
75 +	0	0	4	0
Total	422	39	566	33

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 System Information Management Division

Health Data Branch

Ministry of Education

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