

ONTARIO ROAD SAFETY

Annual Report 2015





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ONTARIO ROAD SAFETY ANNUAL REPORT 2015

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

The Ministry of Transportation's Official Driver's Handbook is available online at 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 2015, Ontario's fatality rate of 0.54 per 10,000 licensed drivers was one of the lowest ever recorded in Ontario. It was the second lowest in all of North America, behind only the District of Columbia.

In 2015, the number of traffic fatalities on Ontario roads was 531.

— *Ontario Road Safety Annual Report 2015*

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 17 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 16 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 2015

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 2015 was 0.54, one of the lowest ever recorded. The actual number of fatalities was 531.

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 17 years in a row.

The number of injuries on Ontario's roads was 56,760, a decrease of 17% over the past decade.

Road Safety in Ontario: 2014 vs 2015

Category	2014	2015
Number of Fatalities	517	531
Number of Injuries	54,081	56,759
Fatality Rate per 10,000 Licensed Drivers	0.53	0.54
Injury Rate per 10,000 Licensed Drivers	55.7	57.7

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
- Making Ontario's Roads Safer Act; omnibus road safety legislation including new or additional sanctions for distracted driving, impaired driving (alcohol and drugs) and pedestrian safety, to name a few
- distracted driving legislation
- street racing / stunt 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 2015 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 98 in 2014 to 93 in 2015 – a reduction of five percent.

Drug-Involved 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 has since become a permanent practice.

The number of fatalities attributed to drugs other than alcohol increased from 54 in 2014 to 55 in 2015 – an increase of two percent.

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 increased from 85 in 2014 to 86 in 2015 – an increase of one percent.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver decreased from 109 in 2014 to 104 in 2015 – a decrease of five percent.

Inattentive driving was responsible for one in every five people killed on Ontario roads in 2015.

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

Fatalities among senior drivers age 80 and over increased from 16 in 2014 to 23 in 2015 – an increase of 44 percent.

Young Drivers Fatalities

Fatalities among young drivers aged 16-19 decreased from 16 in 2014 to 14 in 2015.

Large Truck Fatalities

Fatalities involving large trucks decreased from 109 in 2014 to 95 in 2015 – a decrease of 13 percent.

Seat Belts

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

In 2015, 54 vehicle occupants were killed while not wearing a seat belt – down from 58 in 2014.

Vulnerable Road Users

The number of motorcycle rider fatalities increased from 61 in 2014 to 63 in 2015.

The number of pedestrian fatalities increased from 110 in 2014 to 115 in 2015.

The number of bicycling fatalities increased from 16 in 2014 to 20 in 2015.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Pedestrians	115	22%
Inattentive Driving	104	20%
Large Trucks	95	18%
Drinking and Driving	93	18%
Speed-Related	86	16%
Motorcyclists	63	12%
Drug-Involved	55	10%
Unbelted Occupants	54	10%
Senior Drivers	23	4%
Cyclists	20	4%
Young Drivers	14	3%

* Many fatal crashes involve more than one of the factors listed. These percentages do not total 100.

Looking Ahead: Next Steps

For 17 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.

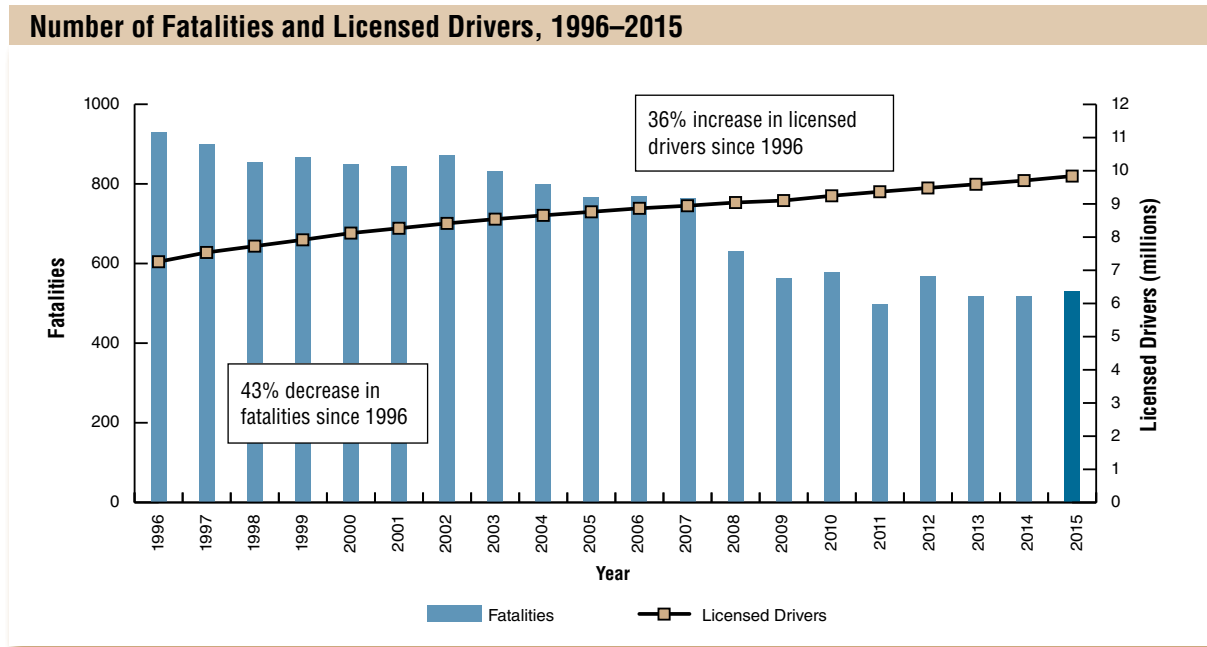
Studies show road safety marketing campaigns result in a 12 percent reduction in collisions. Ontario aims to be among the many countries that emphasize proactive, preventative measures, particularly education and awareness initiatives that reduce risky driving behaviour.

Conclusion

ORSAR 2015 confirms that Ontario continues to be a leader in road safety.

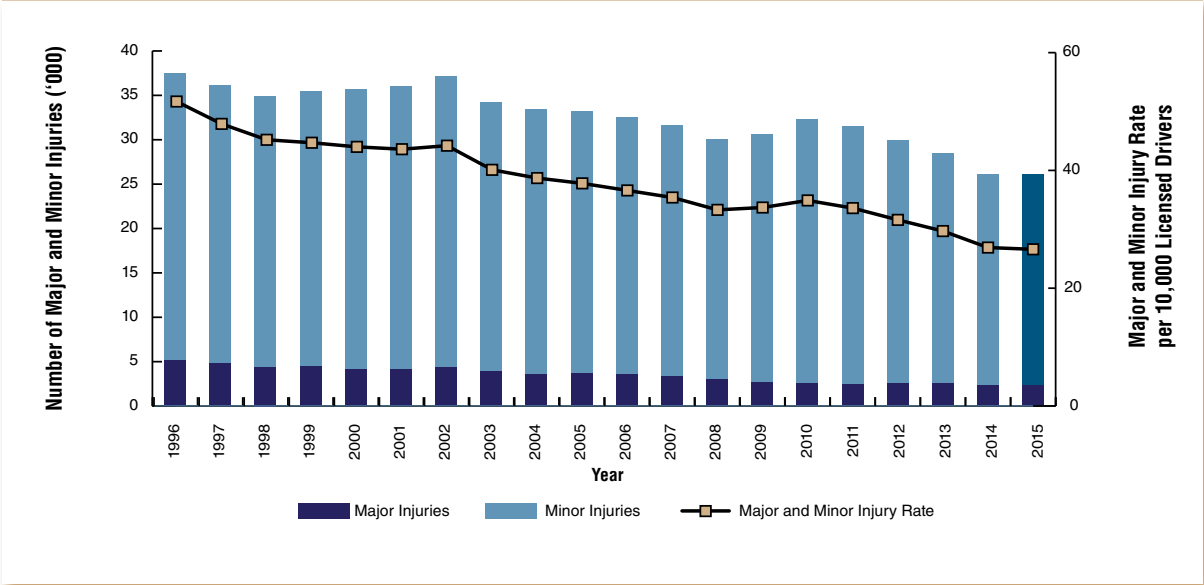
We continue to work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices. As we review the findings of this year's report, we will strive to achieve better results and more milestones, and make Ontario's roads the safest in the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

Key Road Safety Statistical Trends



Between 1996 and 2015, the number of licensed drivers increased by 36 percent. In contrast, the number of fatalities decreased by 43 percent over this 20-year period.

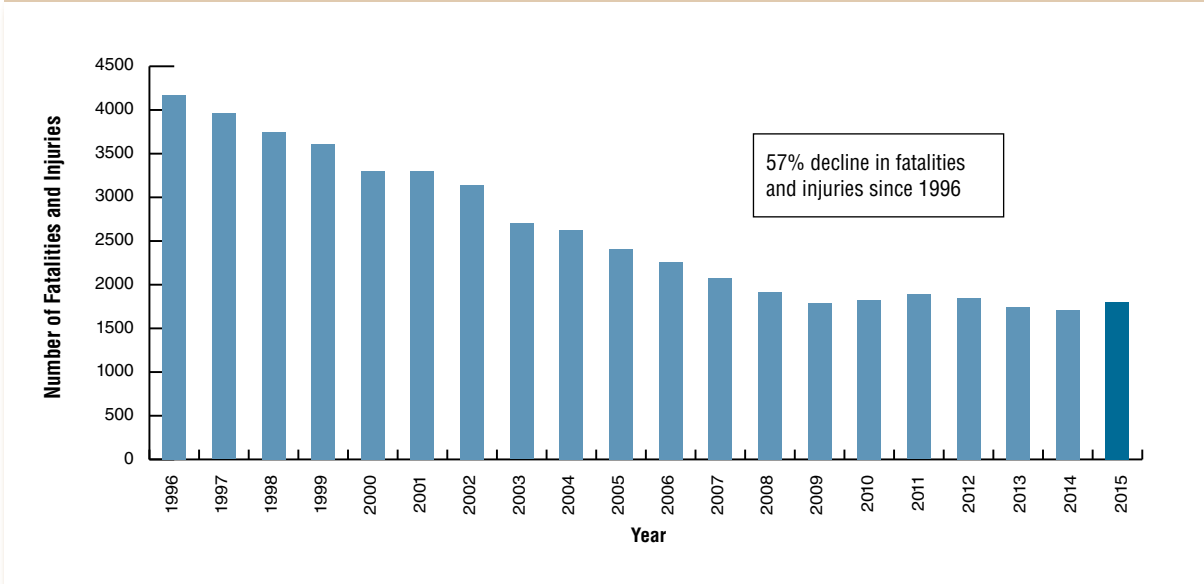
Number and Rate of Major and Minor Injuries, 1996–2015



In 2015, 56,760 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 31,685 fewer than in 1996. This puts the number of injuries on the province’s roadways at its lowest level since 1964.

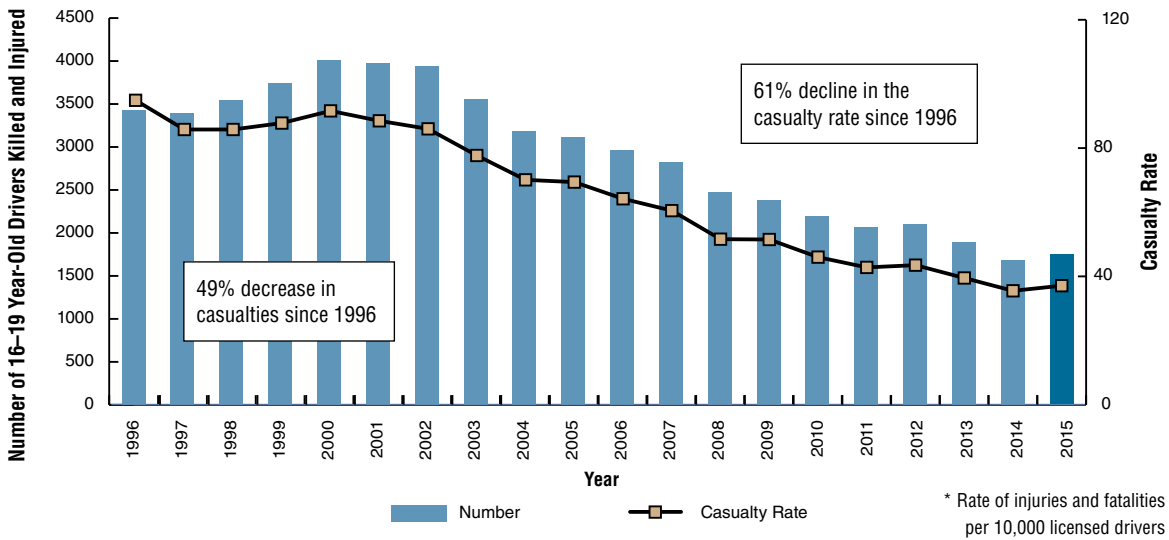
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1996–2015



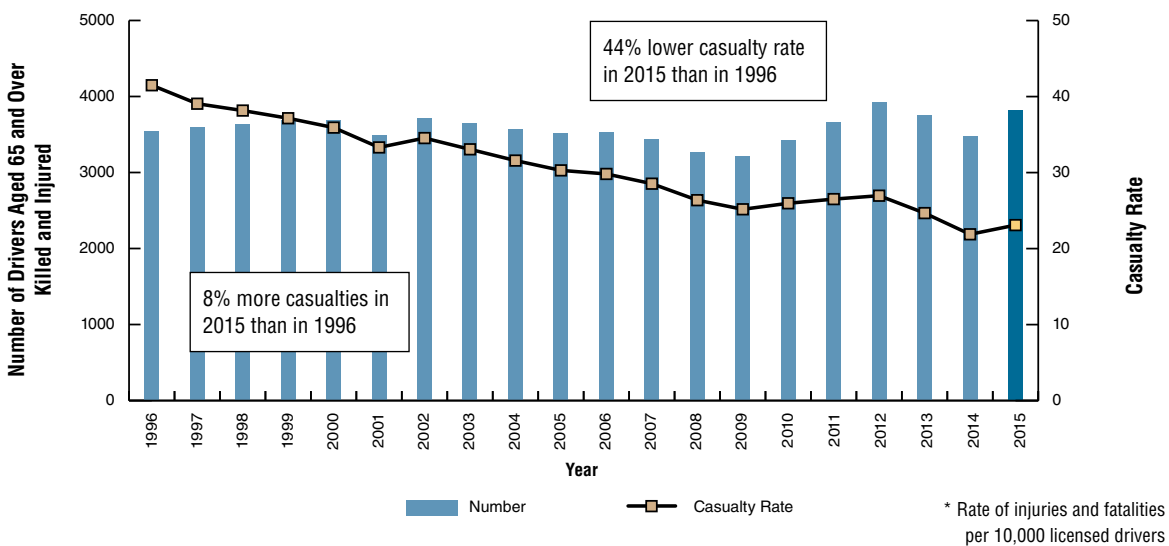
Between 1996 and 2015, the number of traffic fatalities and injuries among children aged 0-9 has dropped steadily, leading to an overall decline of 57 percent.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1996–2015



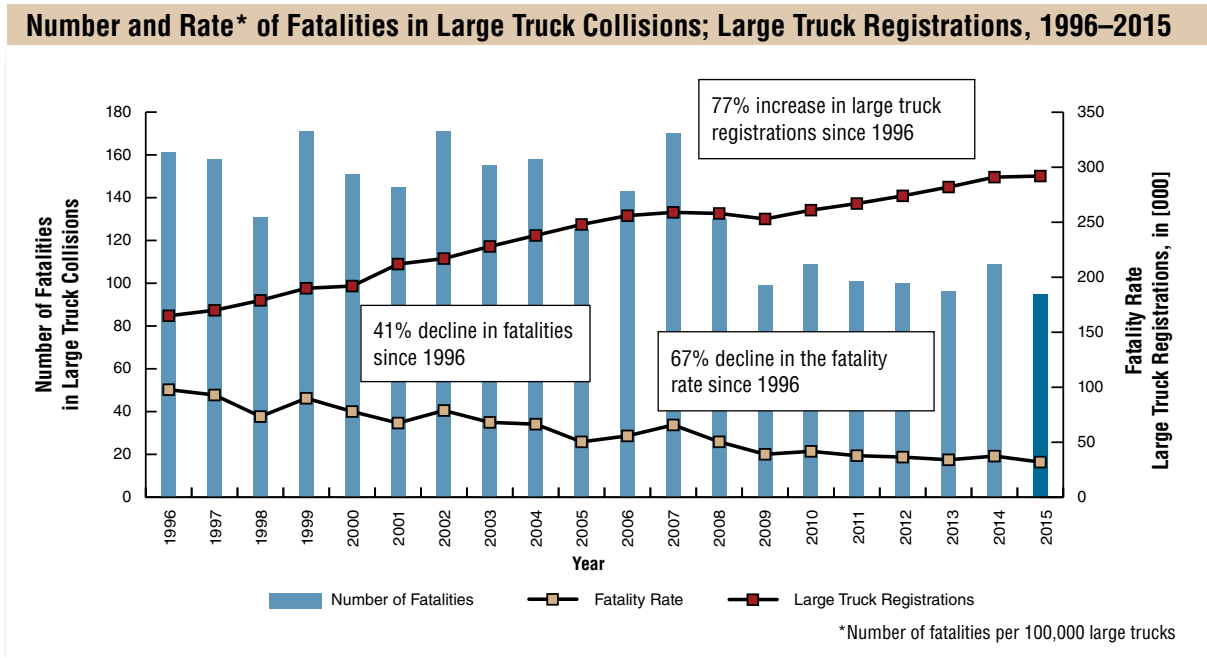
The number of 16-19 year-old driver casualties (deaths or injuries) has declined, with a 49 percent decrease in the number killed/injured and a 61 percent decline in the casualty rate since 1996. Over the same time period 1996-2015, the number of licensed drivers aged 16-19 increased by 30 percent, from 362,002 to 470,988.

Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1996–2015



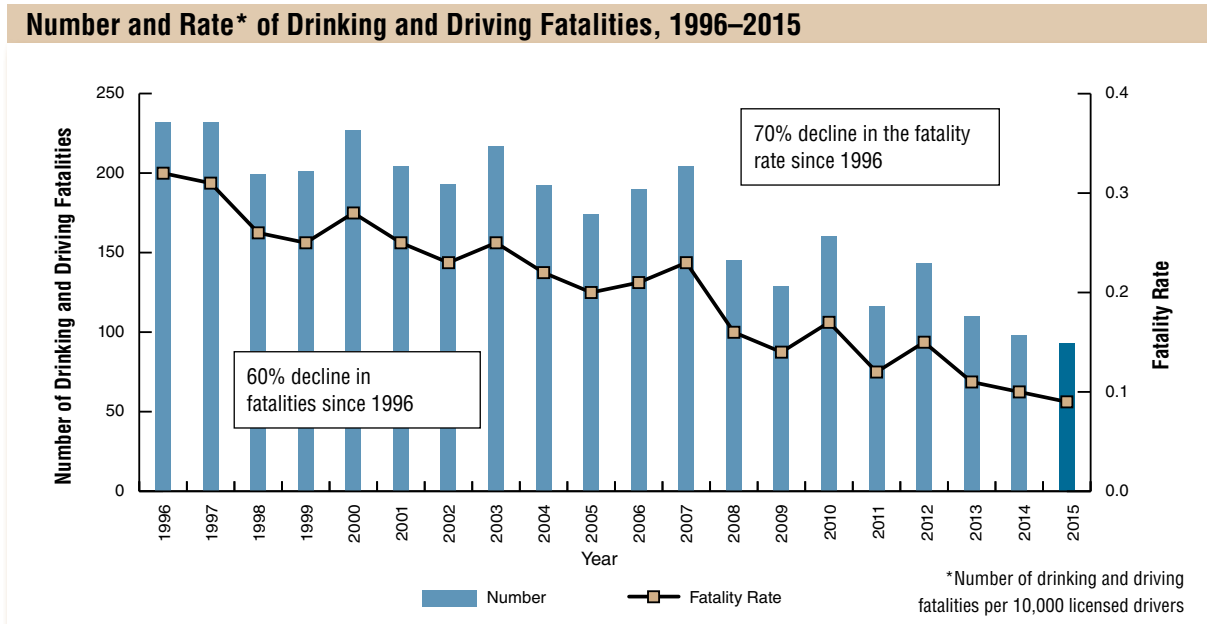
The number of drivers aged 65 and over killed and injured increased by 8 percent between 1996 and 2015. However, the population of drivers age 65 and over has been increasing more rapidly; therefore, the casualty rate per 10,000 licensed drivers has decreased by 44 percent.

Large Trucks



Ontario's data shows that despite an increase of 77 percent in the number of large trucks registered in Ontario, the number of large truck fatalities decreased from 161 in 1996 to 95 in 2015, down 41 percent.

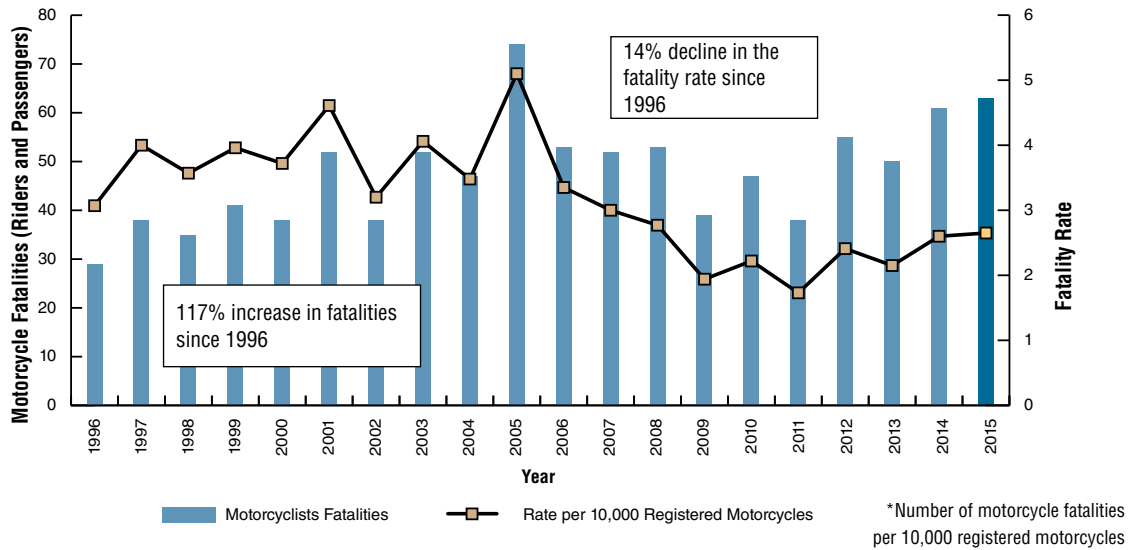
Drinking and Driving



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have declined dramatically from 1996, by 60 percent and 70 percent respectively.

Vulnerable Road Users

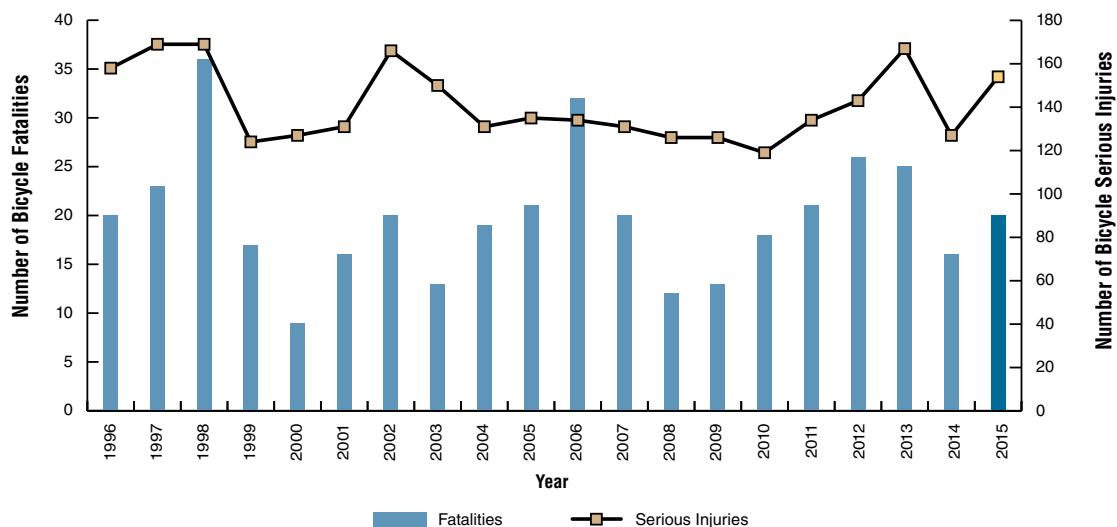
Number and Rate* of Motorcycle Fatalities, 1996–2015



Motorcycle registrations increased one percent from 234,893 in 2014 to 237,698 in 2015. In the same time period, motorcycle rider fatalities increased from 61 in 2014 to 63 in 2015.

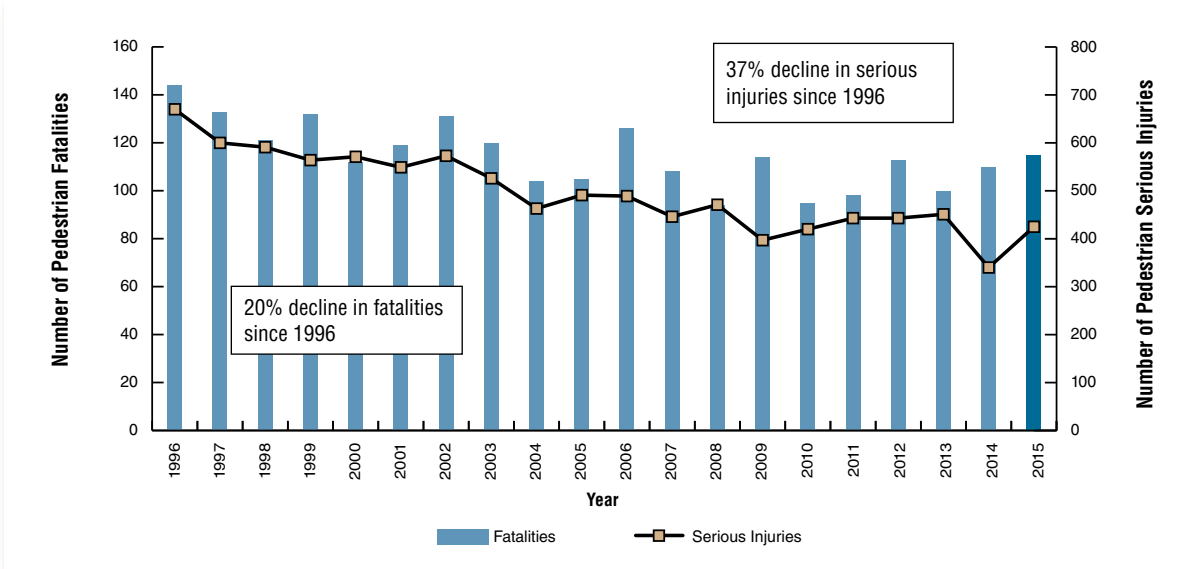
Over the long term, between 1996 and 2015, there has been a 14 percent decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1996–2015



Between 1996 and 2015, the number of bicycle rider fatalities fluctuated between a high of 36 in 1998 and a low of 9 in 2000. There were 20 bicycle rider fatalities in 2015.

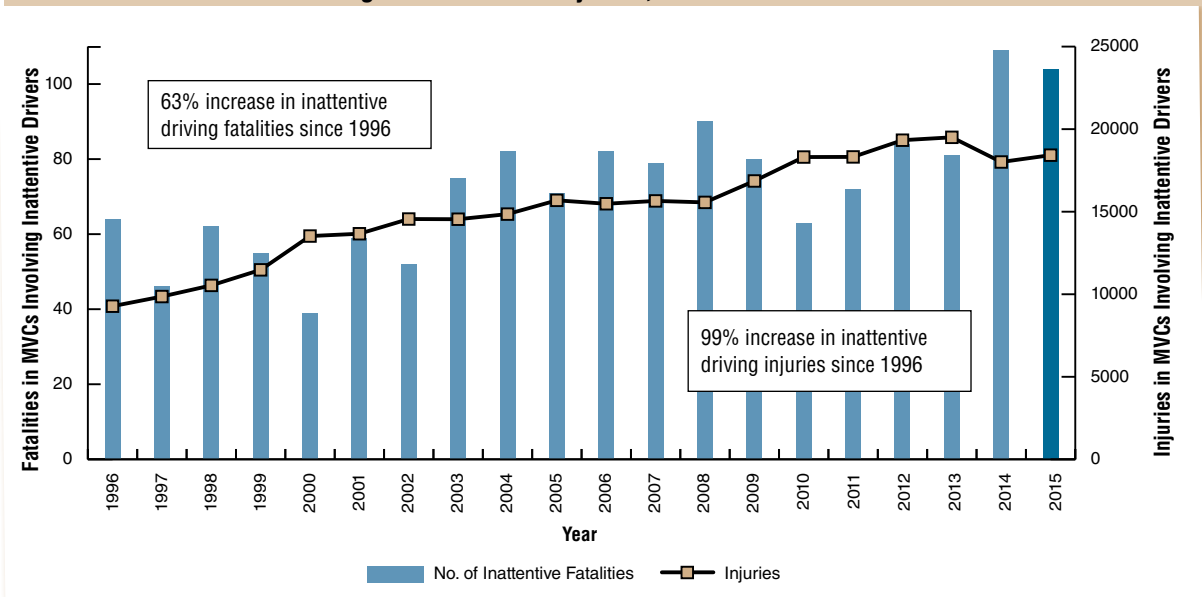
Number of Pedestrian Fatalities and Serious Injuries, 1996–2015



Between 1996 and 2015, 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 increased from 110 in 2014 to 115 in 2015, up by five percent. The number of pedestrian serious injuries increased by 25 percent in 2015 compared with 2014.

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 1996-2015



The number of fatalities in collisions involving an inattentive driver increased from 64 in 1996 to 104 in 2015; this represents an increase of 63 percent. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 9,277 in 1996 to 18,424 in 2015, an increase of 99 percent.

* 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



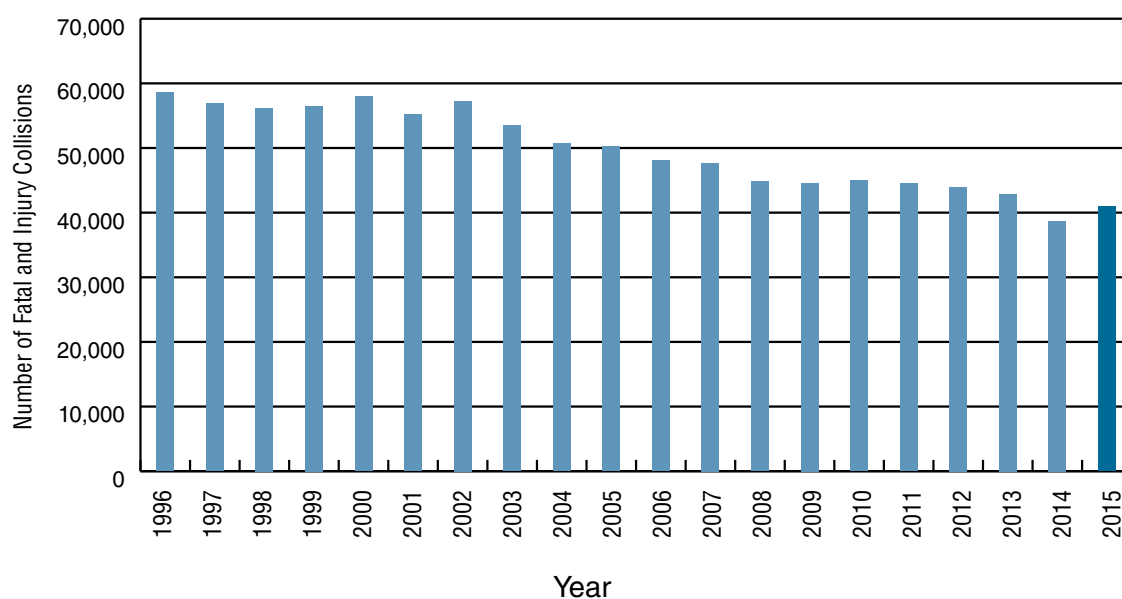
1. OVERVIEW

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 2015, 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.

Figure 1 Total Number of Fatal and Injury Collisions in Ontario, 1996–2015



1A SYNOPSIS

Selected Statistics: 2015	
Total Reportable Collisions	221,411
Total Drivers Involved in Collisions	401,402
Total Vehicles Involved in Collisions	416,704
Fatal Collisions	479
Personal Injury Collisions	40,508
Property Damage Collisions	180,424
Persons Killed	531
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	319
Drivers Killed (Impaired or Had Been Drinking)	57
Passengers Killed	97
Pedestrians Killed	115
Other Road Users Killed	0
Persons Injured	56,759
Estimated Ontario Population (2015)	13,797,000
Licensed Drivers	9,839,471
Registered Motor Vehicles	9,258,044
Estimated Vehicle Kilometres Travelled (in millions)	138,977
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	3.85
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.38
Collision Rate per 100 Million Kilometres Travelled	159.32
Fatal Collision Rate per 100 Million Kilometres Travelled	0.34
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 2015/2016

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	130	643
Fracture of neck and trunk	952	8,259
Fracture of upper limb	423	2,095
Fracture of lower limb	1,044	10,015
Fractures involving multiple body regions	10	96
Dislocation, sprains and strains	94	581
Dislocations, sprains and strains involving multiple body regions	0	0
Intracranial injury	760	10,491
Internal injury of chest, abdomen and pelvis	367	2,532
Open wound of head, neck or trunk	44	147
Open wound of upper limb	13	134
Open wound of lower limb	29	274
Open wounds involving multiple body regions	1	1
Other diagnosis	1,090	11,769
Total Admissions and Days	4,957	47,037

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

Table 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2015/2016

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	110	2,433
Spinal cord, spinal canal, and meninges	9	101
Nose, mouth and pharynx	28	313
Chest wall, pleura, mediastinum and diaphragm	0	0
Bone marrow and spleen	111	1,145
Kidney	1	1
Facial bones and joints	68	770
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,535	16,804
Repair joint structures (excluding head or facial bones)	6	8
Skin and subcutaneous tissue	52	248
Other diagnostic and therapeutic interventions	3,037	25,214
Sub-total of surgical admissions and days	4,957	47,037
No interventions performed - surgical procedures	1,487	7,615

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

THE PEOPLE



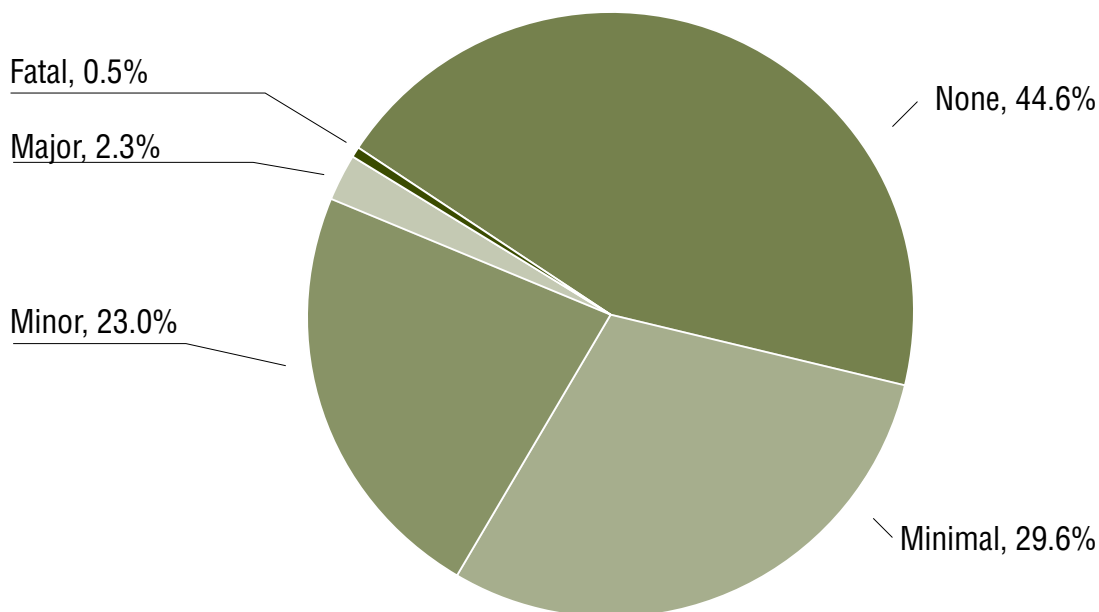
2. THE PEOPLE

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

There was an increase in the number of traffic fatalities from 517 in 2014 to 531 in 2015; the number of serious injuries increased from 2,282 in 2014 to 2,374 in 2015. At the same time period, the number of licensed drivers increased by 135,427, from 9,704,044 in 2014 to 9,839,471 in 2015.

Out of 826 drivers involved in fatal collision, 84 were drinking drivers, 47 drivers' ability was impaired by drugs, 94 drivers were coded as inattentive, and 88 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, 54 vehicle occupants who were fatally injured were not using seat belts at the time of the collision.

Figure 2 Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2015



2A PEOPLE IN COLLISIONS

Table 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2015

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	30,338	18,337	13,345	948	237	63,205
Passenger*	15,043	8,540	5,458	467	91	29,599
Pedestrian	105	1,870	2,346	425	115	4,861
Bicyclist	45	1,059	1,091	145	20	2,360
Bicycle Passenger	4	7	14	1	0	26
All-Terrain Vehicle Driver **	6	4	13	5	2	30
All-Terrain Vehicle Passenger **	2	4	3	1	0	10
Snow Vehicle Driver	4	1	8	3	3	19
Snow Vehicle Passenger	1	0	2	0	0	3
Motorcycle Driver	65	405	869	309	57	1,705
Motorcycle Passenger	11	39	77	24	6	157
Moped Driver	0	15	25	1	0	41
Moped Passenger	2	0	3	0	0	5
Hanger On	9	32	28	16	0	85
Other	512	302	488	29	0	1,331
Total	46,147	30,615	23,770	2,374	531	103,437
* Includes bus passengers						
** In this table, all-terrain vehicles include two-wheel, three-wheel, and four-wheel vehicles. Only persons involved in HTA reportable 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 2015

Category of Person	Age Groups														Total		
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74		75+	UK
Driver	0	0	0	0	3	8	3	5	21	37	25	38	36	27	34	0	237
Passenger*	8	3	8	3	2	2	1	2	10	10	6	3	12	6	15	0	91
Pedestrian	1	1	0	0	1	2	1	2	8	8	9	15	21	16	30	0	115
Bicyclist	0	0	1	0	1	2	0	0	0	3	3	3	4	2	1	0	20
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All-Terrain Vehicle Driver**	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	1	0	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	1	2	0	0	0	6	14	7	10	12	5	0	0	57
Motorcycle Passenger	0	0	0	0	0	0	0	0	2	1	1	0	2	0	0	0	6
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	4	10	4	9	15	5	9	47	75	52	69	87	56	80	0	531

* 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, 2015

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	1	0	1	106	423	560	644	743	2,915	6,879	5,880	6,269	4,398	2,336	1,424	51	32,630
Passenger*	685	870	1,168	304	367	374	402	381	1,291	2,056	1,416	1,597	1,316	921	720	1,096	14,964
Pedestrian	58	126	358	130	119	129	120	129	426	703	513	577	482	334	271	166	4,641
Bicyclist	2	33	190	46	56	67	66	61	243	447	292	337	240	101	36	78	2,295
Bicycle Passenger	2	5	13	1	0	2	2	3	7	10	7	16	4	3	3	60	138
All-Terrain Vehicle** Driver	0	0	6	3	4	0	0	2	1	3	0	1	0	2	0	0	22
All-Terrain Vehicle** Passenger	1	0	3	0	1	1	1	0	0	0	1	0	0	1	0	1	10
Snow Vehicle Driver	0	0	1	0	0	1	1	0	2	3	0	3	0	0	0	1	12
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3
Motorcycle Driver	0	0	3	10	10	8	17	18	142	336	278	397	275	81	6	2	1,583
Motorcycle Passenger	0	2	6	3	4	2	4	3	11	24	30	31	13	1	3	32	169
Moped Driver	0	0	0	1	1	1	3	1	6	5	8	7	5	1	1	1	41
Moped Passenger	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	3
Other	0	2	7	0	3	3	2	3	18	33	38	42	38	21	17	21	248
Total	749	1,038	1,756	604	988	1,148	1,263	1,344	5,064	10,500	8,463	9,277	6,772	3,802	2,481	1,510	56,759

* 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, 2015

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	618	42,958	185,640	229,216
Female	177	28,509	112,060	140,746
Unknown*	31	4,851	26,558	31,440
Total	826	76,318	324,258	401,402

* 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.

The minimum reportable level for property-damage-only collision rose from \$1000 to \$2000 on September 1, 2015.

See Appendix for further explanation of Collision Self-Reporting.

Table 2.5: Driver Condition by Class of Collision, 2015

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	475	54,261	246,968	301,704
Had Been Drinking	17	477	1,185	1,679
Ability-Impaired – Alcohol over 0.08	56	574	1,431	2,061
Ability-Impaired – Alcohol	11	325	635	971
Ability-Impaired – Drugs*	47	94	172	313
Fatigue	23	572	1,287	1,882
Medical/Physical Disability	18	583	548	1,149
Inattentive	94	12,819	38,097	51,010
Other **	41	861	2,878	3,780
Unknown ***	44	5,752	31,057	36,853
Total	826	76,318	324,258	401,402
<p>* 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.</p> <p>** Driver condition is not defined above.</p> <p>*** This includes situations where the enforcement officer is unable to make a determination, e.g., hit and run.</p>				

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, 2015*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over 0.08	Ability Impaired Alcohol	Other	Unknown	
Under 16	36	1	0	1	41	4	83
16	755	5	3	2	278	18	1,061
17	3,564	20	7	2	1,130	86	4,809
18	4,548	32	27	19	1,466	121	6,213
19	5,188	48	49	22	1,578	147	7,032
20	5,781	72	68	27	1,612	142	7,702
21-24	25,639	301	315	139	6,192	618	33,204
25-34	61,925	454	601	272	11,710	1,396	76,358
35-44	57,183	250	382	190	9,436	1,293	68,734
45-54	61,242	241	349	168	9,647	1,336	72,983
55-64	43,303	149	168	87	7,128	1,029	51,864
65-74	20,880	73	77	31	4,300	507	25,868
75 & over	10,628	25	12	8	3,184	312	14,169
Unknown	1,032	8	3	3	1,563	28,713	31,322
Total	301,704	1,679	2,061	971	59,265	35,722	401,402

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

Table 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2015*

Recorded Occurrence	Number of Drivers	%
Normal	111	34.8%
Had Been Drinking	11	3.4%
Ability-Impaired – Alcohol over 0.08	43	13.5%
Ability-Impaired – Alcohol	3	0.9%
Ability-Impaired – Drugs**	46	14.4%
Fatigue	16	5.0%
Medical/Physical Disability	14	4.4%
Inattentive	33	10.3%
Other	22	6.9%
Unknown	20	6.3%
Total	319	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, 2015

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	375	35,887	165,603	201,865
Following Too Close	12	7,374	34,194	41,580
Speed Too Fast	52	622	1,022	1,696
Speed Too Fast for Conditions	36	3,112	11,583	14,731
Speed Too Slow	2	42	147	191
Improper Turn	17	3,628	10,781	14,426
Disobey Traffic Control	37	3,238	5,070	8,345
Fail to Yield Right of Way	61	7,707	19,832	27,600
Improper Passing	11	497	2,554	3,062
Lost Control	105	5,311	15,454	20,870
Wrong Way on One Way Road	2	46	134	182
Improper Lane Change	14	1,443	12,242	13,699
Other*	71	2,907	17,953	20,931
Unknown	31	4,504	27,689	32,224
Total	826	76,318	324,258	401,402

* 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, 2015

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	163	747	12,119	17,112	28,445	58,586
Other Equipment*	19	85	829	839	1,234	3,006
Equipment Not Used	40	69	129	71	30	339
No Safety Equipment	1	0	16	11	47	75
Use Unknown	14	47	252	304	582	1,199
Total	237	948	13,345	18,337	30,338	63,205

* 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, 2015

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	None	
Seat Belt Used	51	342	4,530	7,140	12,036	24,099
Child Safety Seat Used Incorrectly	0	4	21	26	82	133
Child Safety Seat Used Correctly	7	10	164	450	1,631	2,262
Other Equipment**	11	38	302	372	662	1,385
Equipment Not Used	14	42	162	98	63	379
No Safety Equipment	3	12	208	322	345	890
Use Unknown	5	35	401	256	403	1,100
Total	91	483	5,788	8,664	15,222	30,248

* 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, 2011–2015

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2011	1	2	0	0	0	0	3
2012	5	0	0	0	0	0	5
2013	1	0	0	0	0	0	1
2014	0	1	0	0	0	0	1
2015	6	0	0	0	1	1	8

Table 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2015

Restraint Used	Injury Level		
	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	63.6	64.7	71.0
Child Restraint Used Incorrectly	9.1	4.9	3.1
Lap/Lap-Shoulder Belt	4.5	20.2	20.0
Not Available	4.5	2.2	0.8
Available/Not Used	9.1	0.9	0.1
Other	9.1	5.7	3.3
Unknown	0.0	1.3	1.6
Total	100	100	100

Table 2.13: Pedestrian Condition by Severity of Injury, 2015

Condition of Pedestrian	Killed	Injured
Normal	55	3,526
Had Been Drinking	10	195
Ability-Impaired Alcohol over .08	4	8
Ability-Impaired Alcohol	1	43
Ability Impaired Drugs	4	12
Fatigue	1	4
Medical or Physical Defect	9	87
Inattentive	19	675
Other	12	91
Unknown	0	0
Total	115	4,641

Table 2.14: Apparent Pedestrian Action by Severity of Injury, 2015

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	21	2,304
Crossing Intersection Without Right of Way	32	639
Crossing Intersection No Traffic Control	19	289
Crossing Pedestrian Crossover	1	171
Crossing Marked Crosswalk Without Right of Way	5	123
Walking on Roadway With Traffic	1	107
Walking on Roadway Against Traffic	3	54
On Sidewalk or Shoulder	11	285
Playing or Working on Highway	1	58
Coming from Behind Parked Vehicle or Object	2	63
Running onto Roadway	5	243
Getting On/Off School Bus*	0	1
Getting On/Off Vehicle	2	45
Pushing/Working on Vehicle	2	22
Other	10	237
Total	115	4,641
* Calendar Year		

2B PUTTING THE PEOPLE IN CONTEXT

Table 2.15: Category of Persons Killed and Injured, 1988–2015

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
2014	13,685,200	251	32,105	71	13,742	110	4,053	85	4,181	517	3.8	54,081	395.2
2015	13,789,600	237	32,630	91	14,465	115	4,641	88	5,023	531	3.9	56,759	411.6

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

Table 2.16: Sex of Driver Population by Age Groups, 2015

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	246,278	425,078	859,552	839,957	967,686	846,997	872,159	5,057,707
Female	224,710	385,147	832,138	841,710	921,372	794,341	782,346	4,781,764
Total	470,988	810,225	1,691,690	1,681,667	1,889,058	1,641,338	1,654,505	9,839,471

Table 2.17: Driver Population by Age Groups, 1988–2015

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
2014	473,531	803,311	1,656,912	1,686,188	1,903,892	1,591,871	1,588,339	9,704,044
2015	470,988	810,225	1,691,690	1,681,667	1,889,058	1,641,338	1,654,505	9,839,471

Table 2.18: Driver Licence Class by Sex, 2015

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	107,471	2.12%	2,229	0.05%	109,700	1.11%
AB	5047	0.10%	722	0.02%	5769	0.06%
ABM	2502	0.05%	182	0.00%	2684	0.03%
ABM1	23	0.00%	7	0.00%	30	0.00%
ABM2	168	0.00%	30	0.00%	198	0.00%
AC	31,179	0.62%	1,095	0.02%	32274	0.33%
ACM	11661	0.23%	229	0.00%	11890	0.12%
ACM1	183	0.00%	6	0.00%	189	0.00%
ACM2	1523	0.03%	58	0.00%	1,581	0.02%
AM	26417	0.52%	216	0.00%	26633	0.27%
AM1	381	0.01%	2	0.00%	383	0.00%
AM2	3229	0.06%	60	0.00%	3289	0.03%
B	18,036	0.36%	16602	0.35%	34,638	0.35%
BM	4861	0.10%	1009	0.02%	5870	0.06%
BM1	27	0.00%	28	0.00%	55	0.00%
BM2	345	0.01%	223	0.00%	568	0.01%
C	10047	0.20%	1,530	0.03%	11,577	0.12%
CM	1,997	0.04%	95	0.00%	2092	0.02%
CM1	37	0.00%	7	0.00%	44	0.00%
CM2	404	0.01%	36	0.00%	440	0.00%
D	178923	3.54%	19959	0.42%	198,882	2.02%
DE	108	0.00%	24	0.00%	132	0.00%
DEM	32	0.00%	1	0.00%	33	0.00%
DEM1		0.00%		0.00%	0	0.00%
DEM2		0.00%		0.00%	0	0.00%
DF	3458	0.07%	318	0.01%	3776	0.04%
DFM	976	0.02%	56	0.00%	1032	0.01%
DFM1	29	0.00%	1	0.00%	30	0.00%
DFM2	215	0.00%	11	0.00%	226	0.00%
DM	59,145	1.17%	1864	0.04%	61009	0.62%
DM1	428	0.01%	20	0.00%	448	0.00%
DM2	4494	0.09%	251	0.01%	4745	0.05%
E	1374	0.03%	1914	0.04%	3,288	0.03%

Table 2.18: Driver Licence Class by Sex, 2015 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
EM	145	0.00%	35	0.00%	180	0.00%
EM1	1	0.00%	1	0.00%	2	0.00%
EM2	17	0.00%	8	0.00%	25	0.00%
F	8,149	0.16%	5962	0.12%	14,111	0.14%
FM	1347	0.03%	289	0.01%	1636	0.02%
FM1	30	0.00%	8	0.00%	38	0.00%
FM2	330	0.01%	106	0.00%	436	0.00%
G	3525421	69.70%	3935428	82.30%	7,460,849	75.83%
G1	263,678	5.21%	348088	7.28%	611766	6.22%
G1M	75	0.00%	26	0.00%	101	0.00%
G1M1	522	0.01%	93	0.00%	615	0.01%
G1M2	1145	0.02%	305	0.01%	1,450	0.01%
G2	351971	6.96%	359860	7.53%	711831	7.23%
G2M	271	0.01%	39	0.00%	310	0.00%
G2M1	608	0.01%	72	0.00%	680	0.01%
G2M2	3,362	0.07%	506	0.01%	3,868	0.04%
GM	365178	7.22%	64,999	1.36%	430177	4.37%
GM1	5287	0.10%	1271	0.03%	6558	0.07%
GM2	53957	1.07%	15531	0.32%	69488	0.71%
M	690	0.01%	153	0.00%	843	0.01%
M1	127	0.00%	28	0.00%	155	0.00%
M2	676	0.01%	171	0.00%	847	0.01%
Total	5,057,707	100.00%	4,781,764	100.00%	9,839,471	100.00%

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2015

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1931	666,266	9,241	571	8,494
1932	648,710	9,171	502	8,231
1933	638,710	8,634	403	7,877
1934	665,743	9,645	512	8,990
1935	707,457	10,648	560	9,839
1936	755,765	11,388	546	10,251
1937	802,765	13,906	766	12,092
1938	866,729	13,715	640	11,683
1939	899,572	13,710	652	11,638
1940	937,551	16,921	716	13,715
1941	986,773	18,167	801	14,275
1942	961,883	13,490	567	10,205
1943	919,457	11,025	549	8,628
1944	905,650	11,004	498	8,373
1945	971,852	13,458	598	9,804
1946	1,087,445	17,356	688	12,228
1947	1,144,291	22,293	734	13,056
1948	1,209,408	27,406	740	14,970
1949	1,278,584	34,472	830	17,469
1950	1,366,388	43,681	791	19,940
1951	1,461,538	54,920	949	22,557
1952	1,556,559	58,515	1,010	23,643
1953	1,656,259	65,866	1,082	24,353
1954	1,747,567	62,509	1,045	24,607
1955	1,856,845	63,219	1,111	26,246
1956	1,967,789	71,399	1,180	28,626
1957	2,088,551	76,302	1,279	30,414
1958	2,176,417	76,884	1,112	30,106
1959	2,270,246	81,518	1,187	31,602
1960	2,355,567	87,186	1,166	34,436
1961	2,414,615	85,577	1,268	37,146
1962	2,469,425	94,231	1,383	41,766
1963	2,555,015	104,919	1,421	47,801
1964	2,694,023	111,232	1,424	54,560
1965	2,739,138	128,462	1,611	60,917

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2015
(continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
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

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2015
(continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
2014	9,704,044	217,557	517	54,081
2015	9,839,471	221,411	531	56,759

Table 2.20: Driver Age Groups – Number Licensed, Collision Involvement and Percent Involved in Collisions, 2015

Driver's Age	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	0	0	0	46	14	60	N/A	N/A	N/A
16	45,030	41,800	86,830	608	439	1,047	1.35	1.05	1.21
17	58,435	53,948	112,383	2,733	2,061	4,794	4.68	3.82	4.27
18	67,474	61,002	128,476	3,715	2,488	6,203	5.51	4.08	4.83
19	75,339	67,960	143,299	4,416	2,604	7,020	5.86	3.83	4.90
20	81,531	73,241	154,772	4,677	3,003	7,680	5.74	4.10	4.96
21-24	343,547	311,906	655,453	19,835	13,257	33,092	5.77	4.25	5.05
25-34	859,552	832,138	1,691,690	46,299	29,709	76,008	5.39	3.57	4.49
35-44	839,957	841,710	1,681,667	40,987	27,378	68,365	4.88	3.25	4.07
45-54	967,686	921,372	1,889,058	45,258	27,302	72,560	4.68	2.96	3.84
55-64	846,997	794,341	1,641,338	33,619	17,965	51,584	3.97	2.26	3.14
65-74	552,051	506,978	1,059,029	16,536	9,230	25,766	3.00	1.82	2.43
75 & over	320,108	275,368	595,476	8,978	5,167	14,145	2.80	1.88	2.38
Unknown	0	0	0	43,266	0	43,266	N/A	N/A	N/A
Total	5,057,707	4,781,764	9,839,471	270,973	140,617	411,590	5.36	2.94	4.18

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

THE COLLISION



3. THE COLLISION

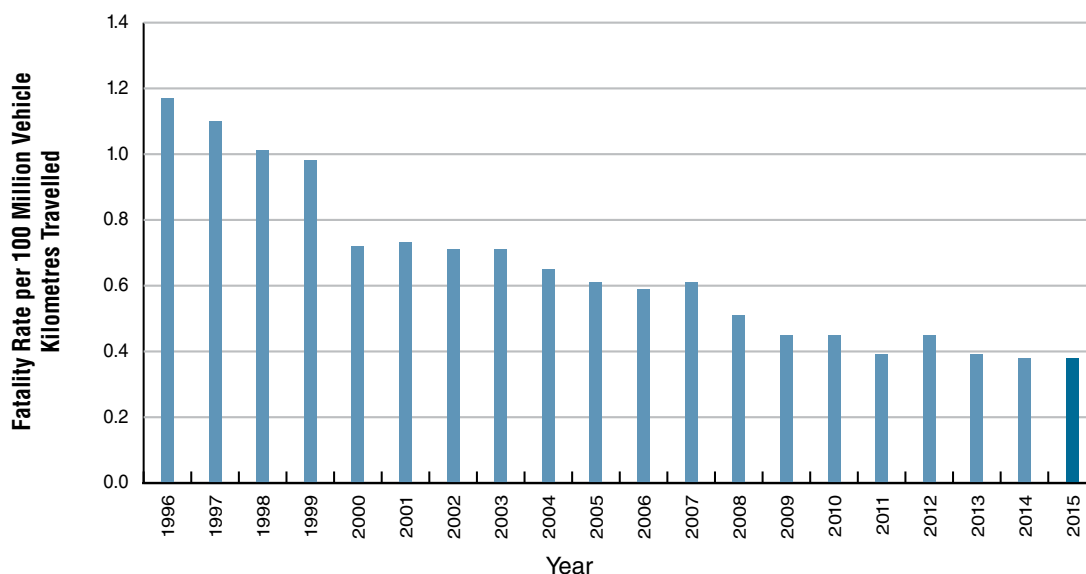
This section profiles the types of collisions that occur on Ontario's roads. To prevent motor vehicle collisions, we need to understand the context in which they occur, including hour of occurrence, day, month, collision type, location, and environmental factors. Identifying these contributing factors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

The number of fatal collisions decreased from 484 in 2014 to 479 in 2015, down by five. The number of injury collisions increased from 38,240 in 2014 to 40,508 in 2015, up by 2,268. The number of property damage collisions for 2015 was 180,424.

In September 2015, the collision reporting threshold for property-damage only collisions increased from \$1,000 to \$2,000.

The fatality rate per 100 million kilometres travelled in Ontario remained the same at 0.38 from 2014 to 2015.

Figure 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1996–2015



3A TYPES OF COLLISIONS

Table 3.1: Class of Collision, 1988–2015

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
2014	484	38,240	178,833	217,557
2015	479	40,508	180,424	221,411

Table 3.2: Collision Rate per One Million Kilometres Travelled, 1988–2015

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1998	2.5	2008	1.84*
1989	3.2	1999	2.5	2009	1.72*
1990	3.0	2000	2.0*	2010	1.66**
1991	2.9	2001	2.0*	2011	1.39**
1992	3.1	2002	2.0*	2012	1.36**
1993	3.0	2003	2.1*	2013	1.43**
1994	2.9	2004	1.9*	2014	1.61**
1995	2.8	2005	1.8*	2015	1.59**
1996	2.7	2006	1.66*		
1997	2.7	2007	1.87*		

* 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, 2015

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	529	60,942	279,469	340,940
Unattended Vehicles	5	452	15,233	15,690
Pedestrian	105	4,184	202	4,491
Cyclist	19	2,464	619	3,102
Railway Train	2	9	15	26
Street Car	1	58	196	255
Farm Tractor	1	25	74	100
Domestic Animal	1	70	940	1,011
Wild Animal	5	382	11,540	11,927
Other Moveable Objects	4	455	990	1,449
Sub-total	672	69,041	309,278	378,991
Fixed Objects:				
Cable Guide Rail	1	58	323	382
Concrete Guide Rail	7	364	1,180	1,551
Steel Guide Rail	5	180	823	1,008
Pole (Utility Tower)	5	347	1,528	1,880
Pole (Sign/Parking Meter)	3	148	1,067	1,218
Fence/Noise Barrier	1	32	199	232
Culvert	1	25	40	66
Bridge Support	4	14	89	107
Rock Face	1	31	62	94
Snow Bank or Drift	0	56	461	517
Ditch	5	401	1,257	1,663
Curb	6	330	1,236	1,572
Crash Cushion	1	25	44	70
Building or Wall	0	23	142	165
Water Course	0	2	6	8
Construction Marker	0	8	60	68
Tree, Shrub, or Stump	4	134	499	637
Other Fixed Object	1	105	818	924
Sub-total	45	2,283	9,834	12,162

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2015 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Other Events:				
Ran Off Road	57	1,926	5,182	7,165
Skidding/Sliding	43	2,659	9,623	12,325
Jack-Knifing	0	16	76	92
Load Spill	0	12	80	92
Fire/Explosion	0	6	72	78
Submersion	0	0	7	7
Rollover	0	142	218	360
Debris on Road	2	118	1,394	1,514
Debris off Vehicle	5	116	1,299	1,420
Other Non-Collision Event	10	681	1,807	2,498
Sub-total	117	5,676	19,758	25,551
Total	834	77,000	338,870	416,704

Table 3.4: Initial Impact Type by Class of Collision, 2015

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	93	869	1,537	2,499
Angle	46	4,701	10,573	15,320
Rear End	37	11,598	55,847	67,482
Sideswipe	21	2,434	23,987	26,442
Turning Movement	47	8,959	32,288	41,294
With Unattended Motor Vehicle	4	335	12,839	13,178
Single Motor Vehicle	231	11,380	37,377	48,988
Other	0	232	5,976	6,208
Unknown	0	0	0	0
Total	479	40,508	180,424	221,411

3B TIME AND ENVIRONMENT

Table 3.5: Month of Occurrence by Class of Collision, 2015

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	41	8.6	3,564	8.8	20,244	11.2	23,849	10.8
February	31	6.5	3,466	8.6	21,413	11.9	24,910	11.3
March	20	4.2	2,568	6.3	12,943	7.2	15,531	7.0
April	33	6.9	2,638	6.5	11,503	6.4	14,174	6.4
May	34	7.1	3,295	8.1	13,461	7.5	16,790	7.6
June	48	10.0	3,571	8.8	14,248	7.9	17,867	8.1
July	53	11.1	3,772	9.3	14,234	7.9	18,059	8.2
August	35	7.3	3,508	8.7	12,772	7.1	16,315	7.4
September	44	9.2	3,706	9.1	13,625	7.6	17,375	7.8
October	47	9.8	3,607	8.9	15,135	8.4	18,789	8.5
November	48	10.0	3,569	8.8	15,991	8.9	19,608	8.9
December	45	9.4	3,244	8.0	14,855	8.2	18,144	8.2
Total	479	100.0	40,508	100.0	180,424	100.0	221,411	100.0

Table 3.6: Day of Week by Class of Collision, 2015

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	45	9.4	5,555	13.7	24,976	13.8	30,576	13.8
Tuesday	61	12.7	6,046	14.9	27,720	15.4	33,827	15.3
Wednesday	69	14.4	6,119	15.1	27,522	15.3	33,710	15.2
Thursday	72	15.0	6,489	16.0	28,687	15.9	35,248	15.9
Friday	82	17.1	6,677	16.5	30,626	17.0	37,385	16.9
Saturday	77	16.1	5,273	13.0	23,258	12.9	28,608	12.9
Sunday	73	15.2	4,349	10.7	17,635	9.8	22,057	10.0
Total	479	100.0	40,508	100.0	180,424	100.0	221,411	100.0

Table 3.7: Hour of Occurrence by Class of Collision, 2015

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	13	2.7	551	1.4	2,686	1.5	3,250	1.5
1 to 2 a.m.	16	3.3	385	1.0	1,833	1.0	2,234	1.0
2 to 3 a.m.	10	2.1	418	1.0	1,603	0.9	2,031	0.9
3 to 4 a.m.	12	2.5	293	0.7	1,268	0.7	1,573	0.7
4 to 5 a.m.	10	2.1	215	0.5	1,249	0.7	1,474	0.7
5 to 6 a.m.	15	3.1	422	1.0	2,023	1.1	2,460	1.1
Sub-total	76	15.9	2,284	5.6	10,662	5.9	13,022	5.9
6 to 7 a.m.	25	5.2	1,051	2.6	4,774	2.6	5,850	2.6
7 to 8 a.m.	17	3.5	1,705	4.2	7,583	4.2	9,305	4.2
8 to 9 a.m.	14	2.9	2,463	6.1	11,758	6.5	14,235	6.4
9 to 10 a.m.	11	2.3	1,925	4.8	9,089	5.0	11,025	5.0
10 to 11 a.m.	10	2.1	1,933	4.8	8,364	4.6	10,307	4.7
11 to 12 noon	18	3.8	2,123	5.2	9,697	5.4	11,838	5.3
Sub-total	95	19.8	11,200	27.6	51,265	28.4	62,560	28.3
Hour of Occurrence P.M.								
12 to 1 p.m.	20	4.2	2,454	6.1	10,681	5.9	13,155	5.9
1 to 2 p.m.	25	5.2	2,467	6.1	10,740	6.0	13,232	6.0
2 to 3 p.m.	30	6.3	2,781	6.9	11,888	6.6	14,699	6.6
3 to 4 p.m.	27	5.6	3,363	8.3	14,637	8.1	18,027	8.1
4 to 5 p.m.	33	6.9	3,398	8.4	15,299	8.5	18,730	8.5
5 to 6 p.m.	33	6.9	3,511	8.7	15,938	8.8	19,482	8.8
Sub-total	168	35.1	17,974	44.4	79,183	43.9	97,325	44.0
6 to 7 p.m.	27	5.6	2,689	6.6	11,971	6.6	14,687	6.6
7 to 8 p.m.	24	5.0	1,844	4.6	8,014	4.4	9,882	4.5
8 to 9 p.m.	26	5.4	1,440	3.6	6,099	3.4	7,565	3.4
9 to 10 p.m.	29	6.1	1,285	3.2	5,554	3.1	6,868	3.1
10 to 11 p.m.	16	3.3	1,068	2.6	4,371	2.4	5,455	2.5
11 to 12 midnight	18	3.8	724	1.8	3,305	1.8	4,047	1.8
Sub-total	140	29.2	9,050	22.3	39,314	21.8	48,504	21.9
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	479	100.0	40,508	100.0	180,424	100.0	221,411	100.0

Table 3.8: Statutory Holidays, Holiday Weekends – Persons Killed and Injured in Fatal Collisions, 2015

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

* 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, 2015

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	243	50.7	29,620	73.1	131,350	72.8	161,213	72.8
Dawn	8	1.7	684	1.7	3,038	1.7	3,730	1.7
Dusk	16	3.3	1,214	3.0	5,630	3.1	6,860	3.1
Darkness	211	44.1	8,978	22.2	40,273	22.3	49,462	22.3
Other	1	0.2	12	0.0	133	0.1	146	0.1
Total	479	100.0	40,508	100.0	180,424	100.0	221,411	100.0

Table 3.10: Visibility by Class of Collision, 2015

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	405	84.6	33,670	83.1	148,531	82.3	182,606	82.5
Rain	34	7.1	3,991	9.9	14,796	8.2	18,821	8.5
Snow	20	4.2	2,008	5.0	12,904	7.2	14,932	6.7
Freezing Rain	5	1.0	236	0.6	1,181	0.7	1,422	0.6
Drifting Snow	4	0.8	210	0.5	1,179	0.7	1,393	0.6
Strong Wind	2	0.4	82	0.2	361	0.2	445	0.2
Fog, Mist, Smoke or Dust	6	1.3	241	0.6	1,109	0.6	1,356	0.6
Other	3	0.6	70	0.2	363	0.2	436	0.2
Total	479	100.0	40,508	100.0	180,424	100.0	221,411	100.0

3C THE COLLISION LOCATION

Table 3.11: Road Jurisdiction by Class of Collision, 2015

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	191	24,397	109,610	134,198
Provincial Highway	143	6,978	31,751	38,872
Township	34	1,083	5,065	6,182
County or District	49	1,835	8,034	9,918
Regional Municipality	58	6,106	25,436	31,600
Federal	3	92	435	530
Other	1	17	93	111
Total	479	40,508	180,424	221,411

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The Collision

Table 3.12: Road Jurisdiction for All Collisions, 2006–2015

Road Jurisdiction*	Year									
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Municipal	139,081	132,420	144,202	137,616	137,548	100,183	97,951	106,385	129,316	134,198
Provincial	40,780	37,603	40,494	35,800	33,816	36,857	34,411	39,500	39,978	38,872
Township	8,189	7,819	7,636	7,295	6,665	6,358	6,296	6,442	6,128	6,182
County or District	12,852	12,144	12,018	11,444	11,638	11,852	11,178	11,524	12,066	9,918
Regional Municipality	28,864	25,760	24,343	23,622	25,360	21,318	22,562	24,677	29,470	31,600
Federal	392	343	380	426	415	385	393	395	490	530
Other	100	158	123	112	91	86	77	76	109	111
Total	230,258	216,247	229,196	216,315	215,533	177,039	172,868	188,999	217,557	221,411

* 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, 2015

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-Intersection	285	59.5	15,893	39.2	88,491	49.0	104,669	47.3
Intersection-Related	63	13.2	9,517	23.5	38,003	21.1	47,583	21.5
At Intersection	100	20.9	11,799	29.1	32,998	18.3	44,897	20.3
At/Near Private Drive	21	4.4	3,021	7.5	19,687	10.9	22,729	10.3
At Railway	2	0.4	73	0.2	239	0.1	314	0.1
Underpass or Tunnel	1	0.2	25	0.1	101	0.1	127	0.1
Overpass or Bridge	4	0.8	118	0.3	518	0.3	640	0.3
Other	3	0.6	62	0.2	387	0.2	452	0.2
Total	479	100.0	40,508	100.0	180,424	100.0	221,411	100.0

Table 3.14: Road Surface Condition by Class of Collision, 2015

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	372	77.7	30,150	74.4	130,363	72.3	160,885	72.7
Wet	69	14.4	6,735	16.6	25,489	14.1	32,293	14.6
Loose Snow	12	2.5	1,203	3.0	8,280	4.6	9,495	4.3
Slush	3	0.6	590	1.5	3,799	2.1	4,392	2.0
Packed Snow	9	1.9	723	1.8	5,775	3.2	6,507	2.9
Ice	12	2.5	899	2.2	5,885	3.3	6,796	3.1
Mud	0	0.0	3	0.0	45	0.0	48	0.0
Loose Sand or Gravel	2	0.4	138	0.3	355	0.2	495	0.2
Spilled Liquid	0	0.0	10	0.0	13	0.0	23	0.0
Other	0	0.0	57	0.1	420	0.2	477	0.2
Total	479	100.0	40,508	100.0	180,424	100.0	221,411	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, 2015

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	221,385	479	40,504	180,402	531	56,753	9,481,878
Algoma							
Blind River T	20	0	6	14	0	7	
Elliot Lake C	66	0	10	56	0	12	
Huron Shores M	8	0	2	6	0	2	
Macdonald, Meredith & Aberdeen Add'l TP	4	0	0	4	0	0	
Sault Ste. Marie C	1,266	3	274	989	3	372	
Provincial Highway	327	2	53	272	2	69	
Other Areas	110	0	23	87	0	28	
Algoma Total	1,801	5	368	1,428	5	490	123,392
Brant							
Brantford C	1,636	0	300	1,336	0	411	
Provincial Highway	236	1	32	203	1	47	
Other Areas	583	2	126	455	2	179	
Brant Total	2,455	3	458	1,994	3	637	105,745

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Bruce							
Arran-Elderslie M	73	0	11	62	0	17	
Brockton M	161	2	17	142	2	32	
Huron-Kinloss TP	63	0	10	53	0	13	
Kincardine M	114	0	12	102	0	15	
Saugeen Shores T	166	1	29	136	1	38	
South Bruce Peninsula T	88	2	11	75	2	18	
Provincial Highway	180	1	36	143	1	73	
Other Areas	88	0	13	75	0	19	
Bruce Total	933	6	139	788	6	225	75,156
Chatham-Kent							
Provincial Highway	146	1	30	115	1	43	
Other Areas	1,397	5	234	1,158	5	339	
Chatham-Kent Total	1,543	6	264	1,273	6	382	92,313
Cochrane							
Black River-Matheson TP	13	0	0	13	0	0	
Cochrane T	35	0	4	31	0	4	
Hearst T	42	0	5	37	0	6	
Iroquois Falls T	35	0	8	27	0	10	
Kapuskasing T	59	0	7	52	0	10	
Timmins C	710	1	105	604	1	154	
Provincial Highway	223	3	42	178	4	60	
Other Areas	22	0	3	19	0	3	
Cochrane Total	1,139	4	174	961	5	247	94,699
Dufferin							
Amaranth TP	97	1	14	82	1	21	
East Garafraxa TP	61	1	16	44	1	19	
East Luther Grand Valley TP	42	0	12	30	0	14	
Melancthon TP	67	0	10	57	0	16	
Mono T	117	3	26	88	3	32	
Mulmur TP	75	0	17	58	0	21	
Orangeville T	274	0	33	241	0	38	
Shelburne T	77	0	8	69	0	11	
Provincial Highway	222	1	39	182	3	70	
Other Areas	0	0	0	0	0	0	
Dufferin Total	1,032	6	175	851	8	242	54,958

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Durham							
Ajax T	1,352	2	251	1,099	2	366	
Brock TP	151	0	28	123	0	49	
Clarington M	712	6	145	561	6	201	
Oshawa C	2,469	0	476	1,993	0	645	
Pickering C	1,170	2	206	962	2	321	
Scugog TP	238	1	51	186	2	78	
Uxbridge TP	243	1	52	190	1	81	
Whitby T	1,647	3	270	1,374	3	405	
Provincial Highway	2,174	7	335	1,832	11	544	
Other Areas	0	0	0	0	0	0	
Durham Total	10,156	22	1,814	8,320	27	2,690	481,357
Elgin							
Aylmer T	55	0	8	47	0	10	
Bayham M	67	0	15	52	0	24	
Central Elgin M	173	1	27	145	2	36	
Dutton-Dunwich M	60	0	7	53	0	7	
Malahide TP	109	0	18	91	0	19	
Southwold TP	86	1	8	77	3	12	
St. Thomas C	295	0	72	223	0	92	
West Elgin M	41	0	13	28	0	20	
Provincial Highway	150	2	36	112	2	50	
Other Areas	0	0	0	0	0	0	
Elgin Total	1,036	4	204	828	7	270	81,817
Essex							
Amherstburg T	275	0	36	239	0	47	
Essex T	172	1	22	149	1	30	
Kingsville T	210	0	33	177	0	44	
Lakeshore T	319	1	70	248	1	100	
LaSalle T	205	1	23	181	1	26	
Leamington M	318	1	50	267	1	62	
Tecumseh T	237	1	31	205	1	41	
Windsor C	4060	5	1168	2887	5	1,580	
Provincial Highway	261	2	51	208	3	78	
Other Areas	0	0	0	0	0	0	
Essex Total	6,057	12	1,484	4,561	13	2,008	286,270

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Frontenac							
Central Frontenac TP	59	0	11	48	0	16	
Frontenac Islands TP	20	0	1	19	0	1	
Kingston C	1,967	1	320	1,646	1	425	
North Frontenac TP	15	0	5	10	0	7	
South Frontenac TP	215	2	41	172	3	66	
Provincial Highway	290	0	63	227	0	85	
Other Areas	0	0	0	0	0	0	
Frontenac Total	2,566	3	441	2,122	4	600	119,562
Grey							
Chatsworth TP	96	0	10	86	0	15	
Georgian Bluffs TP	125	0	25	100	0	38	
Grey Highlands M	159	1	25	133	1	42	
Hanover T	101	0	18	83	0	27	
Meaford M	87	0	13	74	0	17	
Owen Sound C	344	0	70	274	0	103	
Southgate TP	75	1	11	63	1	12	
The Blue Mountains T	99	1	13	85	1	21	
West Grey M	212	0	31	181	0	58	
Provincial Highway	314	3	67	244	3	116	
Other Areas	0	0	0	0	0	0	
Grey Total	1,612	6	283	1,323	6	449	83,443
Haldimand-Norfolk							
Provincial Highway	230	1	69	160	1	99	
Other Areas	1,254	5	230	1,019	6	319	
Haldimand-Norfolk Total	1,484	6	299	1,179	7	418	106,538
Haliburton							
Algonquin Highlands TP	14	0	2	12	0	2	
Dysart et al TP	109	0	7	102	0	10	
Highlands East M	59	1	12	46	1	17	
Minden Hills TP	97	0	14	83	0	15	
Provincial Highway	154	2	26	126	2	34	
Other Areas	0	0	0	0	0	0	
Haliburton Total	433	3	61	369	3	78	25,374

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Halton							
Burlington C	2,127	1	312	1,814	1	409	
Halton Hills T	626	1	107	518	1	147	
Milton T	1,299	4	241	1,054	4	307	
Oakville T	2,228	0	305	1,923	0	404	
Provincial Highway	2,655	5	427	2,223	6	630	
Other Areas	0	0	0	0	0	0	
Halton Total	8,935	11	1,392	7,532	12	1,897	400,494
Hamilton							
Hamilton C	7,968	13	1,710	6,245	14	2,505	
Provincial Highway	1,331	5	183	1,143	7	272	
Other Areas	0	0	0	0	0	0	
Hamilton Total	9,299	18	1,893	7,388	21	2,777	339,864
Hastings							
Bancroft T	42	1	8	33	1	8	
Belleville C	858	0	130	728	0	168	
Centre Hastings M	26	0	3	23	0	3	
Deseronto T	12	0	2	10	0	3	
Faraday TP	24	0	5	19	0	6	
Hastings Highlands M	48	0	3	45	0	3	
Madoc TP	12	0	2	10	0	2	
Marmora and Lake M	17	1	1	15	1	2	
Stirling-Rawdon TP	43	0	9	34	0	14	
Tweed M	58	0	15	43	0	22	
Tyendinaga TP	107	0	27	80	0	39	
Provincial Highway	536	3	81	452	3	130	
Other Areas	506	2	93	411	2	128	
Hastings Total	2,289	7	379	1,903	7	528	129,226
Huron							
Ashfield-Colborne-Wawanosh TP	88	0	14	74	0	19	
Bluewater M	69	1	7	61	1	10	
Central Huron M	114	2	11	101	2	19	
Goderich T	77	0	10	67	0	11	
Howick TP	63	1	5	57	1	6	
Huron East M	101	1	22	78	1	40	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Morris-Turnberry M	103	3	8	92	4	13	
North Huron TP	62	0	7	55	0	13	
South Huron M	101	2	22	77	2	32	
Provincial Highway	164	3	21	140	3	41	
Other Areas	0	0	0	0	0	0	
Huron Total	942	13	127	802	14	204	56,337
Kawartha Lakes							
Kawartha Lakes C	924	0	208	716	0	280	
Provincial Highway	218	1	64	153	1	91	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	1,142	1	272	869	1	371	77,204
Kenora							
Dryden C	127	0	10	117	0	13	
Kenora C	230	0	20	210	0	27	
Red Lake M	19	0	1	18	0	1	
Sioux Lookout M	43	0	6	37	0	8	
Provincial Highway	483	3	89	391	6	133	
Other Areas	80	1	10	69	1	17	
Kenora Total	982	4	136	842	7	199	57,970
Lambton							
Brooke-Alvinston TP	48	0	9	39	0	13	
Dawn-Euphemia TP	51	2	4	45	2	6	
Enniskillen TP	53	1	10	42	1	16	
Petrolia T	31	0	4	27	0	5	
Plympton-Wyoming T	64	1	11	52	1	16	
Point Edward V	30	0	9	21	0	12	
Sarnia C	864	0	131	733	0	175	
St. Clair TP	122	1	22	99	1	35	
Warwick TP	49	0	9	40	0	11	
Provincial Highway	213	0	37	176	0	57	
Other Areas	79	0	11	68	0	18	
Lambton Total	1,604	5	257	1,342	5	364	104,532

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lanark							
Beckwith TP	69	0	14	55	0	16	
Carleton Place T	88	0	9	79	0	11	
Lanark Highlands TP	86	0	19	67	0	21	
Mississippi Mills T	158	0	23	135	0	32	
Montague TP	38	1	6	31	1	7	
Perth T	100	0	12	88	0	13	
Smiths Falls ST	136	0	17	119	0	24	
Tay Valley TP	74	1	8	65	1	13	
Provincial Highway	151	1	29	121	1	35	
Other Areas	90	2	16	72	3	19	
Lanark Total	990	5	153	832	6	191	66,137
Leeds & Grenville							
Athens TP	25	0	6	19	0	10	
Augusta TP	69	2	12	55	2	16	
Brockville C	300	0	46	254	0	61	
Edwardsburgh/ Cardinal TP	55	0	14	41	0	21	
Elizabethtown-Kitley TP	99	1	20	78	1	28	
Front of Yonge TP	29	0	8	21	0	14	
Gananoque ST	77	0	11	66	0	12	
Leeds and the Thou- sand Islands TP	113	0	25	88	0	33	
Merrickville-Wolford V	29	0	3	26	0	4	
North Grenville M	181	0	23	158	0	30	
Prescott ST	47	1	5	41	1	5	
Rideau Lakes TP	98	0	9	89	0	9	
Provincial Highway	472	1	76	395	1	96	
Other Areas	7	0	0	7	0	0	
Leeds & Grenville Total	1,601	5	258	1,338	5	339	96,514

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lennox & Addington							
Addington Highlands TP	14	0	3	11	0	4	
Greater Napanee T	184	3	35	146	3	48	
Loyalist TP	119	0	19	100	0	22	
Stone Mills TP	77	0	16	61	0	22	
Provincial Highway	246	2	48	196	2	62	
Other Areas	0	0	0	0	0	0	
Lennox & Addington Total	640	5	121	514	5	158	37,941
Manitoulin							
Central Manitoulin M	16	0	3	13	0	5	
Provincial Highway	193	0	24	169	0	30	
Other Areas	95	0	18	77	0	24	
Manitoulin Total	304	0	45	259	0	59	16,797
Middlesex							
Adelaide-Metcalf TP	109	1	15	93	1	30	
London C	7,135	5	1,314	5,816	5	1,931	
Lucan Biddulph TP	46	0	10	36	0	14	
Middlesex Centre M	357	2	63	292	2	110	
North Middlesex M	96	2	17	77	2	33	
Southwest Middlesex M	117	0	20	97	0	29	
Strathroy-Caradoc TP	254	1	41	212	1	58	
Provincial Highway	420	2	65	353	2	84	
Other Areas	179	0	32	147	0	45	
Middlesex Total	8,713	13	1,577	7,123	13	2,334	311,977
Muskoka							
Bracebridge T	188	0	20	168	0	32	
Georgian Bay TP	20	0	2	18	0	2	
Gravenhurst T	114	0	17	97	0	27	
Huntsville T	189	0	21	168	0	34	
Lake Of Bays TP	38	0	2	36	0	2	
Muskoka Lakes TP	156	1	23	132	2	28	
Provincial Highway	429	5	58	366	5	76	
Other Areas	1	0	1	0	0	2	
Muskoka Total	1,135	6	144	985	7	203	70,133

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Niagara							
Fort Erie T	274	0	47	227	0	67	
Grimsby T	235	1	31	203	1	35	
Lincoln T	213	0	35	178	0	55	
Niagara Falls C	1202	0	168	1034	0	223	
Niagara-On-The-Lake T	235	1	36	198	1	69	
Pelham T	146	0	19	127	0	26	
Port Colborne C	190	0	33	157	0	43	
St. Catharines C	1738	4	218	1516	5	288	
Thorold C	239	0	25	214	0	33	
Wainfleet TP	52	0	7	45	0	7	
Welland C	654	1	86	567	1	130	
West Lincoln TP	161	4	31	126	4	39	
Provincial Highway	1,127	2	228	897	2	335	
Other Areas	0	0	0	0	0	0	
Niagara Total	6,466	13	964	5,489	14	1,350	348,377
Nipissing							
Bonfield TP	8	0	0	8	0	0	
East Ferris TP	24	1	3	20	1	3	
Mattawa T	15	2	0	13	2	1	
North Bay C	929	1	198	730	1	251	
West Nipissing M	63	0	6	57	0	8	
Provincial Highway	553	7	110	436	7	166	
Other Areas	78	0	8	70	0	8	
Nipissing Total	1,670	11	325	1,334	11	437	90,597
Northumberland							
Alnwick-Haldimand TP	76	1	16	59	1	20	
Brighton M	106	0	21	85	0	25	
Cobourg T	222	1	14	207	1	17	
Cramahe TP	47	0	8	39	0	12	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Hamilton TP	159	0	22	67	0	33	
Port Hope M	164	0	36	128	0	51	
Trent Hills M	163	1	29	133	1	49	
Provincial Highway	248	5	43	200	5	62	
Other Areas	2	0	1	1	0	1	
Northumberland Total	1,187	8	190	919	8	270	83,385
Ottawa							
Ottawa C	13,425	17	2,574	10,834	19	3,392	
Provincial Highway	1,617	2	278	1,337	2	367	
Other Areas	0	0	0	0	0	0	
Ottawa Total	15,042	19	2,852	12,171	21	3,759	570,654
Oxford							
East Zorra-Tavistock TP	91	0	20	71	0	27	
Ingersoll T	111	0	17	94	0	20	
Norwich TP	148	2	22	124	2	34	
Tillsonburg T	163	1	28	134	1	36	
Woodstock C	589	0	94	495	0	120	
Zorra TP	151	1	25	125	1	34	
Provincial Highway	395	0	67	328	0	92	
Other Areas	250	1	38	211	1	81	
Oxford Total	1,898	5	311	1,582	5	444	98,703
Parry Sound							
Magnetawan M	6	0	2	4	0	7	
Mcdougall M	22	0	2	20	0	2	
Nipissing TP	3	0	0	3	0	0	
Parry Sound T	93	0	10	83	0	11	
Perry TP	9	0	1	8	0	1	
Powassan M	12	0	2	10	0	3	
Provincial Highway	593	4	95	494	7	136	
Other Areas	139	0	18	121	0	23	
Parry Sound Total	877	4	130	743	7	183	60,942

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Peel							
Brampton C	6,904	11	1,036	5,857	11	1,377	
Caledon T	896	2	182	712	2	244	
Mississauga C	7,502	13	949	6,540	13	1,186	
Provincial Highway	4,481	5	970	3,506	5	1,463	
Other Areas	0	0	0	0	0	0	
Peel Total	19,783	31	3,137	16,615	31	4,270	841,199
Perth							
North Perth M	180	1	32	147	1	44	
Perth East TP	154	2	30	122	2	40	
Perth South TP	83	0	10	73	0	12	
St. Marys ST	48	0	7	41	0	7	
Stratford C	376	1	60	315	1	71	
West Perth M	78	0	21	57	0	26	
Provincial Highway	188	1	35	152	1	50	
Other Areas	0	0	0	0	0	0	
Perth Total	1,107	5	195	907	5	250	63,813
Peterborough							
Asphodel-Norwood TP	37	1	5	31	1	7	
Cavan-Monaghan TP	83	0	18	65	0	25	
Douro-Dummer TP	71	0	10	61	0	12	
Galway-Cavendish-Harvey TP	74	1	10	63	1	13	
Havelock-Belmont-Methuen TP	48	0	7	41	0	7	
North Kawartha TP	29	0	5	24	0	6	
Otonabee-South Monaghan TP	59	0	12	47	0	17	
Peterborough C	1543	0	329	1214	0	445	
Smith-Ennismore-Lakefield TP	196	1	38	157	1	58	
Provincial Highway	288	6	55	227	6	87	
Other Areas	0	0	0	0	0	0	
Peterborough Total	2,428	9	489	1,930	9	677	120,711

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (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	132	0	33	99	0	46	
Casselman V	33	0	5	28	0	6	
Clarence-Rockland C	246	1	48	197	1	60	
East Hawkesbury TP	35	0	12	23	0	16	
Hawkesbury T	152	0	22	130	0	23	
The Nation M	143	1	27	115	1	44	
Russell TP	131	1	24	106	1	38	
Provincial Highway	181	1	22	158	1	27	
Other Areas	90	0	20	70	0	34	
Prescott & Russell Total	1,143	4	213	926	4	294	95,921
Prince Edward							
Provincial Highway	62	1	15	46	1	22	
Other Areas	256	2	38	216	4	53	
Prince Edward Total	318	3	53	262	5	75	25,407
Rainy River							
Atikokan T	16	0	2	14	0	2	
Fort Frances T	149	1	8	140	1	17	
Provincial Highway	172	1	13	158	1	18	
Other Areas	63	1	3	59	2	4	
Rainy River Total	400	3	26	371	4	41	24,487
Renfrew							
Admaston-Bromley TP	42	0	9	33	0	21	
Arnprior T	80	0	10	70	0	10	
Bonnechere Valley TP	50	0	15	35	0	18	
Brudenell, Lyndoch and Raglan TP	30	0	9	21	0	12	
Deep River T	14	0	1	13	0	1	
Greater Madawaska TP	44	1	6	37	1	6	
Horton TP	35	0	10	25	0	14	
Laurentian Hills T	17	0	2	15	0	3	
Laurentian Valley TP	119	0	24	95	0	35	
Madawaska Valley TP	55	0	13	42	0	13	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
McNab-Braeside TP	81	0	16	65	0	24	
North Algona Wilberforce TP	33	0	3	30	0	4	
Pembroke C	184	1	29	154	1	32	
Petawawa T	111	0	11	100	0	12	
Renfrew T	60	0	8	52	0	8	
Whitewater Region TP	68	0	14	54	0	14	
Provincial Highway	418	3	87	328	3	145	
Other Areas	55	0	4	51	0	6	
Renfrew Total	1,496	5	271	1,220	5	378	108,017
Simcoe							
Adjala-Tosorontio TP	182	0	27	155	0	35	
Barrie C	2,538	4	339	2,195	4	474	
Bradford West Gwillimbury T	453	1	66	386	1	93	
Clearview TP	229	0	40	189	0	62	
Collingwood T	287	1	34	252	1	46	
Essa TP	279	1	59	219	1	91	
Innisfil T	410	2	86	322	2	135	
Midland T	263	0	42	221	0	55	
New Tecumseth T	351	2	69	280	2	84	
Orillia C	463	0	94	369	0	118	
Oro-Medonte TP	143	2	14	127	2	21	
Penetanguishene T	62	0	11	51	0	12	
Ramara TP	80	0	19	61	0	20	
Severn TP	82	1	13	68	1	19	
Tay TP	59	0	13	46	0	19	
Tiny TP	111	1	21	89	2	32	
Wasaga Beach T	184	2	34	148	2	44	
Provincial Highway	1,714	9	283	1,422	10	441	
Other Areas	288	1	56	231	1	87	
Simcoe Total	8,178	27	1,320	6,831	29	1,888	414,298

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Stormont, Dundas & Glengarry							
Cornwall C	856	2	128	726	2	170	
North Dundas TP	136	4	39	93	5	56	
North Glengarry TP	150	0	19	131	0	25	
North Stormont TP	91	0	18	73	0	27	
South Dundas TP	107	0	12	95	0	17	
South Glengarry TP	115	0	16	99	0	20	
South Stormont TP	120	0	21	99	0	24	
Provincial Highway	312	3	57	252	6	114	
Other Areas	0	0	0	0	0	0	
Stormont, Dundas & Glengarry Total	1,887	9	310	1,568	13	453	100,323
Sudbury							
Chapleau TP	21	0	0	21	0	0	
Espanola T	42	0	9	33	0	12	
French River M	8	0	1	7	0	1	
Greater Sudbury C	2,552	4	446	2,102	4	646	
Markstay-Warren M	9	0	3	6	0	3	
Provincial Highway	570	5	109	456	5	174	
Other Areas	35	0	6	29	0	9	
Sudbury Total	3,237	9	574	2,654	9	845	201,194

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Thunder Bay							
Greenstone M	22	0	5	17	0	6	
Manitouwadge TP	10	0	2	8	0	3	
Marathon T	15	0	0	15	0	0	
Neebing M	7	0	0	7	0	0	
Nipigon TP	0	0	0	0	0	0	
Oliver Paipoonge M	42	0	1	41	0	2	
Shuniah M	35	0	3	32	0	3	
Terrace Bay TP	6	0	1	5	0	1	
Thunder Bay C	2,069	3	269	1,797	4	347	
Provincial Highway	1,569	10	255	1,304	12	342	
Other Areas	112	0	21	91	0	26	
Thunder Bay Total	3,887	13	557	3,317	16	730	150,618
Timiskaming							
Englehart T	10	0	2	8	0	2	
Kirkland Lake T	95	0	11	84	0	15	
Temiskaming Shores C	96	0	13	83	0	20	
Provincial Highway	240	2	60	178	2	79	
Other Areas	52	0	12	40	0	14	
Timiskaming Total	493	2	98	393	2	130	40,939
Toronto							
Toronto C	44,485	63	8,133	36,289	63	11,288	
Provincial Highway	7,753	8	1,431	6,314	10	2,161	
Other Areas	0	0	0	0	0	0	
Toronto Total	52,238	71	9,564	42,603	73	13,449	1,222,836

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Waterloo							
Cambridge C	2,078	0	491	1,587	0	676	
Kitchener C	3,499	4	831	2,664	4	1,091	
North Dumfries TP	182	1	37	144	1	59	
Waterloo C	1,631	1	373	1,257	1	503	
Wellesley TP	87	1	22	64	1	29	
Wilmot TP	157	1	47	109	1	74	
Woolwich TP	397	4	85	308	6	129	
Provincial Highway	1,253	1	211	1,041	1	318	
Other Areas	0	0	0	0	0	0	
Waterloo Total	9,284	13	2,097	7,174	15	2,879	378,551
Wellington							
Centre Wellington TP	314	0	34	280	0	46	
Erin T	122	3	25	94	3	41	
Guelph C	1,982	1	375	1,606	1	527	
Guelph/Eramosa TP	225	1	45	179	1	62	
Mapleton TP	124	1	27	96	1	47	
Minto T	113	0	23	90	0	29	
Puslinch TP	172	1	35	136	1	49	
Wellington North TP	127	0	19	108	0	25	
Provincial Highway	598	0	131	467	0	200	
Other Areas	0	0	0	0	0	0	
Wellington Total	3,777	7	714	3,056	7	1,026	172,301
York							
Aurora T	500	0	105	395	0	144	
East Gwillimbury T	423	4	96	323	4	139	
Georgina T	393	1	71	321	1	108	
King TP	401	0	84	317	0	135	
Markham T	2,963	3	753	2,207	3	1,067	
Newmarket T	782	1	140	641	1	179	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2015 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Richmond Hill T	1,719	0	473	1,246	0	673	
Vaughan C	4,095	7	1,038	3,050	11	1,494	
Whitchurch Stouffville T	368	1	85	282	1	112	
Provincial Highway	2,122	10	342	1,770	12	507	
Other Areas	0	0	0	0	0	0	
York Total	13,766	27	3,187	10,552	33	4,558	772,855

* This number does not match the vehicle population in Table 5.5; it does not include 10,464 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 four Injury collisions and 22 Property-Damage Only collisions whose locations were unknown.

THE VEHICLE

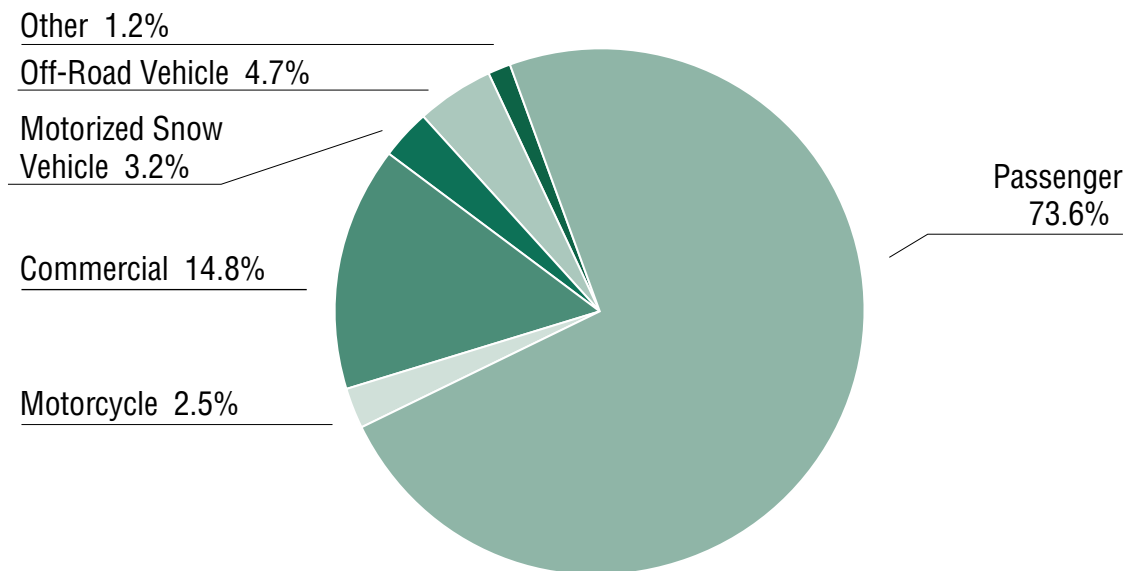


5. THE VEHICLE

This section examines the types of vehicles involved in motor vehicle collisions in Ontario. In 2015, passenger vehicles made up about 74 percent of the vehicle population in Ontario; they represented about 78 percent of all vehicles involved in collisions.

Only about one percent of all motor vehicles involved in collisions had apparent mechanical defects.

Figure 5 Vehicle Population by Vehicle Class in Ontario, 2015



5A VEHICLES IN COLLISIONS

Table 5.1: Vehicles Involved in Collisions, 2015

Type of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	469	56,671	245,891	303,031
Passenger Van	48	4,166	15,997	20,211
Motorcycle & Moped	61	1,778	792	2,631
Pick-up Truck	109	6,353	31,236	37,698
Delivery Van	8	809	4,258	5,075
Tow Truck	2	118	542	662
Truck	88	2,416	12,913	15,417
Bus	8	763	2,924	3,695
School Vehicle	2	190	1,125	1,317
Off-Road Vehicle	2	34	30	66
Snowmobile	3	19	31	53
Snow Plow	0	33	387	420
Emergency Vehicle	2	243	1,344	1,589
Farm Vehicle	2	50	173	225
Construction Equipment	0	30	245	275
Motor Home	1	11	69	81
Railway Train	2	9	18	29
Street Car	3	109	278	390
Bicycle	22	2,607	695	3,324
Other	1	39	177	217
Other Non-Motor Vehicle	0	128	716	844
Unknown	1	424	19,029	19,454
Total	834	77,000	338,870	416,704

Table 5.2: Condition of Vehicle by Class of Collision, 2015

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	784	73,491	307,342	381,617
Service Brakes Defective	1	65	215	281
Steering Defective	0	24	99	123
Tire Puncture or Blow-Out	3	58	229	290
Tire Tread Insufficient	1	58	127	186
Headlamps Defective	0	10	49	59
Other Lamps or Reflectors Defective	0	13	79	92
Engine Controls Defective	0	14	48	62
Wheels or Suspension Defective	1	23	201	225
Vision Obscured	0	10	50	60
Trailer Hitch Defective	0	2	24	26
Other Defects	11	373	3,376	3,760
Unknown	33	2,859	27,031	29,923
Total	834	77,000	338,870	416,704

Table 5.3: Model Year of Vehicle by Class of Collision, 2015

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2016	8	379	1,825	2,212
2015	51	4,094	19,686	23,831
2014	54	5,226	25,505	30,785
2013	41	5,155	24,920	30,116
2012	40	4,743	22,359	27,142
2011	40	4,401	21,653	26,094
2010	51	5,053	23,484	28,588
2009	47	4,320	19,394	23,761
2008	61	5,075	21,873	27,009
2007	57	5,361	22,876	28,294
2006 and earlier	357	28,941	113,764	143,062
Unknown	27	4,252	21,531	25,810
Total	834	77,000	338,870	416,704

Table 5.4: Insurance Status of Vehicle by Class of Collision, 2015

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	791	73,995	315,651	390,437
Not Insured	22	727	1,470	2,219
Unknown	21	2,278	21,749	24,048
Total	834	77,000	338,870	416,704

5B PUTTING THE VEHICLE IN CONTEXT

Table 5.5: Vehicle Population by Type of Vehicle, 2015

Vehicle Class	Vehicle Population
Passenger	6,990,885
Motorcycle	237,698
Moped	717
Commercial*	1,403,888
Bus	22,783
School Bus	11,115
Motorized Snow Vehicle	306,509
Off-Road Vehicle	442,499
Road Building Machinery	346
Permanent Apparatus	2,483
Farm Trucks	73,419
Total	9,492,342

* Excludes vehicles registered under the PRORATE-P program (72,211 vehicles).

Table 5.6: Selected Types of Vehicles by Model Year, 2016-2006 and earlier

Vehicle Class	Model Year											Total
	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006 and earlier	
Passenger	139,324	561,522	513,054	517,735	468,643	441,450	503,127	419,162	462,229	469,136	2,495,503	6,990,885
Motorcycle	502	6,673	9,669	10,412	9,732	9,072	8,492	16,723	17,190	16,628	132,605	237,698
Moped	1	1	2	9	4	0	9	9	13	12	657	717
Commercial*	27,763	116,797	107,997	89,443	84,450	99,725	93,331	68,337	86,889	90,024	615,380	1,480,136
Bus	967	1,797	2,076	2,764	2,458	2,267	2,391	2,905	2,180	2,000	12,093	33,898
Motorized Snow Vehicle	5,697	8,331	6,057	5,405	5,820	5,744	6,263	6,967	5,687	7,450	243,088	306,509
Off-Road Vehicle	2,308	12,004	17,403	16,265	15,389	14,976	10,093	18,929	23,630	27,738	283,764	442,499
Total	176,562	707,125	656,258	642,033	586,496	573,234	623,706	533,032	597,818	612,988	3,783,090	9,492,342

* Excludes vehicles registered under the PRORATE-P program (72,211 vehicles).

Table 5.7: Vehicle Damage Level by Class of Collision, 2015

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	42	6,702	16,834	23,578
Light	89	19,596	154,299	173,984
Moderate	123	21,160	99,962	121,245
Severe	160	16,582	28,542	45,284
Demolished	388	7,870	6,156	14,414
Unknown	32	5,090	33,077	38,199
Total	834	77,000	338,870	416,704

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, 2006–2015

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
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
2014	56	1,177	5	313
2015	57	1,583	6	159

* Excludes hangers-on, moped drivers and passengers.

Table 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2015

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	5.0
Under 25 Years Old	16.7
Alcohol Used	
Ability-Impaired Alcohol > 0.08	15.0
Had Been Drinking	5.0
Unknown	0.0
Helmet Not Worn (Fatalities)	1.7
Motorcycle Driver Error	
Speed Too Fast/Lost Control	25.0
Other Error	35.0
Single Vehicle Collisions	24.1
Day/Night	63.8/36.2
Weekend	77.8

6B SCHOOL VEHICLES

Table 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions – School Years 2010/2011–2014/2015

School Year	Pupils Transported Daily	Number of School Vehicles in Collisions
2010/2011	824,102	1,154
2011/2012	823,462	1,010
2012/2013	833,685	1,097
2013/2014	834,228	1,445
2014/2015	837,173	1,293

Table 6.4: Collisions Involving School Vehicles by Type and Nature of Collision 2014/2015

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2010/2011 – 2014/2015)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	1	41	105	1,043	1,190	5,570
School Van	0	2	5	13	20	149
Other School Vehicles	0	1	6	63	70	235
Total	1	44	116	1,119	1,280	5,954

Table 6.5: Pupil Injury by Collision Event and Vehicle Type, 2014–2015
(Number of Persons)

School Vehicle Type	Collision Event									Five Year Total (2010/2011 - 2014/2015)	
	Crossing Road		Within School Vehicle		Other		Total				
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
School Bus	0	0	0	42	0	6	0	48	0	397	
School Van	0	0	0	0	0	0	0	0	1	11	
Other School Vehicles	0	0	0	0	0	0	0	0	0	7	
Total	0	0	0	42	0	6	0	48	1	415	

6C LARGE TRUCKS

Table 6.6: Number of Persons Killed in Collisions Involving Trucks, 2011–2015

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2011	30	29.7	101	20.3
2012	21	21.0	100	17.6
2013	29	30.2	96	18.5
2014	36	33.0	109	21.1
2015	31	32.6	95	17.9
Total	147	29.3	501	19.1

Table 6.7: Number of Trucks in All Classes of Collisions, 2015

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	21	990	5,960	6,971
Straight Truck & Trailer	4	161	605	770
Tractor Only	3	144	1,180	1,327
Tractor & Semi-Trailer	49	919	4,360	5,328
“A-C” Train Double	5	25	97	127
“B” Train Double	0	29	131	160
Other/Unknown	8	266	1,122	1,396
Total	90	2,534	13,455	16,079

Table 6.8: Registered Trucks, 2015

Driver Licence Required	Registered Trucks
G	1,256,666
D	80,334
A*	215,347**
Total	1,552,347
* Tractor/trailer combination only.	
** Includes vehicles registered under the PRORATE-P program (72,211 vehicles).	

Table 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2015

Factors in Fatal Collisions	%
Drivers	
Alcohol Involved	2
Driving Properly	69
Collisions	
Single Vehicle	24
Weather Condition – Clear	80
Daylight	50
Vehicles	
Vehicle Defect Present*	7
* Excludes unknown category.	

6D OFF-ROAD VEHICLES

Table 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision
Location*, 2011–2015

Location	Killed					Injured				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
On-Highway	6	6	11	8	10	127	125	118	106	86
Off-Highway	10	9	9	3	8	124	114	115	106	123
Total	16	15	20	11	18	251	239	233	212	209
* 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*, 2011–2015

Location	Killed					Injured				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
On-Highway	1	2	1	0	0	93	98	84	63	63
Off-Highway	1	2	0	0	1	65	73	87	51	83
Total	2	4	1	0	1	158	171	171	114	146
* 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*, 2011–2015

Location	Killed					Injured				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
On-Highway	0	0	0	0	0	4	5	3	0	5
Off-Highway	0	0	0	0	0	4	5	3	2	4
Total	0	0	0	0	0	8	10	6	2	9

* 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, 2011–2015

Year	Vehicles Registered
2011	374,784
2012	390,821
2013	407,585
2014	423,822
2015	442,499

Table 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2015

Factors	%
Drivers Under 25 Years of Age	43
Alcohol Used	20
Speeding	22
Helmet Not Worn	21
Daytime	74
Two-Wheeled	14
Three-Wheeled	3
Four-Wheeled	83

6E MOTORIZED SNOW VEHICLES

Table 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2010/2011–2014/2015

Location	Killed					Injured				
	10/11	11/12	12/13	13/14	14/15	10/11	11/12	12/13	13/14	14/15
On-Highway	5	2	6	9	3	35	33	30	61	26
Off-Highway	15	9	17	10	14	102	58	91	122	107
Total	20	11	23	19	17	137	91	121	183	133

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (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 2010/2011–2014/2015

Location	Killed					Injured				
	10/11	11/12	12/13	13/14	14/15	10/11	11/12	12/13	13/14	14/15
On-Highway	0	0	0	1	0	14	16	27	27	5
Off-Highway	0	3	1	1	1	70	41	64	71	16
Total	0	3	1	2	1	84	57	91	98	21

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (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 2010/2011–2014/2015

Location	Killed					Injured				
	10/11	11/12	12/13	13/14	14/15	10/11	11/12	12/13	13/14	14/15
On-Highway	0	0	0	1	0	1	2	0	2	4
Off-Highway	0	0	0	1	0	0	0	2	4	4
Total	0	0	0	2	0	1	2	2	6	8

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (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, 2011–2015

Year	Registered Motorized Snow Vehicles
2011	304,603
2012	297,859
2013	304,634
2014	308,578
2015	306,509

Table 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions, Riding Season 2014–2015

Factors	%
Unlicensed Operators	26
Rider Error; Speed too Fast	31
Alcohol Used	13
Surface Condition; Icy or Packed Snow	56

6F BICYCLES

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

Table 6.18: Bicyclists* Killed and Injured, 2011–2015

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2011	21	2,179	0	416
2012	26	2,318	0	451
2013	24	2,054	1	427
2014	16	1,785	0	288
2015	20	2,295	0	138

* Includes hangers-on

Table 6.19: Bicyclists Involved in Collisions by Light Condition, 2015*

Light Condition	Bicyclists Involved
Daylight	2,616
Dawn	31
Dusk	112
Dark	552
Other	0
Unknown	0
Total	3,311

* In 2015, an age breakdown is not available due to the transition to an electronic collision reporting system. This issue will be addressed in future annual reports.

Table 6.20: Selected Factors Relevant to All Bicycle Collisions, 2015

Factors	%
Driving Properly (Bicyclist)	0
Driving Properly (Motor Vehicle Driver)	47
Intersection-Related	67
Going Ahead (Bicyclist)	85
Alcohol-Related (Bicyclist)	0
No Apparent Vehicle Defect (Bicycle)	97
Clear Visibility	93
Weekend	19

CONVICTION, OFFENCE AND SUSPENSION DATA



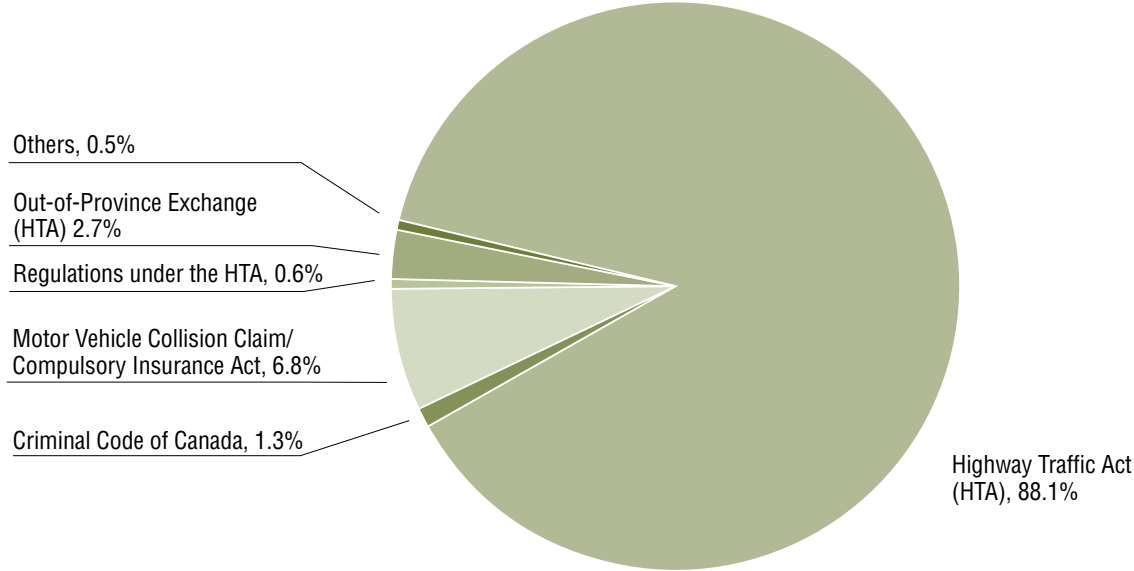
7. CONVICTION, OFFENCE AND SUSPENSION DATA

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

In 2015, nearly 90 percent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and 1.3 percent 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 approximately 16,500 to approximately 14,000 occurrences annually.

Figure 7 Motor Vehicle Convictions in Ontario by Type, 2015



7A CONVICTION DATA

Table 7.1: Summary of Motor Vehicle-Related Convictions, 2015

Convictions*	Number
Highway Traffic Act (HTA)	981,650
Regulations under the HTA	6,850
Criminal Code of Canada**	14,835
Municipal By-Law***	
Motor Vehicle Collision Claim/Compulsory Insurance Act	75,448
Motorized Snow Vehicles Act	2,048
Off-Road Vehicles Act	1,478
Out-of-Province Exchange (HTA)	30,152
Others****	1,647
Total	1,114,108

* Includes manually recorded convictions.
 ** This figure does not include 147 convictions for young offenders under the Criminal Code.
 *** In previous years a large portion of convictions under HTA Regulations was allocated to convictions under Municipal By-Law.
 **** Others may include Acts not listed above, such as Motor Vehicle Safety Act, Government Traffic Act, etc.

Table 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2015

Convictions*	Number
Equipment	69,434
Administrative*	167,984
Seat Belt (Driver & Passenger)**	20,612
Other Non-Pointable Convictions ***	55,372
Speeding	517,560
Other Pointable Convictions (2–4 pts)	129,820
Other Pointable Convictions (5–7 pts)	7,595
Driving While Suspended	13,273
Total	981,650

* 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, 2015*

Convictions	Number
Alcohol- or Drug-Related**	11,817
Criminal Negligence	10
Fail to Remain at Collision	318
Fail to Stop for Police Officer	372
Driving While Disqualified	1,812
Dangerous Driving	906
Motor Manslaughter	2
Total	15,237

* This figure does not include 147 convictions for young offenders.
 ** Includes some out-of-province convictions.

7B OFFENCE DATA

Table 7.4: Number of Driver* Convictions for Criminal Code of Canada Offences** 2006–2015

Conviction Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Criminal Negligence	15	18	14	12	9	4	2	1	0	0
Fail to Remain	532	543	529	429	420	353	185	222	164	144
Dangerous Driving	1,353	1,303	1,316	1,182	967	856	566	513	453	464
Impaired Driving	6,640	6,836	7,045	6,869	6,540	5,710	4,222	3,892	3,413	3,422
Blood/Alcohol over .08	5,040	5,441	5,950	6,252	6,070	6,117	4,942	4,367	4,382	4,171
Fail to Provide Breath Sample	1,034	1,053	1,065	1,097	1,138	934	598	530	472	426
Driving While Disqualified	1,852	1,851	1,931	2,003	2,163	2,138	1,291	1,222	1,085	1,043
Motor Manslaughter	1	3	2	0	1	0	0	2	0	0
Undefined	506	471	510	473	417	341	283	248	232	245
Total	16,973	17,519	18,362	18,317	17,725	16,453	12,089	10,997	10,201	9,915

* 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, 2006–2015

Suspensions	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	1,228	1,210	1,183	1,368	1,298	1,154	1,071	994	911	996
February	1,197	1,206	1,259	1,401	1,140	1,219	1,230	1,028	895	1,039
March	1,317	1,410	1,438	1,502	1,252	1,332	1,236	1,339	1,104	1,199
April	1,340	1,375	1,297	1,391	1,363	1,304	1,284	1,117	1,078	1,124
May	1,247	1,430	1,472	1,533	1,486	1,342	1,212	1,233	1,244	1,221
June	1,307	1,456	1,547	1,373	1,296	1,360	1,265	1,273	1,149	1,146
July	1,452	1,480	1,533	1,489	1,454	1,475	1,338	1,175	1,156	1,319
August	1,399	1,455	1,686	1,482	1,400	1,281	1,393	1,235	1,354	1,190
September	1,396	1,517	1,536	1,458	1,360	1,303	1,359	1,179	1,061	1,073
October	1,487	1,444	1,673	1,412	1,416	1,354	1,285	1,173	1,154	1,201
November	1,412	1,392	1,556	1,656	1,344	1,313	1,314	1,155	1,237	1,199
December	1,709	1,533	1,463	1,374	1,411	1,467	1,523	1,174	1,302	1,227
Total	16,491	16,908	17,643	17,439	16,220	15,904	15,510	14,075	13,645	13,934

* See Appendix for a more detailed explanation of ADLS.

7C SUSPENSION DATA

Table 7.6: Demerit Point Suspensions by Driver Age, 2015

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	2	0	0	0
18	8	0	0	0
19	27	1	1	0
20-24	110	4	74	3
25-34	109	7	173	13
35-44	30	2	72	7
45-54	27	3	50	2
55-64	11	4	9	2
65-74	6	1	4	0
75 +	1	0	0	0
Total	331	22	383	27

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;
- must have the accompanying driver as 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 a 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:

- may operate a 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.

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

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 that 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.

** The minimum reportable level for property-damage only collisions is \$2,000 as of September 1 2015. Prior to that date, the minimum reportable level for PDO collisions was \$1,000 from January 1, 1998 – to August 31, 2015.

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