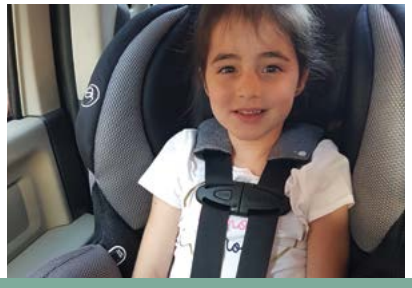
ONTARIO ROAD SAFETY

Annual Report 2016



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ONTARIO ROAD SAFETY ANNUAL REPORT 2016

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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

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

In 2016, Ontario's fatality rate of 0.58 per 10,000 licensed drivers was the second lowest in all of North America, behind only the District of Columbia.

In 2016, the number of traffic fatalities on Ontario roads was 579.

— *Ontario Road Safety Annual Report 2016*

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 18 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 15 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 2016

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 2016 was 0.58. The actual number of fatalities was 579.

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 18 years in a row.

The number of serious injuries on Ontario's roads was 2,476, a decrease of 26% over the past decade.

Road Safety in Ontario: 2015 vs 2016

Category	2015	2016
Number of Fatalities	531	579
Fatality Rate per 10,000 Licensed Drivers	0.54	0.58

Top Priority Road Safety Issues

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

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

Recent legislation and new measures include:

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

ORSAR 2016 indicates that our legislative initiatives, combined with strong enforcement and education, are achieving results. A quick look at some key statistics shows that there is room for more improvement.

Pedestrians

Pedestrians fatally injured increased from 115 in 2015 to 136 in 2016, up 18%. Over the last decade, there has been a gradual increase in pedestrian fatalities as a proportion of all fatalities; in 2007, pedestrians represented 14% of all road users killed and in 2016, they represented 23%.

Large Truck Fatalities

There were 113 fatalities in collisions involving large trucks in 2016, up from 95 in 2015, an increase of 19%. In addition, 6% of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver decreased from 104 in 2015 to 100 in 2016, down 4%. Inattentive driving was a factor in 17% of all fatalities on Ontario roads in 2016.

Drinking and Driving

Compared to the previous year, the number of drinking and driving fatalities increased from 93 in 2015 to 125 in 2016, up 35%. Ontario's drinking and driving fatality rate was 0.12 per 10,000 licensed drivers, a reduction of 83% from 0.72 in 1988. Ontario has the lowest drinking and driving fatality rate in North America at 0.12 per 10,000 licenced drivers, followed by District of Columbia (0.28).

Speeding/Street Racing

The number of people killed in Ontario in speed-related collisions increased from 86 in 2015 to 97 in 2016, up by 13%.

Drugs and Driving

The number of fatalities attributed to drugs other than alcohol increased from 55 in 2015 to 74 in 2016, up 35%.

Senior Driver Fatalities

Fatalities among senior drivers age 80 and over decreased by 26% from 23 in 2015 to 17 in 2016. The number of licensed senior drivers (80+) has increased over two-fold over the past 20 years, from almost 115,000 in 1997 to approximately 310,000 in 2016.

Young Driver Fatalities

Fatalities among young drivers ages 16–19 increased from 14 in 2015 to 17 in 2016, up 2%.

Occupant Protection (Seat Belts)

Although a Transport Canada survey shows Ontario has a 96% seatbelt usage rate, about one in every five vehicle occupants killed on our roads were unbelted. In 2016, 67 vehicle occupants were killed while not wearing seat belts, up from 54 in 2015.

Vulnerable Road Users

Motorcycle rider fatalities increased from 63 in 2015 to 65 in 2016, up by 3%. Bicycling fatalities decreased from 20 in 2015 to 19 in 2016, down 5%.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Pedestrians	136	23%
Drinking and Driving	125	22%
Large Trucks	113	20%
Inattentive Driving	100	17%
Speed-Related	97	17%
Drug-Involved	74	13%
Unbelted Occupants	67	12%
Motorcyclists	65	11%
Young Drivers	17	3%
Cyclists	19	3%
Senior Drivers	17	3%

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

Looking Ahead: Next Steps

For 18 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.

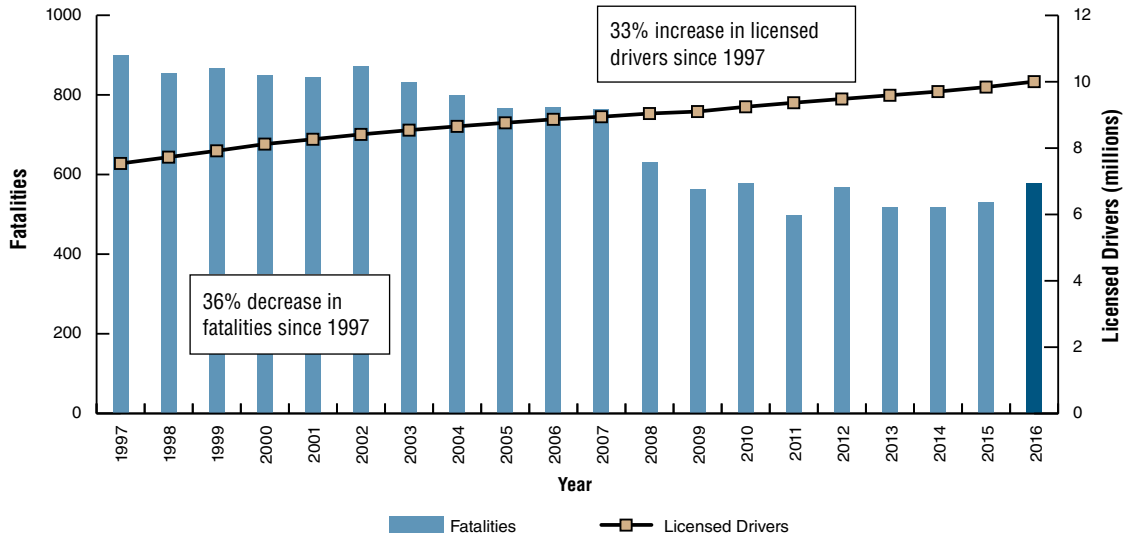
Conclusion

ORSAR 2016 confirms that Ontario continues to be a leader in road safety.

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

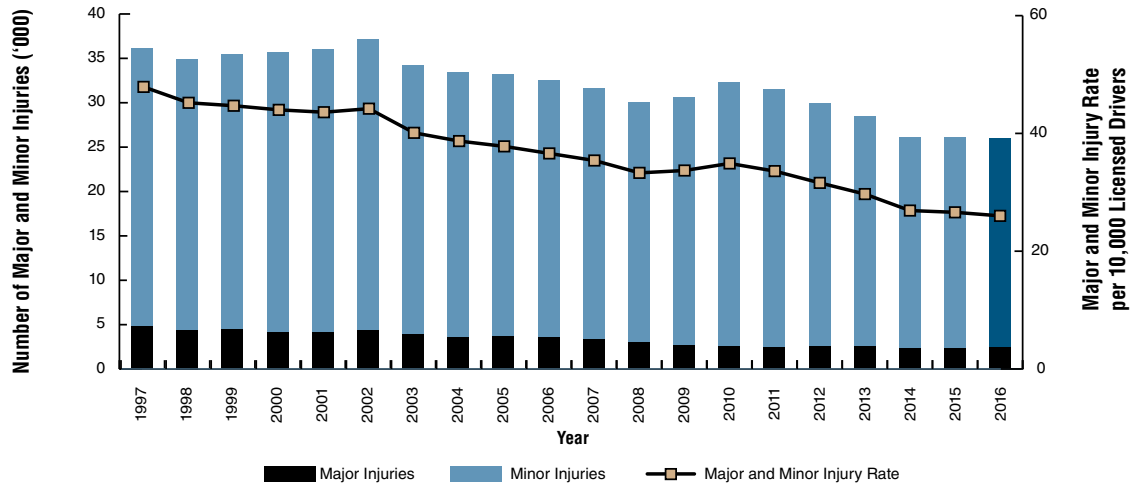
Key Road Safety Statistical Trends

Number of Fatalities and Licensed Drivers, 1997–2016



Between 1997 and 2016, the number of licensed drivers increased by 33 percent. In contrast, the number of fatalities decreased by 36 percent over this 20-year period.

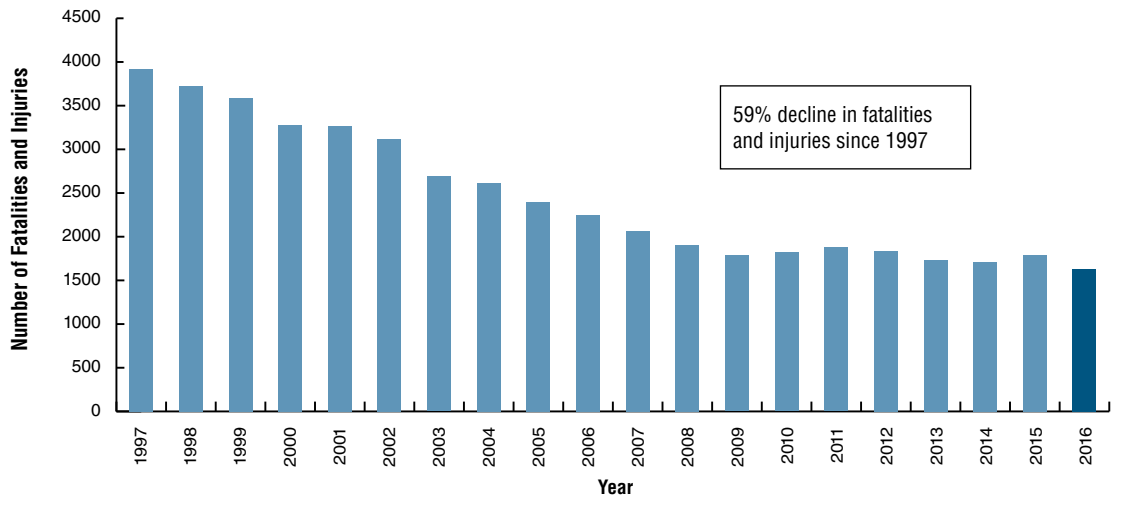
Number and Rate of Major and Minor Injuries, 1997–2016



In 2016, 55,493 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 30,034 fewer than in 1997. This puts the number of injuries on the province's roadways at its second lowest level since 1964.

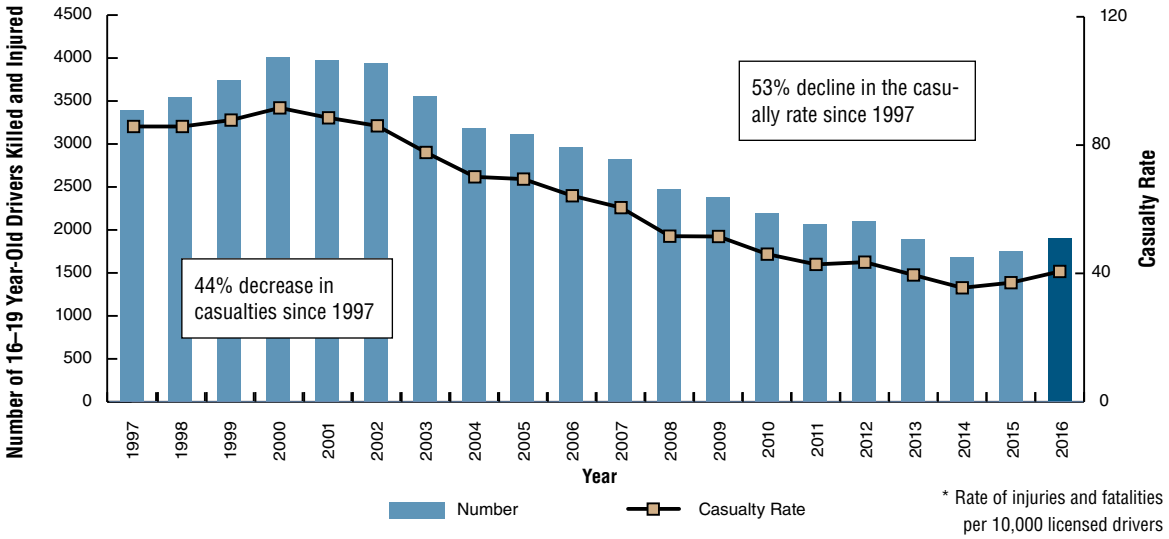
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1997–2016



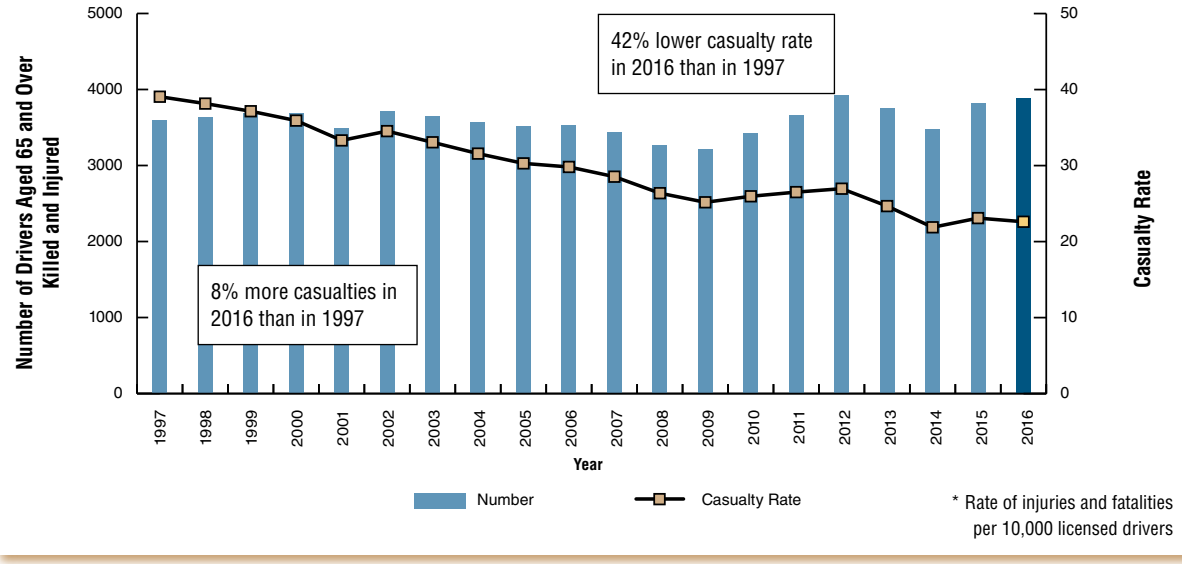
Between 1997 and 2016, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decline of 59 percent.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1997–2016



The number of 16–19 year old driver casualties (deaths or injuries) have declined, with a 44 percent decrease in the number killed/injured and a 53 percent decline in the casualty rate since 1997. Over the same time period 1997–2016, the number of licensed drivers aged 16–19 increased by 19 percent, from 394,512 to 468,061.

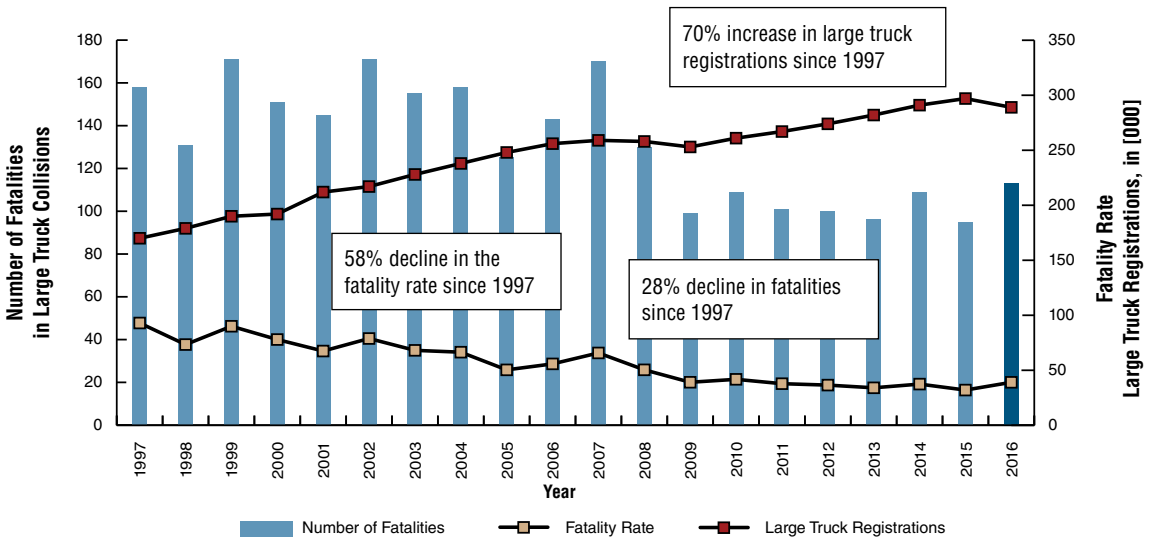
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1997–2016



The number of drivers aged 65 and over killed and injured increased by 8 percent between 1997 and 2016. However, the population of drivers age 65 and over has been increasing more rapidly, therefore, the casualty rate per 10,000 licensed drivers has decreased by 42 percent.

Large Trucks

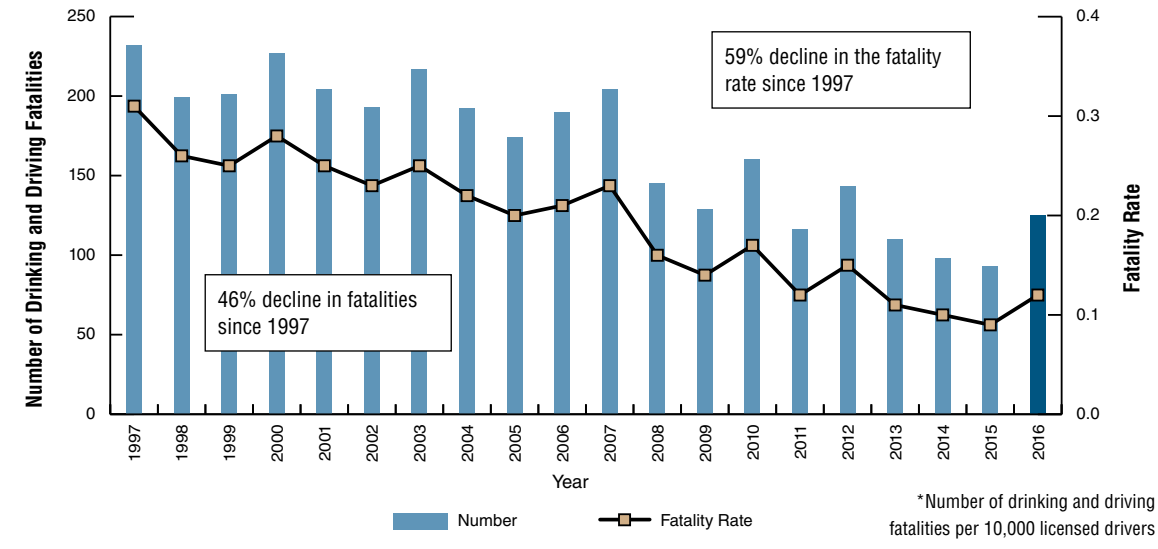
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1997–2016



Ontario's data shows that despite an increase of 70 percent in the number of large trucks registered in Ontario, the number of large truck fatalities decreased from 158 in 1997 to 113 in 2016, down 28 percent.

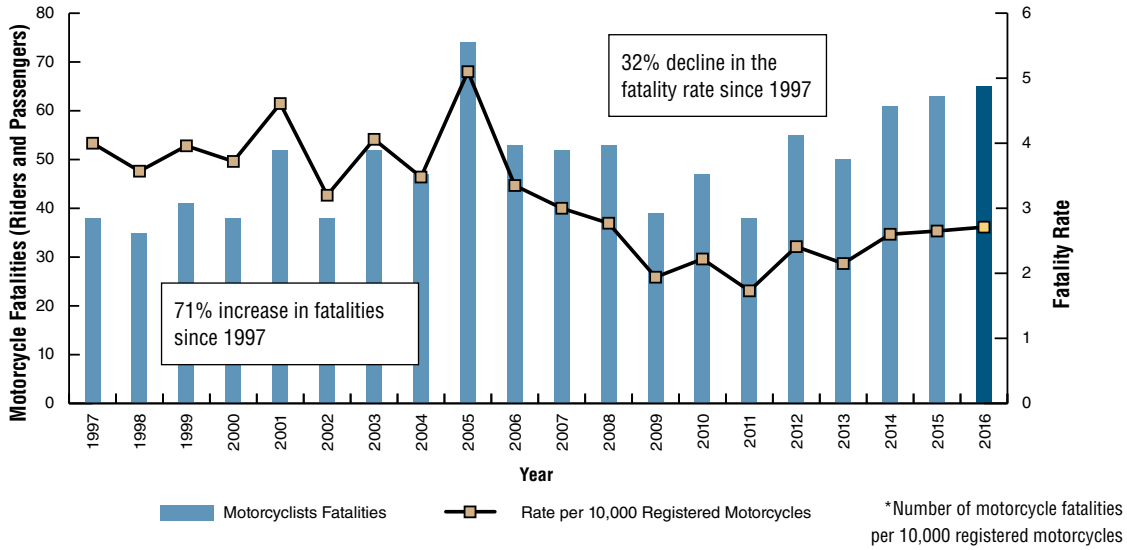
Drinking and Driving

Number and Rate* of Drinking and Driving Fatalities, 1997–2016



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have declined dramatically from 1997, by 46 percent and 59 percent respectively.

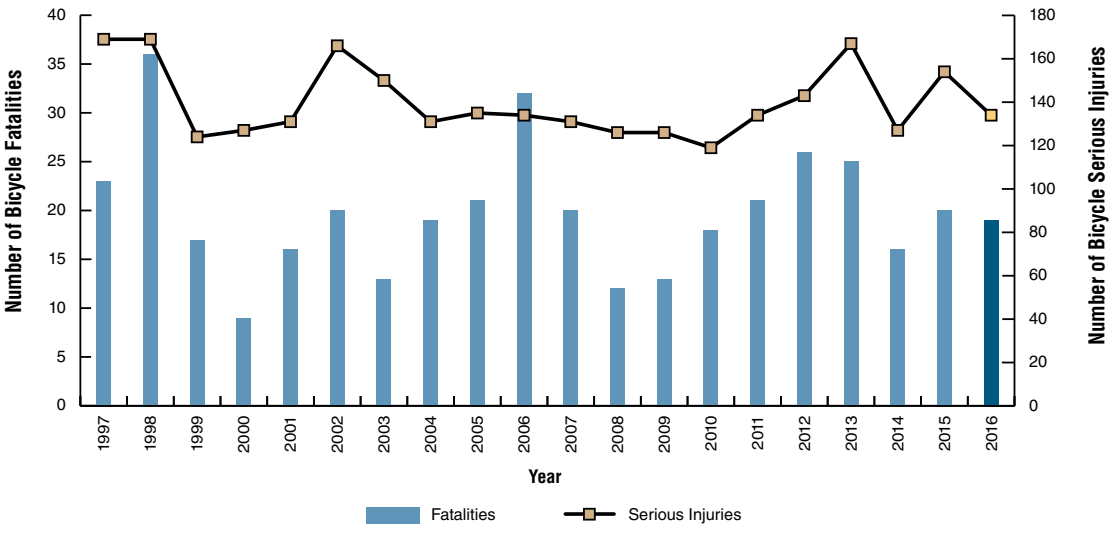
Number and Rate* of Motorcycle Fatalities, 1997–2016



Motorcycle registrations increased 1 percent from 237,698 in 2015 to 239,796 in 2016. In the same time period, motorcycle rider fatalities increased from 63 in 2015 to 65 in 2016.

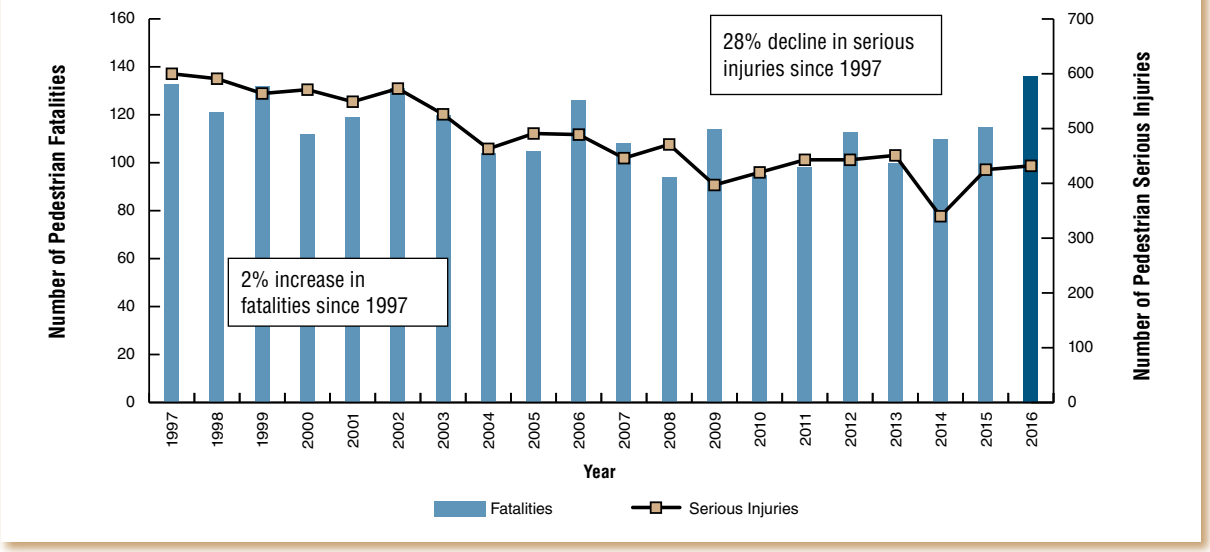
Over the long term, between 1997 and 2016, there has been a 32 percent decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1997–2016



Between 1997 and 2016, the number of bicycle rider fatalities fluctuated between a high of 36 in 1998 and a low of 9 in 2000. There were 19 bicycle rider fatalities in 2016.

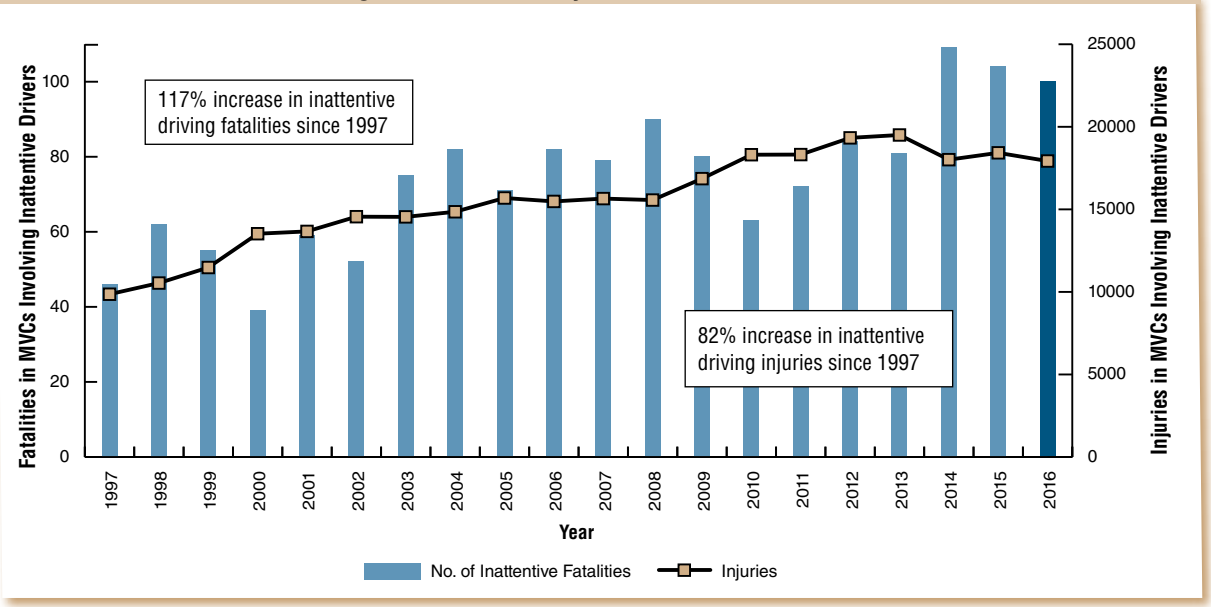
Number of Pedestrian Fatalities and Serious Injuries, 1997–2016



Between 1997 and 2016, the number of pedestrian fatalities was highest in 2016 with 136, and reached its lowest level in two decades in 2008 with 94. The number of pedestrian fatalities increased from 115 in 2015 to 136 in 2016, up by 18 percent. The number of pedestrian serious injuries increased by 2 percent in 2016 compared with 2015.

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 1997–2016



The number of fatalities in collisions involving an inattentive driver increased from 46 in 1997 to 100 in 2016; this represents an increase of 117 percent. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 9,861 in 1997 to 17,928 in 2016, an increase of 82 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.*

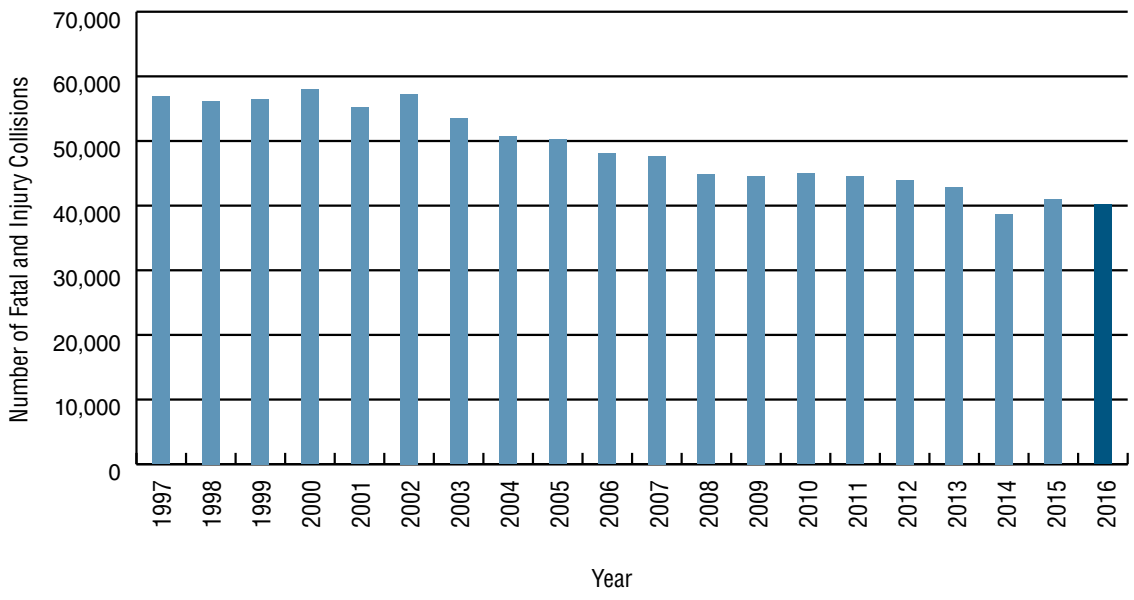
1. OVERVIEW

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 2016, Ontario's fatality rate of 0.58 per 10,000 licensed drivers continues to position Ontario as 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, 1997–2016**



1A SYNOPSIS

Selected Statistics: 2016	
Total Reportable Collisions	208,404
Total Drivers Involved in Collisions	378,490
Total Vehicles Involved in Collisions	391,544
Fatal Collisions	527
Personal Injury Collisions	39,685
Property Damage Collisions	168,192
Persons Killed	579
Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers)	333
Drivers Killed (Impaired or Had Been Drinking)	88
Passengers Killed	98
Pedestrians Killed	136
Other Road Users Killed	12
Persons Injured	55,493
Estimated Ontario Population (2016)	13,974,145
Licensed Drivers	10,003,774
Registered Motor Vehicles	9,471,536
Estimated Vehicle Kilometres Travelled (in millions)	141,053
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	4.14
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.41
Collision Rate per 100 Million Kilometres Travelled	147.75
Fatal Collision Rate per 100 Million Kilometres Travelled	0.37
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.58

1B HEALTH PERSPECTIVE

Table 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2016/2017

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	126	719
Fracture of neck and trunk	998	8,794
Fracture of upper limb	428	2,197
Fracture of lower limb	1,142	11,156
Fractures involving multiple body regions	2	17
Dislocation, sprains and strains	88	705
Dislocations, sprains, and strains involving multiple body regions	0	0
Intracranial injury	777	12,125
Internal injury of chest, abdomen, and pelvis	413	3,149
Open wound of head, neck, or trunk	45	193
Open wound of upper limb	22	133
Open wound of lower limb	34	554
Open wounds involving multiple body regions	1	20
Other diagnosis	1,120	12,570
Total Admissions and Days	**5,196**	**52,332**

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 2016/2017

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	97	2,481
Spinal cord, spinal canal, and meninges	13	180
Nose, mouth, and pharynx	18	197
Chest wall, pleura, mediastinum, and diaphragm	0	0
Bone marrow and spleen	150	1,422
Kidney	0	0
Facial bones and joints	62	546
Reduction of fracture/dislocation with or without fixation (excluding head and facial bones)	1,648	17,728
Repair joint structures (excluding head or facial bones)	5	21
Skin and subcutaneous tissue	68	769
Other diagnostic and therapeutic interventions	3,135	28,988
Sub-total of surgical admissions and days	**5,196**	**52,332**
No interventions performed–surgical procedures	N/A	N/A

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

THE PEOPLE

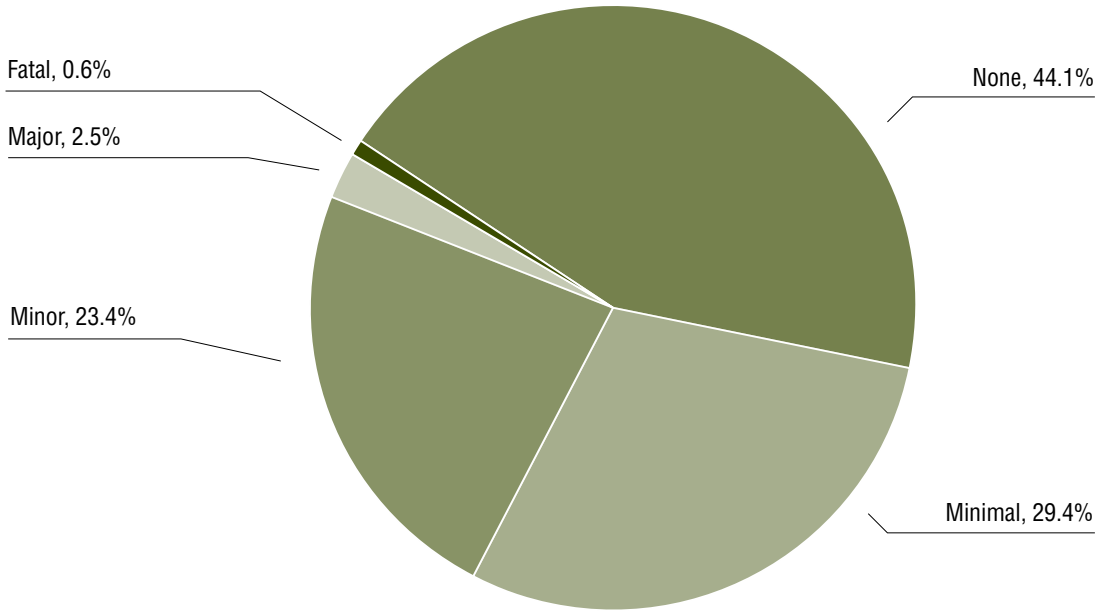
2. THE PEOPLE

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 531 in 2015 to 579 in 2016; the number of serious injuries increased from 2,374 in 2015 to 2,476 in 2016. During the same time period, the number of licensed drivers increased by 164,303, from 9,839,471 in 2015 to 10,003,774 in 2016.

Out of 933 drivers involved in fatal collisions, 108 were drinking drivers, 64 drivers' ability was impaired by drugs, 91 drivers were coded as inattentive, and 83 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, 67 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, 2016**



2A PEOPLE IN COLLISIONS

Table 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2016

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	29,324	17,746	13,301	997	254	**61,622**
Passenger*	14,275	8,279	5,501	507	98	**28,660**
Pedestrian	93	1,871	2,391	432	136	**4,923**
Bicyclist	44	1,016	1,158	128	19	**2,365**
Bicycle Passenger	5	9	14	1	0	**29**
All-Terrain Vehicle Driver **	1	4	10	7	5	**27**
All-Terrain Vehicle Passenger **	1	1	3	1	0	**6**
Snow Vehicle Driver	2	2	1	2	1	**8**
Snow Vehicle Passenger	0	0	0	1	0	**1**
Motorcycle Driver	60	338	835	325	60	**1,618**
Motorcycle Passenger	12	39	72	30	5	**158**
Moped Driver	1	7	16	1	0	**25**
Moped Passenger	0	1	1	0	0	**2**
Hanger On	8	18	31	12	0	**69**
Other	376	194	158	32	1	**761**
Total	**44,202**	**29,525**	**23,492**	**2,476**	**579**	**100,274**

* 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. Also includes person admitted for observation.
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 complaint of pain.
None: Uninjured person.

Table 2.2: Category of Persons Killed by Age Groups 2016

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	4	9	4	3	29	44	34	36	36	31	24	0	**254**
Passenger*	1	2	2	3	4	2	4	6	8	10	6	6	13	10	21	0	**98**
Pedestrian	1	0	3	1	0	0	1	3	7	8	16	12	17	30	36	1	**136**
Bicyclist	0	1	0	0	1	0	1	0	2	3	0	1	3	5	2	0	**19**
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	1	0	0	0	0	0	1	2	1	0	0	0	0	**5**
All-Terrain Vehicle Passenger**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Motorcycle Driver	0	0	0	1	0	0	1	0	1	18	11	14	10	4	0	0	**60**
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	**5**
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Other	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**2**	**4**	**5**	**6**	**9**	**11**	**11**	**12**	**47**	**85**	**71**	**73**	**79**	**80**	**83**	**1**	**579**

* Includes hangers on

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

UK = Unknown

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

Table 2.3: Category of Persons Injured by Age Groups, 2016

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	1	5	97	483	641	662	708	2,966	6,540	5,614	5,986	4,447	2,412	1,424	57	**32,044**
Passenger*	615	815	1,121	322	398	400	398	355	1,240	2,077	1,280	1,485	1,321	955	755	910	**14,447**
Pedestrian	54	87	372	110	105	104	118	116	424	793	503	554	578	342	277	157	**4,694**
Bicyclist	1	37	196	80	58	56	49	72	219	454	318	332	231	95	41	63	**2,302**
Bicycle Passenger	1	6	7	1	2	1	0	1	5	12	4	6	9	3	2	39	**99**
All-Terrain Vehicle Driver**	0	0	6	3	1	0	0	0	5	1	1	0	1	2	1	0	**21**
All-Terrain Vehicle Passenger**	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	2	**6**
Snow Vehicle Driver	0	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	**5**
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
Motorcycle Driver	1	0	0	13	10	12	24	21	115	309	262	372	262	85	8	4	**1,498**
Motorcycle Passenger	0	1	7	4	0	3	2	6	12	20	19	46	20	2	1	20	**163**
Moped Driver	0	0	1	0	0	0	0	0	1	2	5	7	6	2	0	0	**24**
Moped Passenger	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	**2**
Other	6	2	3	5	2	0	2	1	16	28	30	31	26	10	14	11	**187**
Total	**679**	**949**	**1,719**	**636**	**1,060**	**1,217**	**1,255**	**1,280**	**5,005**	**10,240**	**8,038**	**8,819**	**6,902**	**3,908**	**2,523**	**1,263**	**55,493**

* Includes hangers on

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

UK = Unknown

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

Table 2.4: Sex of Driver by Class of Collision, 2016

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	698	41,991	176,499	**219,188**
Female	206	27,615	104,924	**132,745**
Unknown*	29	4,594	21,934	**26,557**
Total	**933**	**74,200**	**303,357**	**378,490**

* 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, 2016

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	548	52,429	233,727	**286,704**
Had Been Drinking	15	508	1,088	**1,611**
Ability Impaired—Alcohol over 0.08	79	581	1,257	**1,917**
Ability Impaired—Alcohol	14	322	643	**979**
Ability Impaired—Drugs *	64	95	239	**398**
Fatigue	12	662	1,278	**1,952**
Medical/Physical Disability	19	604	475	**1,098**
Inattentive	91	12,477	34,637	**47,205**
Other **	40	1,047	3,624	**4,711**
Unknown ***	51	5,475	26,389	**31,915**
Total	**933**	**74,200**	**303,357**	**378,490**

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

** Driver condition is not defined above.

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

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

Ability-Impaired Alcohol over 0.08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of 0.08 grams of alcohol per 100 millilitres of blood.

Ability-Impaired Alcohol: Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence.

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

Table 2.6: Driver Age by Driver Condition in all Collisions, 2016*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	
Under 16	41	1	1	0	32	5	**80**
16	766	5	4	4	250	22	**1,051**
17	3,613	22	9	4	1,159	79	**4,886**
18	4,471	35	25	22	1,385	106	**6,044**
19	4,977	55	42	14	1,496	118	**6,702**
20	5,750	71	70	23	1,564	147	**7,625**
21-24	25,615	266	302	158	6,221	632	**33,194**
25-34	59,981	455	586	301	11,675	1,293	**74,291**
35-44	53,293	233	336	187	8,778	1,082	**63,909**
45-54	56,110	229	286	140	8,813	1,155	**66,733**
55-64	41,217	143	184	86	6,711	885	**49,226**
65-74	20,363	64	62	28	4,131	499	**25,147**
75 & over	9,948	26	6	7	2,875	311	**13,173**
Unknown	559	6	4	5	1,249	24,606	**26,429**
Total	**286,704**	**1,611**	**1,917**	**979**	**56,339**	**30,940**	**378,490**

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

Table 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2016*

Recorded Occurrence	Number of Drivers	%
Normal	100	29.5%
Had Been Drinking	12	3.5%
Ability Impaired—Alcohol over 0.08	69	20.4%
Ability Impaired—Alcohol	7	2.1%
Ability Impaired—Drugs **	57	16.8%
Fatigue	4	1.2%
Medical/Physical Disability	16	4.7%
Inattentive	27	8.0%
Other	23	6.8%
Unknown	24	7.1%
Total	**339**	**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, 2016

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	466	35,060	152,908	**188,434**
Following Too Close	8	6,886	33,104	**39,998**
Speed Too Fast	59	679	939	**1,677**
Speed Too Fast for Conditions	24	2,836	10,997	**13,857**
Speed Too Slow	1	51	131	**183**
Improper Turn	20	3,568	10,723	**14,311**
Disobey Traffic Control	39	3,193	4,704	**7,936**
Fail to Yield Right of Way	51	7,489	19,580	**27,120**
Improper Passing	18	490	2,345	**2,853**
Lost Control	122	5,420	15,254	**20,796**
Wrong Way on One Way Road	1	35	100	**136**
Improper Lane Change	14	1,374	11,857	**13,245**
Other*	84	2,797	17,305	**20,186**
Unknown	26	4,322	23,410	**27,758**
Total	**933**	**74,200**	**303,357**	**378,490**

* Includes actions such as hit and run, driving on the wrong side of the road, improper parking and illegaly 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, 2016

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	157	788	12,011	16,343	27,279	**56,578**
Other Equipment*	22	86	865	905	1,320	**3,198**
Equipment Not used	48	73	144	81	36	**382**
No Safety Equipment	1	3	13	13	39	**69**
Use Unknown	26	47	268	404	650	**1,395**
Total	**254**	**997**	**13,301**	**17,746**	**29,324**	**61,622**

* 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, 2016

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	57	322	4,515	6,800	11,149	**22,843**
Child Safety Seat Used Incorrectly	0	0	9	17	65	**91**
Child Safety Seat Used Correctly	3	6	140	441	1,574	**2,164**
Other Equipment*	7	50	324	418	651	**1,450**
Equipment Not used	19	59	137	87	31	**333**
No Safety Equipment	0	20	231	279	534	**1,064**
Use Unknown	12	62	207	297	414	**992**
Total	**98**	**519**	**5,563**	**8,339**	**14,418**	**28,937**

* 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, 2012–2016

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Un-known	Total
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**
2016	1	0	0	0	0	0	**1**

Table 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2016

Restraint Used	Injury Level		
	Major / Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	40.0	65.9	72.3
Child Restraint Used Incorrectly	0.0	2.6	2.6
Lap/Lap-Shoulder Belt	40.0	21.9	17.5
Not Available	10.0	2.6	1.1
Available/Not Used	0.0	0.7	0.1
Other	10.0	5.3	3.8
Unknown	0.0	1.0	2.5
Total	**100**	**100**	**100**

Table 2.13: Pedestrian Condition by Severity of Injury, 2016

Condition of Pedestrian	Killed	Injured
Normal	48	3,594
Had Been Drinking	8	198
Ability-Impaired Alcohol over .08	19	3
Ability-Impaired Alcohol	2	43
Ability-Impaired Drugs	9	17
Fatigue	0	1
Medical or Physical Defect	4	82
Inattentive	35	678
Other	11	78
Unknown	0	0
Total	**136**	**4,694**

Table 2.14: Apparent Pedestrian Action by Severity of Injury, 2016

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	22	2,351
Crossing Intersection Without Right of Way	37	729
Crossing Intersection No Traffic Control	25	245
Crossing Pedestrian Crossover	1	136
Crossing Marked Crosswalk Without Right of Way	3	126
Walking on Roadway With Traffic	12	94
Walking on Roadway Against Traffic	2	61
On Sidewalk or Shoulder	10	288
Playing or Working on Highway	3	56
Coming from Behind Parked Vehicle or Object	0	53
Running onto Roadway	7	205
Getting On/Off School Bus*	0	5
Getting On/Off Vehicle	0	54
Pushing/Working on Vehicle	1	23
Other	13	268
Total	**136**	**4,694**

* Calendar Year

Table 2.15: Category of Persons Killed and Injured, 1988–2016

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	478.6
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
2016	13,976,320	254	32,044	98	14,287	136	4,694	91	4,468	579	4.1	55,493	397.1

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

Table 2.16: Sex of Driver Population by Age Groups, 2016

Sex of Driver	Age Groups							Total
	16-19	20-24	25-34	35-44	45-54	55-64	65+	
Male	245,645	432,634	887,099	844,401	959,300	870,854	904,368	**5,144,301**
Female	222,416	389,022	850,294	846,766	916,012	818,096	816,837	**4,859,443**
Total	**468,061**	**821,656**	**1,737,393**	**1,691,167**	**1,875,312**	**1,688,950**	**1,721,205**	**10,003,744**

Table 2.17: Driver Population by Age Groups, 1988–2016

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**
2016	468,061	821,656	1,737,393	1,691,167	1,875,312	1,688,950	1,721,205	**10,003,744**

Table 2.18: Driver Licence Class by Sex, 2016

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	111,152	2.16%	2,334	0.05%	**113,486**	1.13%
AB	5,069	0.10%	745	0.02%	**5,814**	0.06%
ABM	2,466	0.05%	190	0.00%	**2,656**	0.03%
ABM1	12	0.00%	2	0.00%	**14**	0.00%
ABM2	166	0.00%	33	0.00%	**199**	0.00%
AC	32,624	0.63%	1,125	0.02%	**33,749**	0.34%
ACM	11,849	0.23%	233	0.00%	**12,082**	0.12%
ACM1	170	0.00%	6	0.00%	**176**	0.00%
ACM2	1,539	0.03%	63	0.00%	**1,602**	0.02%
AM	26,319	0.51%	217	0.00%	**26,536**	0.27%
AM1	365	0.01%	5	0.00%	**370**	0.00%
AM2	3,183	0.06%	54	0.00%	**3,237**	0.03%
B	18,092	0.35%	16,629	0.34%	**34,721**	0.35%
BM	4,835	0.09%	1,011	0.02%	**5,846**	0.06%
BM1	29	0.00%	24	0.00%	**53**	0.00%
BM2	336	0.01%	208	0.00%	**544**	0.01%
C	10,417	0.20%	1,557	0.03%	**11,974**	0.12%
CM	2,029	0.04%	98	0.00%	**2,127**	0.02%
CM1	25	0.00%	1	0.00%	**26**	0.00%
CM2	389	0.01%	37	0.00%	**426**	0.00%
D	166,973	3.25%	18,636	0.38%	**185,609**	1.86%
DE	102	0.00%	19	0.00%	**121**	0.00%
DEM	27	0.00%	2	0.00%	**29**	0.00%
DEM1		0.00%		0.00%	**0**	0.00%
DEM2		0.00%		0.00%	**0**	0.00%
DF	3,606	0.07%	342	0.01%	**3,948**	0.04%
DFM	969	0.02%	61	0.00%	**1,030**	0.01%
DFM1	14	0.00%	2	0.00%	**16**	0.00%
DFM2	220	0.00%	10	0.00%	**230**	0.00%
DM	56,261	1.09%	1,795	0.04%	**58,056**	0.58%
DM1	386	0.01%	11	0.00%	**397**	0.00%
DM2	4,208	0.08%	228	0.00%	**4,436**	0.04%
E	1,278	0.02%	1,798	0.04%	**3,076**	0.03%

Table 2.18: Driver Licence Class by Sex, 2016 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
EM	148	0.00%	37	0.00%	**185**	0.00%
EM1	1	0.00%		0.00%	**1**	0.00%
EM2	15	0.00%	2	0.00%	**17**	0.00%
F	8,251	0.16%	6,025	0.12%	**1,4276**	0.14%
FM	1,317	0.03%	294	0.01%	**1,611**	0.02%
FM1	28	0.00%	3	0.00%	**31**	0.00%
FM2	308	0.01%	108	0.00%	**416**	0.00%
G	3,601,606	70.01%	4,000,859	82.33%	**7,602,465**	76.00%
G1	270,091	5.25%	355,422	7.31%	**625,513**	6.25%
G1M	83	0.00%	17	0.00%	**100**	0.00%
G1M1	509	0.01%	59	0.00%	**568**	0.01%
G1M2	1,213	0.02%	274	0.01%	**1,487**	0.01%
G2	360,280	7.00%	365,727	7.53%	**726,007**	7.26%
G2M	276	0.01%	55	0.00%	**331**	0.00%
G2M1	560	0.01%	68	0.00%	**628**	0.01%
G2M2	3,342	0.06%	509	0.01%	**3,851**	0.04%
GM	373,098	7.25%	66,281	1.36%	**439,379**	4.39%
GM1	4,533	0.09%	1,106	0.02%	**5,639**	0.06%
GM2	52,035	1.01%	14,767	0.30%	**66,802**	0.67%
M	679	0.01%	158	0.00%	**837**	0.01%
M1	139	0.00%	28	0.00%	**167**	0.00%
M2	679	0.01%	168	0.00%	**847**	0.01%
Other						
Total	**5,144,301**	**100.00%**	**4,859,443**	**100.00%**	**10,003,744**	**100.00%**

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2016

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
1966	2,821,648	139,781	1,596	65,210
1967	3,004,654	145,008	1,719	67,280

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2016 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
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

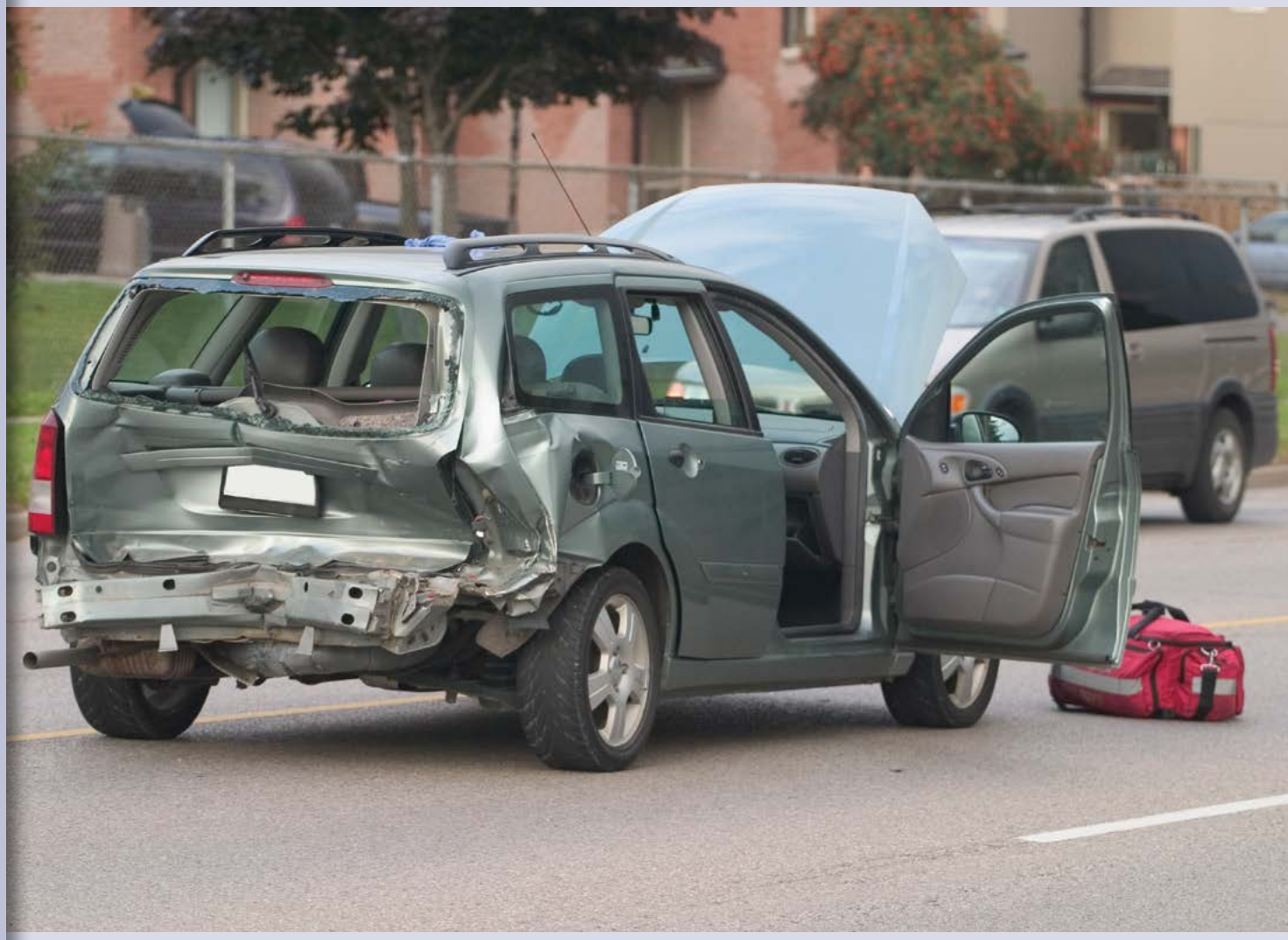
Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2016 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
2016	10,003,744	**208,404**	579	55,493

Table 2.20: Driver Age Groups—Number Licensed, Collision Involvement and Percent Involved in Collisions, 2016

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**	47	17	**64**	N/A	N/A	**N/A**
16	44,109	40,995	**85,104**	607	427	**1,034**	1.38	1.04	**1.21**
17	58,587	53,487	**112,074**	2,824	2,044	**4,868**	4.82	3.82	**4.34**
18	67,719	60,956	**128,675**	3,702	2,330	**6,032**	5.47	3.82	**4.69**
19	75,230	66,978	**142,208**	4,208	2,479	**6,687**	5.59	3.70	**4.70**
20	80,748	72,239	**152,987**	4,607	3,000	**7,607**	5.71	4.15	**4.97**
21-24	351,886	316,783	**668,669**	20,150	12,940	**33,090**	5.73	4.08	**4.95**
25-34	887,099	850,294	**1,737,393**	45,452	28,513	**73,965**	5.12	3.35	**4.26**
35-44	844,401	846,766	**1,691,167**	38,240	25,361	**63,601**	4.53	3.00	**3.76**
45-54	959,300	916,012	**1,875,312**	41,582	24,799	**66,381**	4.33	2.71	**3.54**
55-64	870,854	818,096	**1,688,950**	31,963	17,016	**48,979**	3.67	2.08	**2.90**
65-74	573,735	530,355	**1,104,090**	16,150	8,913	**25,063**	2.81	1.68	**2.27**
75 & over	330,633	286,482	**617,115**	8,345	4,798	**13,143**	2.52	1.67	**2.13**
Unknown*			**0**	36,300	0	**36,300**	N/A	N/A	**N/A**
Total	**5,144,301**	**4,859,443**	**10,003,744**	**254,177**	**132,637**	**386,814**	**4.94**	**2.73**	**3.87**

* 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.



3. THE COLLISION

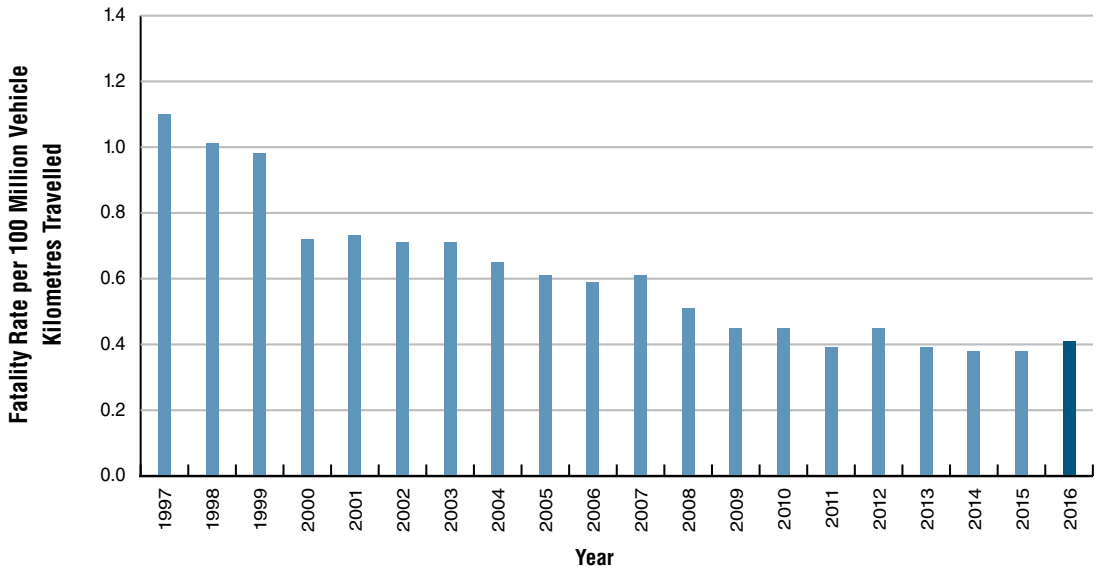
This section profiles the types of collisions that occur on Ontario's roads. To prevent motor vehicle collisions, we need to understand the context in which they occur, including hour of occurrence, day, month, collision type, location, and environmental factors. Identifying these contributing factors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

The number of fatal collisions increased from 479 in 2015 to 527 in 2016, up by 48. The number of injury collisions decreased from 40,508 in 2015 to 39,685 in 2016, down by 823. The number of property damage collisions for 2016 was 168,192.

As of September 2015, the collision reporting threshold for property damage only collisions has increased from $1,000 to $2,000.

The fatality rate per 100 million kilometres traveled in Ontario increased from 0.38 in 2015 to 0.41 in 2016.

Figure 3 **Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1997–2016**



3A TYPES OF COLLISIONS

Table 3.1: Class of Collision, 1988–2016

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**
2016	527	39,685	168,192	**208,404**

Table 3.2: Collision Rate per One Million Kilometres Travelled, 1988–2016

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***	2016	**1.48****
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, 2016

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	584	58,916	261,338	**320,838**
Unattended Vehicles	0	539	12,396	**12,935**
Pedestrian	133	4,248	221	**4,602**
Cyclist	21	2,443	542	**3,006**
Railway Train	3	4	6	**13**
Street Car	0	23	46	**69**
Farm Tractor	1	29	77	**107**
Domestic Animal	1	68	871	**940**
Wild Animal	2	436	11,284	**11,722**
Other Moveable Objects	6	404	755	**1,165**
Sub-total	**751**	**67,110**	**287,536**	**355,397**
Fixed Objects:				
Cable Guide Rail	0	67	384	**451**
Concrete Guide Rail	6	397	1,302	**1,705**
Steel Guide Rail	5	192	908	**1,105**
Pole (Utility Tower)	4	390	1,676	**2,070**
Pole (Sign/Parking Meter)	1	133	1,115	**1,249**
Fence/Noise Barrier	1	37	217	**255**
Culvert	1	30	52	**83**
Bridge Support	0	16	81	**97**

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2016 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Rock Face	0	24	70	**94**
Snow Bank or Drift	0	45	276	**321**
Ditch	9	454	1,317	**1,780**
Curb	9	303	1,136	**1,448**
Crash Cushion	0	25	43	**68**
Building or Wall	0	47	150	**197**
Water Course	0	2	8	**10**
Construction Marker	0	4	42	**46**
Tree, Shrub, or Stump	4	173	547	**724**
Other Fixed Object	2	109	839	**950**
Sub-total	**42**	**2,448**	**10,163**	**12,653**
Other Events:				
Ran Off Road	52	1,959	4,987	**6,998**
Skidding/Sliding	61	2,418	8,583	**11,062**
Jack-knifing	0	16	86	**102**
Load Spill	0	8	68	**76**
Fire/Explosion	0	4	80	**84**
Submersion	0	0	3	**3**
Rollover	3	220	281	**504**
Debris on Road	2	116	1,156	**1,274**
Debris off Vehicle	15	130	1,208	**1,353**
Other Non-Collision Event	21	600	1,417	**2,038**
Sub-total	**154**	**5,471**	**17,869**	**23,494**
Total	**947**	**75,029**	**315,568**	**391,544**

Table 3.4: Initial Impact Type by Class of Collision, 2016

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	97	1,013	1,510	**2,620**
Angle	53	4,664	10,347	**15,064**
Rear End	44	10,749	50,662	**61,455**
Sideswipe	21	2,254	22,539	**24,814**
Turning Movement	54	8,937	31,545	**40,536**
With Unattended Motor Vehicle	1	359	10,588	**10,948**
Single Motor Vehicle	257	11,505	36,236	**47,998**
Other	0	204	4,765	**4,969**
Unknown	0	0	0	**0**
Total	**527**	**39,685**	**168,192**	**208,404**

3B TIME AND ENVIRONMENT

Table 3.5: Month of Occurrence by Class of Collision, 2016

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	41	7.8	3,019	7.6	16,089	9.6	19,149	**9.2**
February	23	4.4	2,882	7.3	14,664	8.7	17,569	**8.4**
March	29	5.5	2,555	6.4	12,497	7.4	15,081	**7.2**
April	44	8.3	2,782	7.0	12,330	7.3	15,156	**7.3**
May	41	7.8	3,280	8.3	12,325	7.3	15,646	**7.5**
June	41	7.8	3,672	9.3	13,262	7.9	16,975	**8.1**
July	53	10.1	3,544	8.9	12,185	7.2	15,782	**7.6**
August	49	9.3	3,622	9.1	12,739	7.6	16,410	**7.9**
September	55	10.4	3,765	9.5	13,169	7.8	16,989	**8.2**
October	49	9.3	3,646	9.2	14,386	8.6	18,081	**8.7**
November	61	11.6	3,561	9.0	15,914	9.5	19,536	**9.4**
December	41	7.8	3,357	8.5	18,632	11.1	22,030	**10.6**
Total	**527**	**100.0**	**39,685**	**100.0**	**168,192**	**100.0**	**208,404**	**100.0**

Table 3.6: Day of Week by Class of Collision, 2016

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	80	15.2	5,623	14.2	23,531	14.0	29,234	**14.0**
Tuesday	63	12.0	5,961	15.0	25,612	15.2	31,636	**15.2**
Wednesday	56	10.6	5,867	14.8	25,817	15.3	31,740	**15.2**
Thursday	78	14.8	6,433	16.2	27,990	16.6	34,501	**16.6**
Friday	94	17.8	6,610	16.7	28,025	16.7	34,729	**16.7**
Saturday	77	14.6	4,954	12.5	20,397	12.1	25,428	**12.2**
Sunday	79	15.0	4,237	10.7	16,820	10.0	21,136	**10.1**
Total	**527**	**100.0**	**39,685**	**100.0**	**168,192**	**100.0**	**208,404**	**100.0**

Table 3.7: Hour of Occurrence by Class of Collision, 2016

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	9	1.7	551	1.4	2,490	1.5	3,050	**1.5**
1 to 2 a.m.	16	3.0	414	1.0	1,653	1.0	2,083	**1.0**
2 to 3 a.m.	19	3.6	390	1.0	1,535	0.9	1,944	**0.9**
3 to 4 a.m.	9	1.7	336	0.8	1,328	0.8	1,673	**0.8**
4 to 5 a.m.	6	1.1	275	0.7	1,186	0.7	1,467	**0.7**
5 to 6 a.m.	6	1.1	447	1.1	2,111	1.3	2,564	**1.2**
Sub-total	**65**	**12.3**	**2,413**	**6.1**	**10,303**	**6.1**	**12,781**	**6.1**
6 to 7 a.m.	16	3.0	1,148	2.9	4,734	2.8	5,898	**2.8**
7 to 8 a.m.	27	5.1	1,652	4.2	7,450	4.4	9,129	**4.4**
8 to 9 a.m.	13	2.5	2,401	6.1	10,690	6.4	13,104	**6.3**
9 to 10 a.m.	21	4.0	1,875	4.7	8,440	5.0	10,336	**5.0**
10 to 11 a.m.	20	3.8	1,816	4.6	7,814	4.6	9,650	**4.6**
11 to 12 noon	25	4.7	2,045	5.2	8,616	5.1	10,686	**5.1**
Sub-total	**122**	**23.1**	**10,937**	**27.6**	**47,744**	**28.4**	**58,803**	**28.2**
Hour of Occurrence P.M.								
12 to 1 p.m.	19	3.6	2,375	6.0	9,754	5.8	12,148	**5.8**
1 to 2 p.m.	33	6.3	2,362	6.0	9,795	5.8	12,190	**5.8**
2 to 3 p.m.	40	7.6	2,544	6.4	10,768	6.4	13,352	**6.4**
3 to 4 p.m.	23	4.4	3,259	8.2	13,210	7.9	16,492	**7.9**
4 to 5 p.m.	24	4.6	3,335	8.4	14,289	8.5	17,648	**8.5**
5 to 6 p.m.	34	6.5	3,313	8.3	14,616	8.7	17,963	**8.6**
Sub-total	**173**	**32.8**	**17,188**	**43.3**	**72,432**	**43.1**	**89,793**	**43.1**
6 to 7 p.m.	36	6.8	2,627	6.6	11,062	6.6	13,725	**6.6**
7 to 8 p.m.	39	7.4	1,975	5.0	7,895	4.7	9,909	**4.8**
8 to 9 p.m.	33	6.3	1,504	3.8	5,946	3.5	7,483	**3.6**
9 to 10 p.m.	25	4.7	1,309	3.3	5,274	3.1	6,608	**3.2**
10 to 11 p.m.	19	3.6	1,011	2.5	4,281	2.5	5,311	**2.5**
11 to 12 midnight	15	2.8	721	1.8	3,255	1.9	3,991	**1.9**
Sub-total	**167**	**31.7**	**9,147**	**23.0**	**37,713**	**22.4**	**47,027**	**22.6**
Unknown	0	0.0	0	0.0	0	0.0	0	**0.0**
Total	**527**	**100.0**	**39,685**	**100.0**	**168,192**	**100.0**	**208,404**	**100.0**

Table 3.8: Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2016

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	5	3	1	3	7	1	0	**7**	**8**
Victoria Day	2	2	0	0	0	0	0	**2**	**0**
Canada Day	2	2	0	0	1	0	0	**2**	**1**
Civic Holiday	3	3	1	0	3	0	0	**3**	**4**
Labour Day	5	2	2	5	2	0	0	**7**	**4**
Thanksgiving Day	12	7	6	6	1	4	0	**17**	**7**
Christmas/ Boxing Day	3	3	0	0	2	1	0	**4**	**2**

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

Table 3.9: Light Condition by Class of Collision, 2016

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	302	57	28,819	73	121,015	72	**150,136**	**72**
Dawn	14	3	628	2	2,954	2	**3,596**	**2**
Dusk	23	4	1,249	3	5,065	3	**6,337**	**3**
Darkness	187	35	8,978	23	39,006	23	**48,171**	**23**
Other	1	0	11	0	152	0	**164**	**0**
Total	**527**	**100**	**39,685**	**100**	**168,192**	**100**	**208,404**	**100**

Table 3.10: Visibility by Class of Collision, 2016

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	453	86.0	32,956	83.0	136,784	81.3	**170,193**	**81.7**
Rain	40	7.6	3,363	8.5	11,988	7.1	**15,391**	**7.4**
Snow	15	2.8	2,425	6.1	14,879	8.8	**17,319**	**8.3**
Freezing Rain	4	0.8	383	1.0	1,920	1.1	**2,307**	**1.1**
Drifting Snow	4	0.8	209	0.5	987	0.6	**1,200**	**0.6**
Strong Wind	3	0.6	81	0.2	372	0.2	**456**	**0.2**
Fog, Mist, Smoke, or Dust	7	1.3	210	0.5	825	0.5	**1,042**	**0.5**
Other	1	0.2	58	0.1	437	0.3	**496**	**0.2**
Total	**527**	**100.0**	**39,685**	**100.0**	**168,192**	**100.0**	**208,404**	**100.0**

3C THE COLLISION LOCATION

Table 3.11: Road Jurisdiction by Class of Collision, 2016

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	236	23,055	100,253	**123,544**
Provincial Highway	121	6,788	31,265	**38,174**
Township	35	1,299	5,454	**6,788**
County or District	72	1,891	7,484	**9,447**
Regional Municipality	62	6,536	23,328	**29,926**
Federal	1	94	352	**447**
Other	0	22	56	**78**
Total	**527**	**39,685**	**168,192**	**208,404**

Table 3.12: Road Jurisdiction for All Collisions, 2007–2016

Road Jurisdiction*	Year									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Municipal	132,420	144,202	137,616	137,548	100,183	97,951	106,385	129,316	134,198	123,544
Provincial	37,603	40,494	35,800	33,816	36,857	34,411	39,500	39,978	38,872	38,174
Township	7,819	7,636	7,295	6,665	6,358	6,296	6,442	6,128	6,182	6,788
County or District	12,144	12,018	11,444	11,638	11,852	11,178	11,524	12,066	9,918	9,447
Regional Municipality	25,760	24,343	23,622	25,360	21,318	22,562	24,677	29,470	31,600	29,926
Federal	343	380	426	415	385	393	395	490	530	447
Other	158	123	112	91	86	77	76	109	111	78
Total	**216,247**	**229,196**	**216,315**	**215,533**	**177,039**	**172,868**	**188,999**	**217,557**	**221,411**	**208,404**

* 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, 2016

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	331	62.8	15,787	39.8	84,772	50.4	**100,890**	**48.4**
Intersection Related	67	12.7	9,080	22.9	34,287	20.4	**43,434**	**20.8**
At Intersection	88	16.7	11,713	29.5	30,972	18.4	**42,773**	**20.5**
At/Near Private Drive	34	6.5	2,856	7.2	17,038	10.1	**19,928**	**9.6**
At Railway	3	0.6	41	0.1	221	0.1	**265**	**0.1**
Underpass or Tunnel	0	0.0	18	0.0	86	0.1	**104**	**0.0**
Overpass or Bridge	2	0.4	115	0.3	407	0.2	**524**	**0.3**
Other	2	0.4	75	0.2	409	0.2	**486**	**0.2**
Total	**527**	**100.0**	**39,685**	**100.0**	**168,192**	**100.0**	**208,404**	**100.0**

Table 3.14: Road Surface Condition by Class of Collision, 2016

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	407	77.2	29,840	75.2	121,287	72.1	**151,534**	**72.7**
Wet	79	15.0	6,159	15.5	23,192	13.8	**29,430**	**14.1**
Loose Snow	10	1.9	1,255	3.2	8,195	4.9	**9,460**	**4.5**
Slush	3	0.6	611	1.5	3,772	2.2	**4,386**	**2.1**
Packed Snow	14	2.7	574	1.4	4,541	2.7	**5,129**	**2.5**
Ice	10	1.9	1,024	2.6	6,285	3.7	**7,319**	**3.5**
Mud	0	0.0	11	0.0	36	0.0	**47**	**0.0**
Loose Sand or Gravel	4	0.8	153	0.4	358	0.2	**515**	**0.2**
Spilled Liquid	0	0.0	8	0.0	19	0.0	**27**	**0.0**
Other	0	0.0	50	0.1	507	0.3	**557**	**0.3**
Total	**527**	**100.0**	**39,685**	**100.0**	**168,192**	**100.0**	**208,404**	**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, 2016

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	**208,389**	**527**	**39,684**	**168,178**	**579**	**55,492**	**9,691,629***
Algoma							
Blind River T	17	0	2	15	0	2	
Elliot Lake C	44	0	6	38	0	8	
Huron Shores M	7	0	1	6	0	1	
Macdonald, Meredith & Aberdeen Addl TP	2	0	0	2	0	0	
Sault Ste. Marie C	1,167	2	236	929	2	360	
Provincial Highway	307	5	59	243	6	78	
Other Areas	91	0	24	67	0	31	
Algoma Total	**1,635**	**7**	**328**	**1,300**	**8**	**480**	**123,931**
Brant							
Brantford C	1,593	2	308	1,283	2	414	
Provincial Highway	236	2	53	181	2	75	
Other Areas	598	6	124	468	6	152	
Brant Total	**2,427**	**10**	**485**	**1,932**	**10**	**641**	**108,427**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Bruce							
Arran-Elderslie M	84	0	13	71	0	20	
Brockton M	166	0	20	146	0	29	
Huron-Kinloss TP	53	0	10	43	0	12	
Kincardine M	116	0	13	103	0	15	
Saugeen Shores T	154	0	30	124	0	47	
South Bruce Peninsula T	85	0	12	73	0	19	
Provincial Highway	202	1	43	158	1	76	
Other Areas	139	0	19	120	0	25	
Bruce Total	**999**	**1**	**160**	**838**	**1**	**243**	**76,528**
Chatham-Kent							
Provincial Highway	172	2	39	131	2	47	
Other Areas	1,460	7	256	1,197	7	357	
Chatham-Kent Total	**1,632**	**9**	**295**	**1,328**	**9**	**404**	**93,593**
Cochrane							
Black River-Matheson TP	10	1	1	8	1	1	
Cochrane T	49	0	10	39	0	10	
Hearst T	35	0	5	30	0	5	
Iroquois Falls T	22	0	2	20	0	2	
Kapuskasing T	76	0	10	66	0	11	
Timmins C	605	0	119	486	0	151	
Provincial Highway	187	2	36	149	2	47	
Other Areas	16	0	3	13	0	3	
Cochrane Total	**1,000**	**3**	**186**	**811**	**3**	**230**	**95,098**
Dufferin							
Amaranth TP	95	0	25	70	0	33	
East Garafraxa TP	50	0	10	40	0	12	
East Luther Grand Valley TP	38	0	6	32	0	8	
Melancthon TP	68	0	20	48	0	23	
Mono T	120	1	25	94	1	41	
Mulmur TP	97	0	15	82	0	25	
Orangeville T	258	0	26	232	0	35	
Shelburne T	69	0	10	59	0	14	
Provincial Highway	225	3	58	164	4	99	
Other Areas	0	0	0	0	0	0	
Dufferin Total	**1,020**	**4**	**195**	**821**	**5**	**290**	**57,135**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Durham							
Ajax T	1,186	2	276	908	2	419	
Brock TP	127	1	29	97	1	45	
Clarington M	677	2	176	499	2	272	
Oshawa C	2,191	3	479	1,709	3	691	
Pickering C	898	3	199	696	4	312	
Scugog TP	235	3	56	176	3	85	
Uxbridge TP	236	2	57	177	2	93	
Whitby T	1,318	2	298	1,018	2	465	
Provincial Highway	2,107	6	397	1,704	6	639	
Other Areas	0	0	0	0	0	0	
Durham Total	**8,975**	**24**	**1,967**	**6,984**	**25**	**3,021**	**490,736**
Elgin							
Aylmer T	57	0	8	49	0	9	
Bayham M	67	0	10	57	0	13	
Central Elgin M	169	1	33	135	2	63	
Dutton-Dunwich M	40	0	5	35	0	5	
Malahide TP	107	2	16	89	2	26	
Southwold TP	94	0	24	70	0	30	
St. Thomas C	310	0	72	238	0	99	
West Elgin M	38	0	10	28	0	14	
Provincial Highway	162	1	32	129	1	40	
Other Areas	0	0	0	0	0	0	
Elgin Total	**1,044**	**4**	**210**	**830**	**5**	**299**	**83,537**
Essex							
Amherstburg T	270	1	50	219	1	65	
Essex T	146	1	31	114	1	42	
Kingsville T	222	2	41	179	2	60	
Lakeshore T	359	4	71	284	5	102	
LaSalle T	212	0	25	187	0	35	
Leamington M	277	1	55	221	1	77	
Tecumseh T	250	1	52	197	1	70	
Windsor C	3,973	3	1,277	2,693	3	1,694	
Provincial Highway	299	3	61	235	3	90	
Other Areas	3	0	2	1	0	2	
Essex Total	**6,011**	**16**	**1,665**	**4,330**	**17**	**2,237**	**293,110**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Frontenac							
Central Frontenac TP	72	0	19	53	0	26	
Frontenac Islands TP	16	0	3	13	0	3	
Kingston C	1,725	3	368	1,354	3	490	
North Frontenac TP	26	1	5	20	1	5	
South Frontenac TP	239	1	49	189	2	65	
Provincial Highway	238	1	43	194	1	68	
Other Areas	0	0	0	0	0	0	
Frontenac Total	**2,316**	**6**	**487**	**1,823**	**7**	**657**	**121,218**
Grey							
Chatsworth TP	70	0	11	59	0	12	
Georgian Bluffs TP	131	0	26	105	0	34	
Grey Highlands M	184	1	29	154	1	46	
Hanover T	83	0	16	67	0	19	
Meaford M	100	0	16	84	0	19	
Owen Sound C	325	0	51	274	0	73	
Southgate TP	80	1	19	60	1	26	
The Blue Mountains T	104	1	13	90	1	24	
West Grey M	253	2	39	212	3	55	
Provincial Highway	338	2	67	269	2	111	
Other Areas	0	0	0	0	0	0	
Grey Total	**1,668**	**7**	**287**	**1,374**	**8**	**419**	**85,356**
Haldimand-Norfolk							
Provincial Highway	242	2	69	171	3	113	
Other Areas	1,075	11	239	825	11	355	
Haldimand-Norfolk Total	**1,317**	**13**	**308**	**996**	**14**	**468**	**109,184**
Haliburton							
Algonquin Highlands TP	16	0	2	14	0	3	
Dysart et al TP	84	0	17	67	0	19	
Highlands East M	40	0	11	29	0	13	
Minden Hills TP	99	3	13	83	3	16	
Provincial Highway	177	1	26	150	1	44	
Other Areas	0	0	0	0	0	0	
Haliburton Total	**416**	**4**	**69**	**343**	**4**	**95**	**26,105**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Halton							
Burlington C	2,067	1	328	1,738	3	428	
Halton Hills T	648	2	137	509	2	212	
Milton T	1,256	2	227	1,027	3	319	
Oakville T	1,901	5	266	1,630	5	366	
Provincial Highway	2,732	4	375	2,353	4	569	
Other Areas	0	0	0	0	0	0	
Halton Total	**8,604**	**14**	**1,333**	**7,257**	**17**	**1,894**	**408,904**
Hamilton							
Hamilton C	7,310	12	1,723	5,575	13	2,410	
Provincial Highway	1,329	6	195	1,128	8	291	
Other Areas	0	0	0	0	0	0	
Hamilton Total	**8,639**	**18**	**1,918**	**6,703**	**21**	**2,701**	**346,323**
Hastings							
Bancroft T	49	0	11	38	0	12	
Belleville C	805	2	129	674	2	171	
Centre Hastings M	39	0	9	30	0	13	
Deseronto T	8	0	2	6	0	5	
Faraday TP	19	0	2	17	0	3	
Hastings Highlands M	47	0	13	34	0	18	
Madoc TP	17	0	3	14	0	6	
Marmora and Lake M	18	0	3	15	0	3	
Stirling-Rawdon TP	59	0	11	48	0	20	
Tweed M	44	1	10	33	1	12	
Tyendinaga TP	87	0	23	64	0	29	
Provincial Highway	530	1	100	429	1	139	
Other Areas	509	6	88	415	6	118	
Hastings Total	**2,231**	**10**	**404**	**1,817**	**10**	**549**	**132,239**
Huron							
Ashfield-Colborne-Wawanosh TP	95	0	16	79	0	21	
Bluewater M	65	1	8	56	1	9	
Central Huron M	113	0	21	92	0	26	
Goderich T	72	0	11	61	0	14	
Howick TP	68	0	13	55	0	14	
Huron East M	92	0	13	79	0	18	
Morris-Turnberry M	82	2	12	68	2	13	

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
North Huron TP	51	2	8	41	2	13	
South Huron M	87	0	24	63	0	36	
Provincial Highway	140	2	27	111	2	40	
Other Areas	0	0	0	0	0	0	
Huron Total	**865**	**7**	**153**	**705**	**7**	**204**	**57,725**
Kawartha Lakes							
Kawartha Lakes C	902	7	228	667	7	320	
Provincial Highway	195	2	64	129	3	92	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	**1,097**	**9**	**292**	**796**	**10**	**412**	**78,606**
Kenora							
Dryden C	108	0	12	96	0	15	
Kenora C	234	0	17	217	0	18	
Red Lake M	27	0	2	25	0	2	
Sioux Lookout M	34	0	3	31	0	8	
Provincial Highway	501	2	79	420	2	111	
Other Areas	75	0	9	66	0	11	
Kenora Total	**979**	**2**	**122**	**855**	**2**	**165**	**58,617**
Lambton							
Brooke-Alvinston TP	52	0	5	47	0	6	
Dawn-Euphemia TP	42	1	6	35	1	10	
Enniskillen TP	54	0	7	47	0	7	
Petrolia T	26	0	4	22	0	4	
Plympton-Wyoming T	69	3	18	48	3	25	
Point Edward V	20	0	1	19	0	1	
Sarnia C	804	2	154	648	2	217	
St. Clair TP	121	1	17	103	1	24	
Warwick TP	28	1	8	19	1	12	
Provincial Highway	220	1	41	178	1	50	
Other Areas	69	0	12	57	0	14	
Lambton Total	**1,505**	**9**	**273**	**1,223**	**9**	**370**	**105,742**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Lanark							
Beckwith TP	43	0	4	39	0	7	
Carleton Place T	82	0	5	77	0	7	
Lanark Highlands TP	92	0	20	72	0	23	
Mississippi Mills T	164	0	35	129	0	47	
Montague TP	24	0	5	19	0	5	
Perth T	92	0	12	80	0	18	
Smiths Falls ST	149	0	21	128	0	29	
Tay Valley TP	67	2	9	56	2	10	
Provincial Highway	146	2	21	123	2	36	
Other Areas	83	0	16	67	0	21	
Lanark Total	**942**	**4**	**148**	**790**	**4**	**203**	**67,324**
Leeds & Grenville							
Athens TP	25	0	3	22	0	3	
Augusta TP	79	2	10	67	3	16	
Brockville C	271	0	40	231	0	56	
Edwardsburgh/ Cardinal TP	67	0	10	57	0	14	
Elizabethtown-Kitley TP	101	2	21	78	2	27	
Front of Yonge TP	32	1	6	25	1	8	
Gananoque ST	75	0	9	66	0	14	
Leeds and the Thousand Islands TP	99	1	19	79	1	24	
Merrickville-Wolford V	39	0	9	30	0	12	
North Grenville M	165	1	32	132	1	40	
Prescott ST	49	0	14	35	0	17	
Rideau Lakes TP	102	0	14	88	0	18	
Provincial Highway	461	3	75	383	3	112	
Other Areas	5	0	1	4	0	1	
Leeds & Grenville Total	**1,570**	**10**	**263**	**1,297**	**11**	**362**	**97,891**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Lennox & Addington							
Addington Highlands TP	9	0	2	7	0	2	
Greater Napanee T	196	0	47	149	0	53	
Loyalist TP	117	1	21	95	1	33	
Stone Mills TP	84	0	20	64	0	23	
Provincial Highway	201	1	33	167	2	70	
Other Areas	0	0	0	0	0	0	
Lennox & Addington Total	**607**	**2**	**123**	**482**	**3**	**181**	**38,511**
Manitoulin							
Central Manitoulin M	14	0	2	12	0	2	
Provincial Highway	208	0	26	182	0	29	
Other Areas	106	0	20	86	0	26	
Manitoulin Total	**328**	**0**	**48**	**280**	**0**	**57**	**17,161**
Middlesex							
Adelaide-Metcalfe TP	108	0	10	98	0	14	
London C	6,851	12	1,006	5,833	13	1,493	
Lucan Biddulph TP	37	0	6	31	0	10	
Middlesex Centre M	368	6	71	291	6	118	
North Middlesex M	97	2	20	75	2	27	
Southwest Middlesex M	116	2	13	101	3	18	
Strathroy-Caradoc TP	237	0	34	203	0	52	
Provincial Highway	383	2	67	314	2	97	
Other Areas	240	1	63	176	1	93	
Middlesex Total	**8,437**	**25**	**1,290**	**7,122**	**27**	**1,922**	**320,608**
Muskoka							
Bracebridge T	169	1	26	142	1	34	
Georgian Bay TP	23	0	3	20	0	3	
Gravenhurst T	82	0	9	73	0	11	
Huntsville T	191	1	21	169	1	23	
Lake Of Bays TP	29	0	4	25	0	5	
Muskoka Lakes TP	157	0	13	144	0	14	
Provincial Highway	415	1	59	355	1	76	
Other Areas	4	0	0	4	0	0	
Muskoka Total	**1,070**	**3**	**135**	**932**	**3**	**166**	**72,111**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Niagara							
Fort Erie T	276	2	43	231	2	61	
Grimsby T	170	1	28	141	2	40	
Lincoln T	212	2	43	167	2	66	
Niagara Falls C	1,261	3	215	1,043	3	306	
Niagara-On-The-Lake T	238	0	38	200	0	52	
Pelham T	158	1	25	132	1	29	
Port Colborne C	152	0	29	123	0	44	
St. Catharines C	1,664	0	254	1,410	0	323	
Thorold C	197	0	22	175	0	28	
Wainfleet TP	42	1	12	29	1	16	
Welland C	563	3	94	466	3	129	
West Lincoln TP	158	2	31	125	2	40	
Provincial Highway	1,107	3	216	888	3	344	
Other Areas	0	0	0	0	0	0	
Niagara Total	**6,198**	**18**	**1,050**	**5,130**	**19**	**1,478**	**357,470**
Nipissing							
Bonfield TP	9	0	1	8	0	1	
East Ferris TP	29	0	1	28	0	2	
Mattawa T	9	0	1	8	0	1	
North Bay C	784	1	147	636	2	193	
West Nipissing M	62	0	7	55	0	8	
Provincial Highway	503	3	92	408	3	125	
Other Areas	39	0	4	35	0	4	
Nipissing Total	**1,435**	**4**	**253**	**1,178**	**5**	**334**	**91,501**
Northumberland							
Alnwick-Haldimand TP	68	1	18	49	1	24	
Brighton M	88	0	13	75	0	20	
Cobourg T	206	2	13	191	2	17	
Cramahe TP	39	1	6	32	1	7	
Hamilton TP	177	0	42	135	0	57	
Port Hope M	162	2	38	122	2	58	

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Trent Hills M	137	0	24	113	0	31	
Provincial Highway	219	1	26	192	1	36	
Other Areas	4	0	2	2	0	2	
Northumberland Total	**1,100**	**7**	**182**	**911**	**7**	**252**	**85,842**
Ottawa							
Ottawa C	12,172	23	2,490	9,659	26	3,294	
Provincial Highway	1,665	1	253	1,411	1	340	
Other Areas	0	0	0	0	0	0	
Ottawa Total	**13,837**	**24**	**2,743**	**11,070**	**27**	**3,634**	**583,742**
Oxford							
East Zorra-Tavistock TP	70	0	21	49	0	35	
Ingersoll T	83	0	21	62	0	26	
Norwich TP	200	0	38	162	0	49	
Tillsonburg T	111	0	22	89	0	27	
Woodstock C	544	0	89	455	0	113	
Zorra TP	188	3	33	152	3	59	
Provincial Highway	391	2	75	314	2	110	
Other Areas	228	0	38	190	0	44	
Oxford Total	**1,815**	**5**	**337**	**1,473**	**5**	**463**	**101,195**
Parry Sound							
Magnetawan M	10	0	1	9	0	1	
Mcdougall M	22	0	3	19	0	4	
Nipissing TP	7	0	0	7	0	0	
Parry Sound T	103	0	14	89	0	16	
Perry TP	9	0	2	7	0	2	
Powassan M	15	0	1	14	0	1	
Provincial Highway	544	1	81	462	1	119	
Other Areas	151	1	20	130	2	21	
Parry Sound Total	**861**	**2**	**122**	**737**	**3**	**164**	**62,434**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Peel							
Brampton C	6,564	14	1,090	5,460	18	1,462	
Caledon T	988	2	183	803	2	279	
Mississauga C	6,446	15	926	5,505	17	1,186	
Provincial Highway	4,389	9	839	3,541	11	1,276	
Other Areas	0	0	0	0	0	0	
Peel Total	**18,387**	**40**	**3,038**	**15,309**	**48**	**4,203**	**861,911**
Perth							
North Perth M	153	0	26	127	0	34	
Perth East TP	187	1	41	145	1	70	
Perth South TP	117	1	29	87	1	39	
St. Marys ST	51	0	5	46	0	5	
Stratford C	415	0	76	339	0	95	
West Perth M	85	1	16	68	2	20	
Provincial Highway	170	1	40	129	1	70	
Other Areas	0	0	0	0	0	0	
Perth Total	**1,178**	**4**	**233**	**941**	**5**	**333**	**64,887**
Peterborough							
Asphodel-Norwood TP	34	0	9	25	0	13	
Cavan-Monaghan TP	82	0	27	55	0	39	
Douro-Dummer TP	75	0	7	68	0	17	
Galway-Cavendish-Harvey TP	74	2	16	56	2	18	
Havelock-Belmont-Methuen TP	62	0	4	58	0	4	
North Kawartha TP	27	0	8	19	0	10	
Otonabee-South Monaghan TP	72	1	20	51	1	26	
Peterborough C	1,483	3	350	1,130	3	487	
Smith-Ennismore-Lakefield TP	165	0	43	122	0	61	
Provincial Highway	252	2	51	199	2	67	
Other Areas	1	0	0	1	0	0	
Peterborough Total	**2,327**	**8**	**535**	**1,784**	**8**	**742**	**124,357**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Prescott & Russell							
Alfred and Plantagenet TP	116	0	30	86	0	37	
Casselman V	29	0	4	25	0	4	
Clarence-Rockland C	258	0	43	215	0	57	
East Hawkesbury TP	43	0	14	29	0	16	
Hawkesbury T	144	0	29	115	0	35	
Russell TP	126	0	24	102	0	33	
The Nation M	117	0	24	93	0	28	
Provincial Highway	190	2	39	149	2	62	
Other Areas	88	0	18	70	0	22	
Prescott & Russell Total	**1,111**	**2**	**225**	**884**	**2**	**294**	**97,569**
Prince Edward							
Provincial Highway	43	0	9	34	0	15	
Other Areas	312	1	44	267	1	49	
Prince Edward Total	**355**	**1**	**53**	**301**	**1**	**64**	**25,976**
Rainy River							
Atikokan T	17	0	2	15	0	3	
Fort Frances T	105	0	10	95	0	11	
Provincial Highway	232	0	11	221	0	15	
Other Areas	58	2	2	54	3	5	
Rainy River Total	**412**	**2**	**25**	**385**	**3**	**34**	**25,001**
Renfrew							
Admaston-Bromley TP	34	0	4	30	0	5	
Arnprior T	62	0	6	56	0	7	
Bonnechere Valley TP	50	0	4	46	0	5	
Brudenell, Lyndoch and Raglan TP	34	0	4	30	0	5	
Deep River T	16	0	3	13	0	3	
Greater Madawaska TP	50	0	10	40	0	12	
Horton TP	34	0	3	31	0	3	
Laurentian Hills T	10	0	3	7	0	4	
Laurentian Valley TP	126	1	25	100	1	41	
Madawaska Valley TP	54	0	4	50	0	4	

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
McNab-Braeside TP	51	0	13	38	0	13	
North Algona Wilberforce TP	53	1	5	47	1	11	
Pembroke C	178	1	23	154	1	25	
Petawawa T	107	0	19	88	0	21	
Renfrew T	49	0	9	40	0	13	
Whitewater Region TP	56	0	11	45	0	14	
Provincial Highway	491	4	103	384	4	149	
Other Areas	40	0	6	34	0	6	
Renfrew Total	**1,495**	**7**	**255**	**1,233**	**7**	**341**	**109,613**
Simcoe							
Adjala-Tosorontio TP	177	1	38	138	2	50	
Barrie C	2,433	1	329	2,103	1	471	
Bradford West Gwillimbury T	509	2	72	435	2	103	
Clearview TP	289	2	57	230	2	70	
Collingwood T	218	1	37	180	1	47	
Essa TP	271	1	56	214	1	66	
Innisfil T	500	1	91	408	1	137	
Midland T	252	1	59	192	1	83	
New Tecumseth T	373	1	74	298	1	104	
Orillia C	435	0	72	363	0	84	
Oro-Medonte TP	135	0	24	111	0	34	
Penetanguishene T	54	0	8	46	0	9	
Ramara TP	84	1	25	58	1	34	
Severn TP	111	1	20	90	1	25	
Tay TP	41	0	5	36	0	5	
Tiny TP	99	0	21	78	0	30	
Wasaga Beach T	181	0	31	150	0	37	
Provincial Highway	1,740	4	309	1,427	5	441	
Other Areas	285	0	58	227	0	87	
Simcoe Total	**8,187**	**17**	**1,386**	**6,784**	**19**	**1,917**	**428,658**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Stormont, Dundas & Glengarry							
Cornwall C	720	1	109	610	1	149	
North Dundas TP	122	1	24	97	1	32	
North Glengarry TP	183	0	16	167	0	20	
North Stormont TP	77	1	10	66	1	17	
South Dundas TP	98	0	8	90	0	13	
South Glengarry TP	115	1	23	91	2	29	
South Stormont TP	129	1	23	105	1	33	
Provincial Highway	315	1	59	255	1	80	
Other Areas	6	0	2	4	0	2	
Stormont, Dundas & Glengarry Total	**1,765**	**6**	**274**	**1,485**	**7**	**375**	**101,763**
Sudbury							
Chapleau TP	21	0	1	20	0	1	
Espanola T	45	0	7	38	0	8	
French River M	5	0	0	5	0	0	
Greater Sudbury C	2,501	9	421	2,071	9	608	
Markstay-Warren M	12	0	0	12	0	0	
Provincial Highway	565	3	98	464	4	154	
Other Areas	49	0	10	39	0	15	
Sudbury Total	**3,198**	**12**	**537**	**2,649**	**13**	**786**	**201,330**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Thunder Bay							
Greenstone M	20	1	1	18	1	1	
Manitouwadge TP	9	0	0	9	0	0	
Marathon T	13	0	0	13	0	0	
Neebing M	6	0	1	5	0	3	
Nipigon TP	0	0	0	0	0	0	
Oliver Paipoonge M	44	0	8	36	0	9	
Shuniah M	23	0	2	21	0	2	
Terrace Bay TP	7	0	1	6	0	1	
Thunder Bay C	2,012	1	296	1,715	1	420	
Provincial Highway	1,522	7	255	1,260	11	344	
Other Areas	137	0	23	114	0	29	
Thunder Bay Total	**3,793**	**9**	**587**	**3,197**	**13**	**809**	**151,767**
Timiskaming							
Englehart T	4	0	0	4	0	0	
Kirkland Lake T	90	1	14	75	1	16	
Temiskaming Shores C	89	1	15	73	1	17	
Provincial Highway	222	1	58	163	2	82	
Other Areas	46	0	12	34	0	20	
Timiskaming Total	**451**	**3**	**99**	**349**	**4**	**135**	**41,317**
Toronto							
Toronto C	40,508	73	7,196	33,239	75	10,095	
Provincial Highway	7,070	9	1,312	5,749	12	1,930	
Other Areas	0	0	0	0	0	0	
Toronto Total	**47,578**	**82**	**8,508**	**38,988**	**87**	**12,025**	**1,257,409**

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Waterloo							
Cambridge C	1,886	1	497	1,388	1	685	
Kitchener C	3,141	3	795	2,343	4	1,065	
North Dumfries TP	199	1	57	141	1	82	
Waterloo C	1,483	1	339	1,143	1	449	
Wellesley TP	118	1	23	94	1	35	
Wilmot TP	194	0	50	144	0	82	
Woolwich TP	422	3	102	317	3	125	
Provincial Highway	1,259	1	249	1,009	1	339	
Other Areas	0	0	0	0	0	0	
Waterloo Total	**8,702**	**11**	**2,112**	**6,579**	**12**	**2,862**	**387,106**
Wellington							
Centre Wellington TP	311	2	49	260	2	68	
Erin T	102	2	20	80	2	29	
Guelph C	1,700	1	370	1,329	1	546	
Guelph/Eramosa TP	253	2	48	203	2	56	
Mapleton TP	119	1	29	89	1	36	
Minto T	106	1	23	82	1	35	
Puslinch TP	195	1	35	159	1	43	
Wellington North TP	102	0	16	86	0	22	
Provincial Highway	691	2	107	582	2	166	
Other Areas	0	0	0	0	0	0	
Wellington Total	**3,579**	**12**	**697**	**2,870**	**12**	**1,001**	**177,335**
York							
Aurora T	482	0	115	367	0	159	
East Gwillimbury T	367	3	90	274	3	129	
Georgina T	403	4	80	319	5	113	
King TP	421	1	86	334	1	123	
Markham T	2,769	8	783	1,978	9	1,075	
Newmarket T	762	0	150	612	0	208	

Table 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2016 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Richmond Hill T	1,689	4	530	1,155	4	709	
Vaughan C	3,827	3	1,011	2,813	3	1,406	
Whitchurch Stouffville T	330	1	83	246	1	121	
Provincial Highway	2,241	6	361	1,874	6	533	
Other Areas	0	0	0	0	0	0	
York Total	**13,291**	**30**	**3,289**	**9,972**	**32**	**4,576**	**787,726**

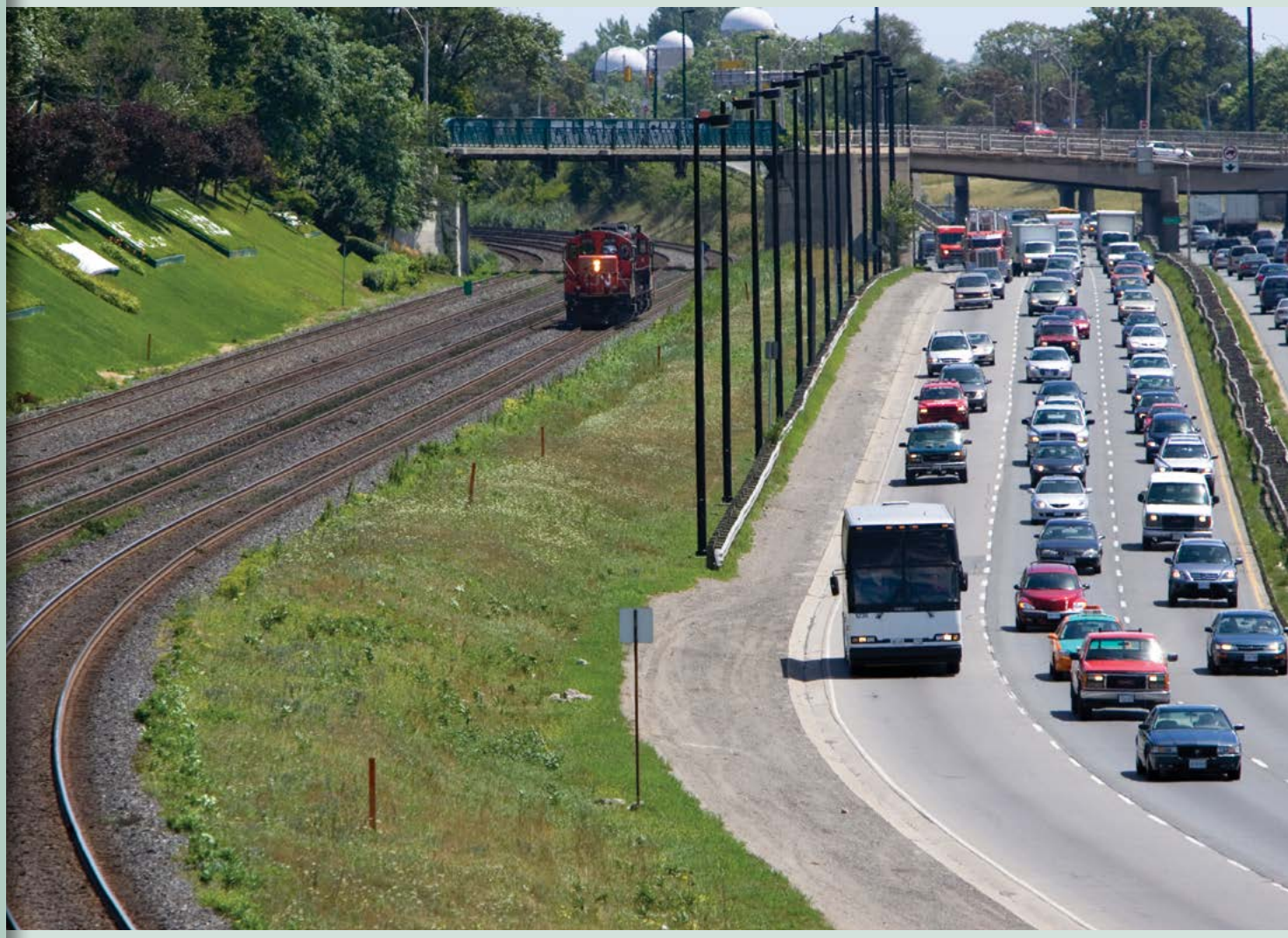
* This number does not match the vehicle population in Table 5.5; it does not include 10,294 vehicles that are not associated with a county or region in Ontario.

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 one Injury collision and 14 Property-Damage Only collisions whose locations were unknown.



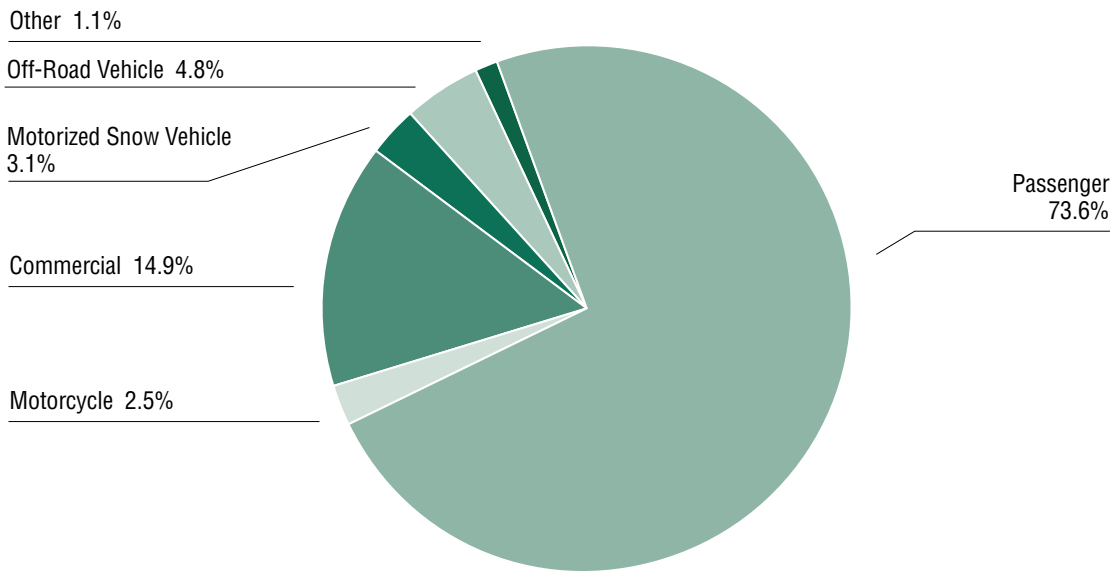
5. THE VEHICLE

This section examines the types of vehicles involved in motor vehicle collisions in Ontario.

In 2016, passenger vehicles made up about 74 percent of the vehicle population in Ontario; they also 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, 2016**



5A VEHICLES IN COLLISIONS

Table 5.1: Vehicles Involved in Collisions, 2016

Type of Vehicle	Number of Vehicles Involved in Collisions			
	Fatal	Personal Injury	Property Damage	Total
Passenger Car	535	55,273	230,307	**286,115**
Passenger Van	35	3,996	13,954	**17,985**
Motorcycle & Moped	72	1,641	663	**2,376**
Pick-up Truck	123	6,392	29,978	**36,493**
Delivery Van	12	770	3,746	**4,528**
Tow Truck	2	136	499	**637**
Truck	110	2,319	11,994	**14,423**
Bus	10	727	2,380	**3,117**
School Vehicle	4	212	1,041	**1,257**
Off-Road Vehicle	5	28	39	**72**
Snowmobile	1	9	21	**31**
Snow Plow	2	31	417	**450**
Emergency Vehicle	4	245	1,183	**1,432**
Farm Vehicle	3	57	178	**238**
Construction Equipment	1	41	197	**239**
Motor Home	0	20	72	**92**
Railway Train	3	5	9	**17**
Street Car	0	74	81	**155**
Bicycle	23	2,553	620	**3,196**
Other	0	36	157	**193**
Other Non-Motor Vehicle	1	111	1,038	**1,150**
Unknown	1	353	16,994	**17,348**
Total	**947**	**75,029**	**315,568**	**391,544**

Table 5.2: Condition of Vehicle by Class of Collision, 2016

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	885	71,893	289,644	**362,422**
Service Brakes Defective	1	58	169	**228**
Steering Defective	1	23	80	**104**
Tire Puncture or Blow Out	2	63	210	**275**
Tire Tread Insufficient	5	72	158	**235**
Headlamps Defective	0	13	63	**76**
Other Lamps or Reflectors Defective	0	16	57	**73**
Engine Controls Defective	0	24	70	**94**
Wheels or Suspension Defective	1	39	192	**232**
Vision Obscured	0	12	31	**43**
Trailer Hitch Defective	0	4	22	**26**
Other Defects	18	271	2,489	**2,778**
Unknown	34	2,541	22,383	**24,958**
Total	**947**	**75,029**	**315,568**	**391,544**

Table 5.3: Model Year of Vehicle by Class of Collision, 2016

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2017	7	375	2,056	**2,438**
2016	62	3,959	19,429	**23,450**
2015	55	5,692	26,461	**32,208**
2014	60	4,897	22,556	**27,513**
2013	44	4,680	21,994	**26,718**
2012	67	4,538	20,199	**24,804**
2011	41	4,311	19,220	**23,572**
2010	52	4,851	20,626	**25,529**
2009	49	4,128	17,365	**21,542**
2008	56	4,672	19,593	**24,321**
2007 and earlier	415	28,887	108,636	**137,938**
Unknown	39	4,039	17,433	**21,511**
Total	**947**	**75,029**	**315,568**	**391,544**

Table 5.4: Insurance Status of Vehicle by Class of Collision, 2016

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	886	71,980	295,843	**368,709**
Not Insured	41	746	1,355	**2,142**
Unknown	20	2,303	18,370	**20,693**
Total	**947**	**75,029**	**315,568**	**391,544**

5B PUTTING THE VEHICLE IN CONTEXT

Table 5.5: Vehicle Population by Type of Vehicle, 2016

Vehicle Class	Vehicle Population
Passenger	**7,141,817**
Motorcycle	**239,796**
Moped	**655**
Commercial *	**1,446,234**
Bus	**22,826**
School Bus	**11,707**
Motorized Snow Vehicle	**304,590**
Off-Road Vehicle	**462,636**
Road Building Machinery	**366**
Permanent Apparatus	**2,503**
Farm Trucks	**68,793**
Total	**9,701,923**

* Excludes vehicles registered under the PRORATE-P program (74,203 vehicles).

Table 5.6: Selected Types of Vehicles by Model Year, 2017 and earlier

Vehicle Class	Model Year											Total
	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007 and earlier	
Passenger	141,396	551,928	575,648	505,264	512,582	472,724	439,018	494,516	407,139	446,681	2,594,921	**7,141,817**
Motorcycle	582	6,473	9,611	10,066	10,271	9,531	8,825	8,317	16,056	16,582	143,482	**239,796**
Moped	0	7	1	1	12	5	1	8	8	12	600	**655**
Commercial *	23,775	144,072	114,169	99,730	83,578	80,711	95,465	89,197	65,218	83,370	638,611	**1,517,896**
Bus	21	1,259	2,261	1,941	2,174	2,710	2,484	2,243	2,383	2,807	14,250	**34,533**
Motorized Snow Vehicle	4,165	9,949	8,481	6,077	5,452	5,733	5,714	6,156	6,852	5,556	240,455	**304,590**
Off-Road Vehicle	1,916	15,908	14,945	18,013	16,496	15,524	15,107	10,182	19,102	23,714	311,729	**462,636**
Total	**171,855**	**729,596**	**725,116**	**641,092**	**630,565**	**586,938**	**566,614**	**610,619**	**516,758**	**578,722**	**3,944,048**	**9,701,923**

* Excludes vehicles registered under the PRORATE-P program (74,203 vehicles).

Table 5.7: Vehicle Damage Level by Class of Collision, 2016

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	66	6,473	13,719	**20,258**
Light	113	18,615	135,944	**154,672**
Moderate	147	21,224	103,482	**124,853**
Severe	169	16,540	29,005	**45,714**
Demolished	404	7,709	6,202	**14,315**
Unknown	48	4,468	27,216	**31,732**
Total	**947**	**75,029**	**315,568**	**391,544**

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.


POLARIS

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, 2007–2016

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
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
2016	60	1,498	5	156

* Excludes hangers-on, moped drivers and passengers.

Table 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2016

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	3.3
Under 25 Years Old	4.2
Alcohol Used	
Ability Impaired Alcohol > .08	14.8
Had Been Drinking	8.2
Unknown	14.0
Helmet Not Worn (Fatalities)	0.0
Motorcycle Driver Error	
Speed Too Fast/Lost Control	25.8
Other Error	35.0
Single Vehicle Collisions	25.4
Day/Night	82.5/15.9
Weekend	49.0

6B SCHOOL VEHICLES

Table 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2011/2012–2015/2016

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
2011/2012	823,462	**1,010**
2012/2013	833,685	**1,097**
2013/2014	834,228	**1,445**
2014/2015	837,173	**1,293**
2015/2016	828,508	**1,037**

Table 6.4: Collisions Involving School Vehicles by Type and Nature of Collision 2015/2016

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2011/2012 2015/2016)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	1	57	97	844	**999**	**5,508**
School Van	1	2	3	8	**14**	**120**
Other School Vehicles	0	3	3	36	**42**	**227**
Total	**2**	**62**	**103**	**888**	1,055	**5,855**

Table 6.5: Pupil Injury by Collision Event and Vehicle Type, 2015/2016 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five Year Total (2011/2012 2015/2016)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	72	0	1	**0**	**73**	**0**	**377**
School Van	0	0	0	7	0	0	**0**	**7**	**1**	**12**
Other School Vehicles	0	0	0	0	0	0	**0**	**0**	**0**	**7**
Total	**0**	**0**	**0**	**79**	**0**	**1**	**0**	**80**	**1**	**396**

6C LARGE TRUCKS

Table 6.6: Number of Persons Killed in Collisions Involving Trucks, 2012–2016

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
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**
2016	37	32.7	113	**21.3**
Total	**154**	**30.0**	**513**	**18.9**

Table 6.7: Number of Trucks in All Classes of Collisions, 2016

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	32	924	5,368	**6,324**
Straight Truck & Trailer	6	123	530	**659**
Tractor Only	6	177	1,196	**1,379**
Tractor & Semi-Trailer	59	918	4,096	**5,073**
"A-C" Train Double	2	24	92	**118**
"B" Train Double	1	25	120	**146**
Other/Unknown	6	264	1,091	**1,361**
Total	**112**	**2,455**	**12,493**	**15,060**

Table 6.8: Registered Trucks, 2016

Driver Licence Required	Registered Trucks
G	1,302,901
D	56,186
A*	233,012**
Total	**1,592,099**

* Tractor/trailer combination only.

** Includes vehicles registered under the PRORATE-P program (74,203 vehicles).

Table 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2016

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	2
Driving Properly	71
Collisions	
Single Vehicle	24
Weather Condition - Clear	83
Daylight	64
Vehicles	
Vehicle Defect Present *	6

* Excludes unknown category.

6D OFF-ROAD VEHICLES

Table 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2012–2016

Location	Killed					Injured				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
On-Highway	6	11	8	10	15	125	118	106	86	91
Off-Highway	9	9	3	8	15	114	115	106	123	125
Total	**15**	**20**	**11**	**18**	**30**	**239**	**233**	**212**	**209**	**216**

* 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*, 2012–2016

Location	Killed					Injured				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
On-Highway	2	1	0	0	0	98	84	63	63	47
Off-Highway	2	0	0	1	1	73	87	51	83	72
Total	**4**	**1**	**0**	**1**	**1**	**171**	**171**	**114**	**146**	**119**

* 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*, 2012–2016

Location	Killed					Injured				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
On-Highway	0	0	0	0	0	5	3	0	5	9
Off-Highway	0	0	0	0	0	5	3	2	4	4
Total	**0**	**0**	**0**	**0**	**0**	**10**	**6**	**2**	**9**	**13**

* 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, 2012–2016

Year	Vehicles Registered
2012	390,821
2013	407,585
2014	423,822
2015	442,499
2016	462,636

Table 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2016

Factors	%
Drivers Under 25 Years of Age	50
Alcohol Used	24
Speeding	19
Helmet Not Worn	14
Daytime	74
Two-Wheeled	19
Three-Wheeled	1
Four-Wheeled	80

6E MOTORIZED SNOW VEHICLES

Table 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location—Riding Seasons 2011/2012–2015/2016

Location	Killed					Injured				
	11/12	12/13	13/14	14/15	15/16	11/12	12/13	13/14	14/15	15/16
On-Highway	2	6	9	3	1	33	30	61	26	19
Off-Highway	9	17	10	14	10	58	91	122	107	90
Total	**11**	**23**	**19**	**17**	**11**	**91**	**121**	**183**	**133**	**109**

* 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 2011/2012–2015/2016

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

* 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 statstics provided in earlier editions of ORSAR.

Table 6.15b: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location—Riding Seasons 2011/2012–2015/2016

Location	Killed					Injured				
	11/12	12/13	13/14	14/15	15/16	11/12	12/13	13/14	14/15	15/16
On-Highway	0	0	1	0	0	2	0	2	4	0
Off-Highway	0	0	1	0	1	0	2	4	4	2
Total	**0**	**0**	**2**	**0**	**1**	**2**	**2**	**6**	**8**	**2**

* 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 statstics provided in earlier editions of ORSAR.

Table 6.16: Registered Motorized Snow Vehicles, 2012–2016

Year	Registered Motorized Snow Vehicles
2012	297,859
2013	304,634
2014	308,578
2015	306,509
2016	304,590

Table 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions, Riding Season 2015–2016

Factors	%
Unlicensed Operators	10
Rider Error; Speed too Fast	10
Alcohol Used	10
Surface Condition; Icy or Packed Snow	35

6F BICYCLES

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

Table 6.18: Bicyclists* Killed and Injured, 2012–2016

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2012	26	2,318	0	451
2013	24	2,054	1	427
2014	16	1,785	0	288
2015	20	2,295	0	138
2016	19	2,302	0	99

* Includes hangers on.

Table 6.19: Bicyclists Involved in Collisions by Light Condition, 2016*

Light Condition	Bicyclists Involved
Daylight	2,564
Dawn	32
Dusk	107
Dark	485
Other	0
Unknown	0
Total	**3,188**

* 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. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

Table 6.20: Selected Factors Relevant to All Bicycle Collisions, 2016

Factors	%
Driving Properly (Bicyclist)*	0
Driving Properly (Motor Vehicle Driver)	45
Intersection Related	68
Going Ahead (Bicyclist)	87
Alcohol Related (Bicyclist)*	0
No Apparent Vehicle Defect (Bicycle)	98
Clear Visibility	93
Weekend	18

* Not available due to the transition to an electronic collision reporting system. This issue will be addressed in future annual reports. As a result, the provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

CONVICTION, OFFENCE AND SUSPENSION DATA

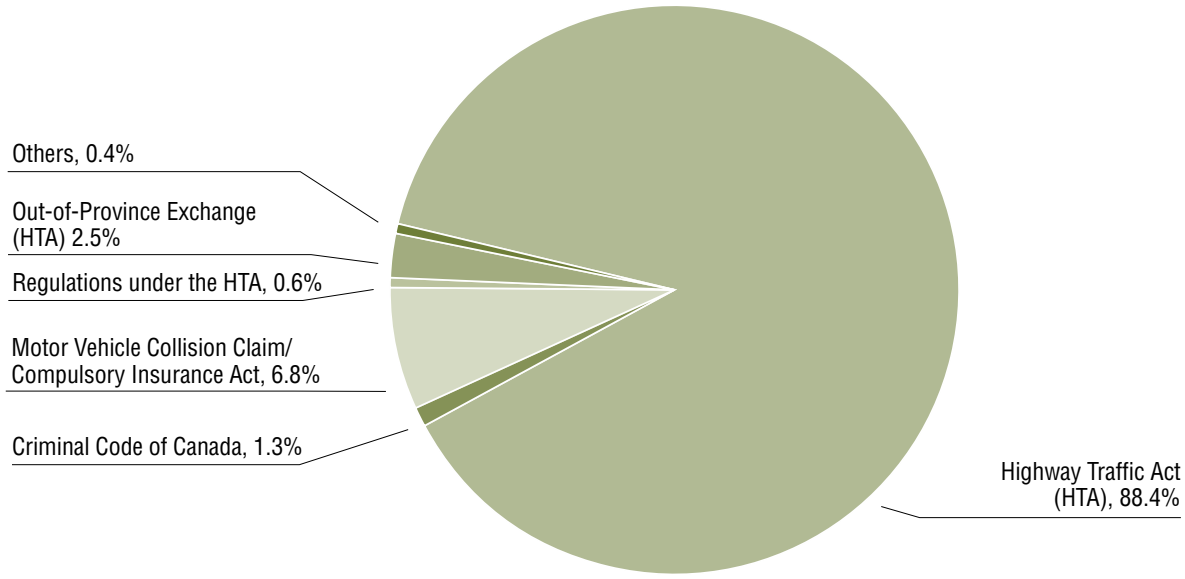
7. CONVICTION, OFFENCE AND SUSPENSION DATA

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

In 2016, 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 17,000 to approximately 13,500 occurrences annually.

Figure 7 **Motor Vehicle Convictions in Ontario by Type, 2016**



7A CONVICTION DATA

Table 7.1: Summary of Motor Vehicle-Related Convictions, 2016

Convictions*	Number
Highway Traffic Act (HTA)	973,741
Regulations under the HTA	6,914
Criminal Code of Canada**	14,817
Municipal By-Law***	
Motor Vehicle Collision Claim/Compulsory Insurance Act	74,780
Motorized Snow Vehicles Act	1,323
Off-Road Vehicles Act	1,269
Out of Province Exchange (HTA)	27,184
Others****	1,626
Total	**1,101,654**

* Includes manually recorded convictions.
** This figure does not include 103 convictions for young offenders under the Criminal Code.
*** In previous years a large portion of convictions under HTA Regulations were allocated to convictions under Municipal By-Law.
****Others may include Acts not listed above, such as Motor Vehicle Safety Act, Government Traffic Act, etc.

Table 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2016

Convictions	Number
Equipment	54,247
Administrative*	163,465
Seat Belt (Driver & Passenger)**	19,107
Other Non-Pointable Convictions ***	59,134
Speeding	524,719
Other Pointable Convictions (2–4 pts)	131,657
Other Pointable Convictions (5–7 pts)	7,940
Driving While Suspended	13,292
Total	**973,741**

* 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, 2016*

Convictions	Number
Alcohol Related**	11,393
Criminal Negligence	14
Fail to Remain at Collision	341
Fail to Stop for Police Officer	391
Driving While Disqualified	1,831
Dangerous Driving	1,025
Motor Manslaughter	2
Total	**14,997**

* Does not include 103 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** 2008–2016

Conviction Type	2008	2009	2010	2011	2012	2013	2014	2015	2016
Criminal Negligence	14	12	9	4	2	1	0	0	0
Fail to Remain	529	429	420	353	185	222	164	144	144
Dangerous Driving	1,316	1,182	967	856	566	513	453	464	479
Impaired Driving	7,045	6,869	6,540	5,710	4,222	3,892	3,413	3,422	3,387
Blood/Alcohol over .08	5,950	6,252	6,070	6,117	4,942	4,367	4,382	4,171	3,955
Fail to Provide Breath Sample	1,065	1,097	1,138	934	598	530	472	426	423
Driving While Disqualified	1,931	2,003	2,163	2,138	1,291	1,222	1,085	1,043	1,053
Motor Manslaughter	2	0	1	0	0	2	0	0	0
Undefined	510	473	417	341	283	248	232	245	230
Total	**18,362**	**18,317**	**17,725**	**16,453**	**12,089**	**10,997**	**10,201**	**9,915**	**9,671**

* 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, 2007–2016

Suspensions	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
January	1,210	1,183	1,368	1,298	1,154	1,071	994	911	996	1,017
February	1,206	1,259	1,401	1,140	1,219	1,230	1,028	895	1,039	1,009
March	1,410	1,438	1,502	1,252	1,332	1,236	1,339	1,104	1,199	1,060
April	1,375	1,297	1,391	1,363	1,304	1,284	1,117	1,078	1,124	1,130
May	1,430	1,472	1,533	1,486	1,342	1,212	1,233	1,244	1,221	1,212
June	1,456	1,547	1,373	1,296	1,360	1,265	1,273	1,149	1,146	1,150
July	1,480	1,533	1,489	1,454	1,475	1,338	1,175	1,156	1,319	1,181
August	1,455	1,686	1,482	1,400	1,281	1,393	1,235	1,354	1,190	1,171
September	1,517	1,536	1,458	1,360	1,303	1,359	1,179	1,061	1,073	1,034
October	1,444	1,673	1,412	1,416	1,354	1,285	1,173	1,154	1,201	1,144
November	1,392	1,556	1,656	1,344	1,313	1,314	1,155	1,237	1,199	1,104
December	1,533	1,463	1,374	1,411	1,467	1,523	1,174	1,302	1,227	1,240
Total	**16,908**	**17,643**	**17,439**	**16,220**	**15,904**	**15,510**	**14,075**	**13,645**	**13,934**	**13,452**

* See Appendix for a more detailed explanation of ADLS.

7C SUSPENSION DATA

Table 7.6: Demerit Point Suspensions by Driver Age, 2016

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	12	0	0	0
19	24	0	6	0
20-24	140	2	81	4
25-34	108	8	194	10
35-44	39	8	91	4
45-54	19	0	49	2
55-64	14	2	27	0
65-74	4	1	6	0
75 +	0	0	4	0
Total	**360**	**21**	**458**	**20**

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 that 50 cubic centimetres.

Motor Vehicle Collision:

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

Off-Highway Collisions:

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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Management Information Office

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Health Solutions Delivery Branch

Health Data Decision Support Unit

Ministry of Education

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