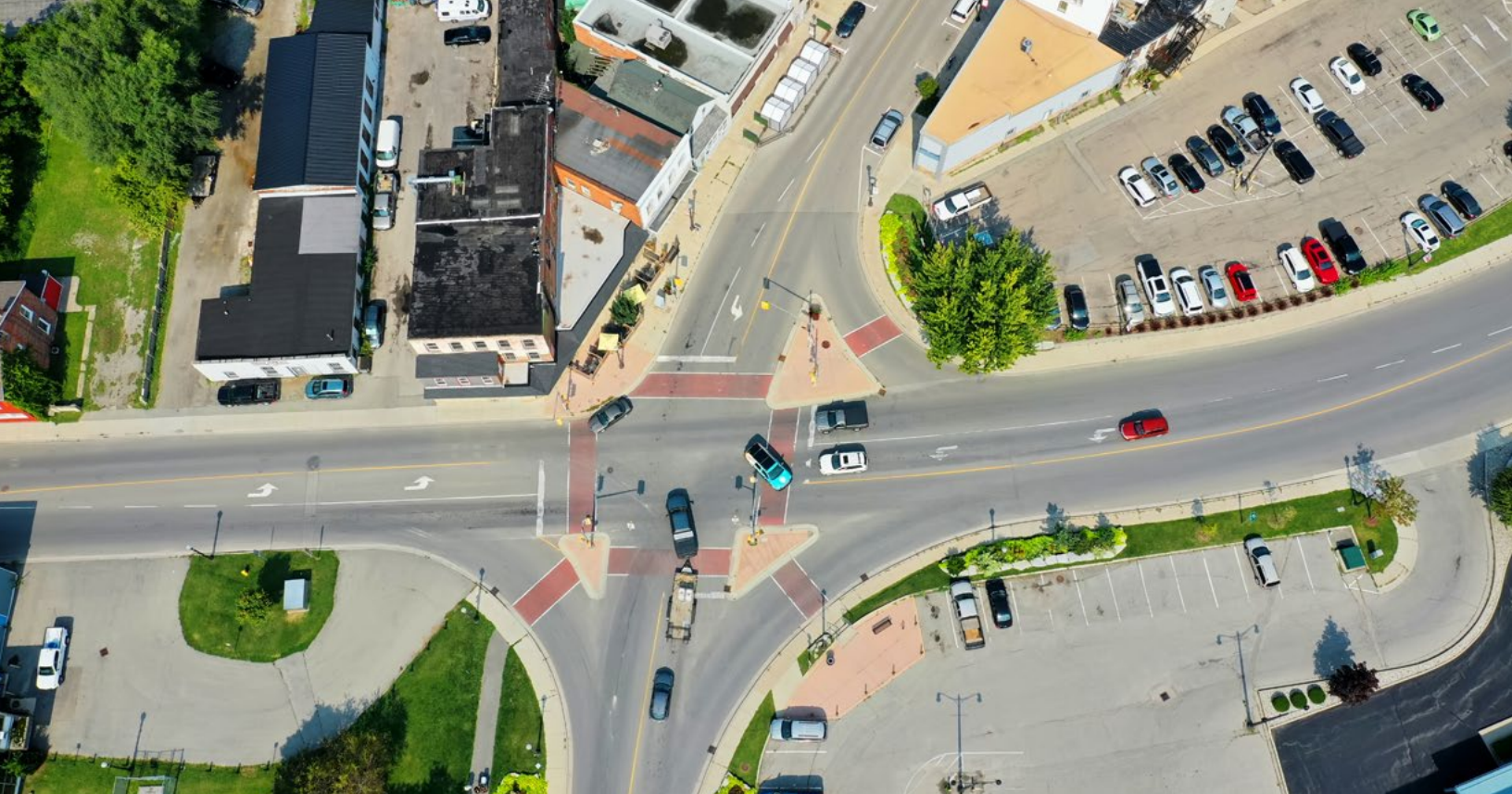




Ontario Road Safety Annual Report 2021

Ministry of Transportation

Ontario 



Ontario Road Safety Annual Report 2021

This document is available online at:
ontario.ca/orsar.

If you are seeking information on driving and road safety in Ontario, visit the Ministry of Transportation website at ontario.ca/transportation.

The Official Ministry of Transportation (MTO) Driver's Handbook is available online. You can also purchase copies at DriveTest centres, select ServiceOntario centres, online at Publications Ontario (ontario.ca/publications), or from a retail store near you.

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An aerial photograph of a city street intersection, likely in Montreal, Quebec, Canada. The image shows a busy intersection with multiple lanes of traffic, including cars and a bus. Pedestrians are visible on the sidewalks. In the background, there are several multi-story buildings, including a prominent one with a clock tower. A large blue semi-transparent graphic overlay covers the right side of the image, featuring a faint, repeating pattern of a classical building facade. The word "Foreword" is written in white text on this blue overlay.

Foreword

Foreword

Ontario's roads are among the safest in North America. For 25 years in a row, Ontario has ranked among the top five jurisdictions for road safety. In 2021, Ontario ranked number one in road safety with the lowest fatality rate in North America.

The government's top priority remains the safe and efficient movement of people and goods across Ontario, and we are committed to improving safety for all drivers and passengers on our roads.



Through work with road safety partners including police and public health and safety organizations, Ontario continues to make changes and introduce legislation aimed at making our roads safer every year.

Ontario's road safety milestones for 2021 include:

- Passing the *Moving Ontarians More Safely Act, 2021* to combat aggressive and unsafe driving.
- Making it easier and more affordable for municipalities to use automated cameras to capture drivers who are speeding or not stopping at a red light, school bus or streetcar doors when required.
- Launching the *Tow Zone Pilot* to enhance public safety, improve consumer protection, and reduce clearance times on some of the busiest highways in North America.
- Introducing a new certification program for tow operators, tow truck drivers and storage operators to provide provincial oversight and help protect everyone on the road.
- Implementing updated lighting requirements for Ontario school buses to improve safety and communication to motorists when school buses are coming to a stop and have stopped to pick up or drop off passengers (*Eight Lamp Amber-Red Warning System*).

Ontario's road safety record demonstrates how government initiatives combined with strong enforcement and education are working to make our road safer. At the same time, there always room for improvement when it comes to making Ontario's roads safer for the people and businesses relying on them.

Ontario will continue to evaluate road safety across the province and make changes and improvements to help ensure Ontarians can get where they need to go safely.

—*Ontario Road Safety Annual Report, 2021*

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

The Ontario Road Safety Annual Report (ORSAR) provides valuable insights about long-term and emerging road safety trends in Ontario and across other jurisdictions in North America. 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 (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 produce ORSAR, MTO collects data from several different sources, including police services, other ministries, and the Office of the Chief Coroner.

Although Ontario's roads consistently rank among the safest in North America, on average one person is killed on Ontario roads every 16 hours. By continuing to work with our road safety partners and monitoring trends captured in ORSAR, Ontario will continue to develop new and innovative road safety strategies that will help save lives and keep our roads among the safest in the world.

Key Road Safety Findings for Ontario in 2021

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

The statistics presented in this report may have been impacted by a variety of factors related to the COVID-19 pandemic, including but not limited to lower traffic volume, school closures, and other related disruptions. As such, readers are advised to consider the

unique circumstances of the reporting year when interpreting the data.

In Ontario, the fatality rate per 10,000 licensed drivers in 2021 was 0.52, the lowest in North America. The actual number of fatalities in 2021 was 561, which is a 5.8 per cent increase from 2020, a year when traffic patterns were significantly disrupted by the COVID-19 pandemic.

The number of serious injuries on Ontario's roads in 2021 was 1,555, a decrease of 40 per cent over the past decade.

Road Safety in Ontario: 2020 vs. 2021

Category	2020	2021
Number of Fatalities	530	561
Fatality Rate per 10,000 Licensed Drivers	0.50	0.52

Top Priority Road Safety Issues

Pedestrians

Pedestrians fatally injured increased from 116 in 2020, to 121 in 2021, up 4 per cent. Over the last decade, there has been a gradual increase in pedestrian fatalities as a proportion of all fatalities; in 2020, pedestrians represented 20 per cent of all road users killed and in 2021, they represented 22 per cent.

Large Truck Fatalities

There were 107 fatalities in collisions involving large trucks in 2021, up from 85 in 2020, an increase of 26 per cent. In addition, 1.9 per cent 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 increased from 75 in 2020 to 83 in 2021, up 11 per cent. Inattentive driving was a factor in 15 per cent of all fatalities on Ontario roads in 2020.

Drinking and Driving

Compared to the previous year, the number of drinking and driving fatalities decreased from 98 in 2020 to 96 in 2021, down by 2 per cent. Ontario's drinking and driving fatality rate was 0.08 per 10,000 licensed drivers, a reduction of 89 per cent from 0.72 in 1988.

Drugs and Driving

The number of fatalities attributed to drugs other than alcohol increased from 77 in 2020 to 86 in 2021, up by 12 per cent.

Speeding/Street Racing

The number of people killed in Ontario in speed-related collisions increased from 110 in 2020 to 129 in 2021, up by 17 per cent.

Senior Driver Fatalities

Fatalities among senior drivers aged 80 and over decreased by 12 per cent from 17 in 2020 to 15 in 2021. The number of licensed senior drivers (80+) has increased over two-fold over the past 20 years, from approximately 137,000 in 1999 to more than 375,000 in 2021.

Young Driver Fatalities

Fatalities among young drivers ages 16–19 remained the same in 2020 and 2021, with 9 fatalities in each year.

Occupant Protection (Seat Belts)

Although a Transport Canada survey shows Ontario has a 96 per cent seatbelt usage rate, about one in every five vehicle occupants killed on our roads were unbelted. In 2021, 67 vehicle occupants were killed while not wearing seat belts, down from 82 in 2020, which is an 18 per cent decrease.

Motorcyclists and Cyclists

Motorcycle rider fatalities decreased from 81 in 2020 to 76 in 2021, down 6 per cent. Bicycling fatalities decreased from 23 in 2020 to 16 in 2021, down 30 per cent.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Speed-Related	129	23%
Pedestrians	121	22%
Large Trucks	107	19%
Drinking and Driving	96	17%
Drug-Impaired	86	15%
Inattentive Driving	83	15%
Motorcyclists	76	14%
Unbelted Occupants	67	12%
Cyclists	16	3%
Senior Drivers	15	3%
Young Drivers	9	2%

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

Looking Ahead: Next Steps

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

- drug-impaired driving as an emerging issue
- speeding and aggressive driving
- improving safety for people needing a tow and those working in the towing industry
- sharing the road with vulnerable road users, such as pedestrians, cyclists and micromobility users
- senior drivers and driver fitness given an aging population and health issues
- all-terrain vehicle safety
- automated vehicle safety
- new and emerging vehicle safety

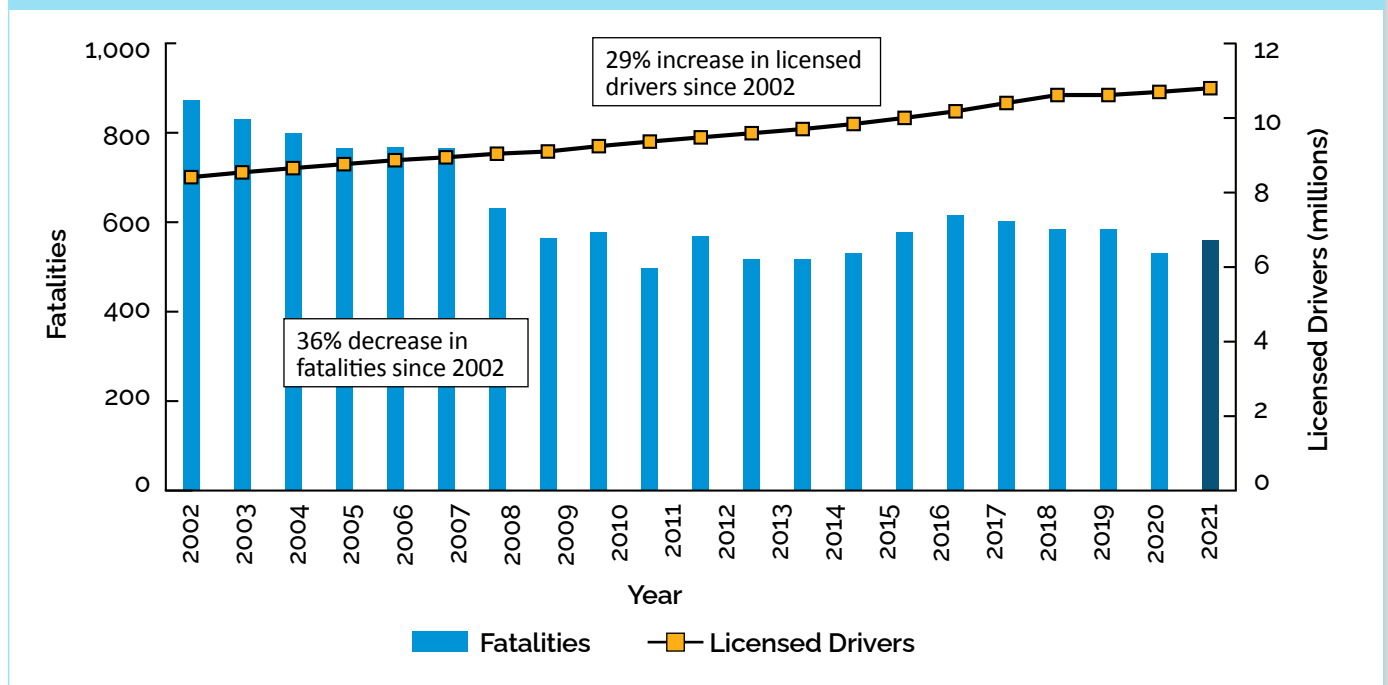
ORSAR 2021 confirms Ontario continues to be a leader in road safety.

The Government of Ontario will continue to promote public education around safe driving, work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices and keep Ontario's roads among the safest in the world.

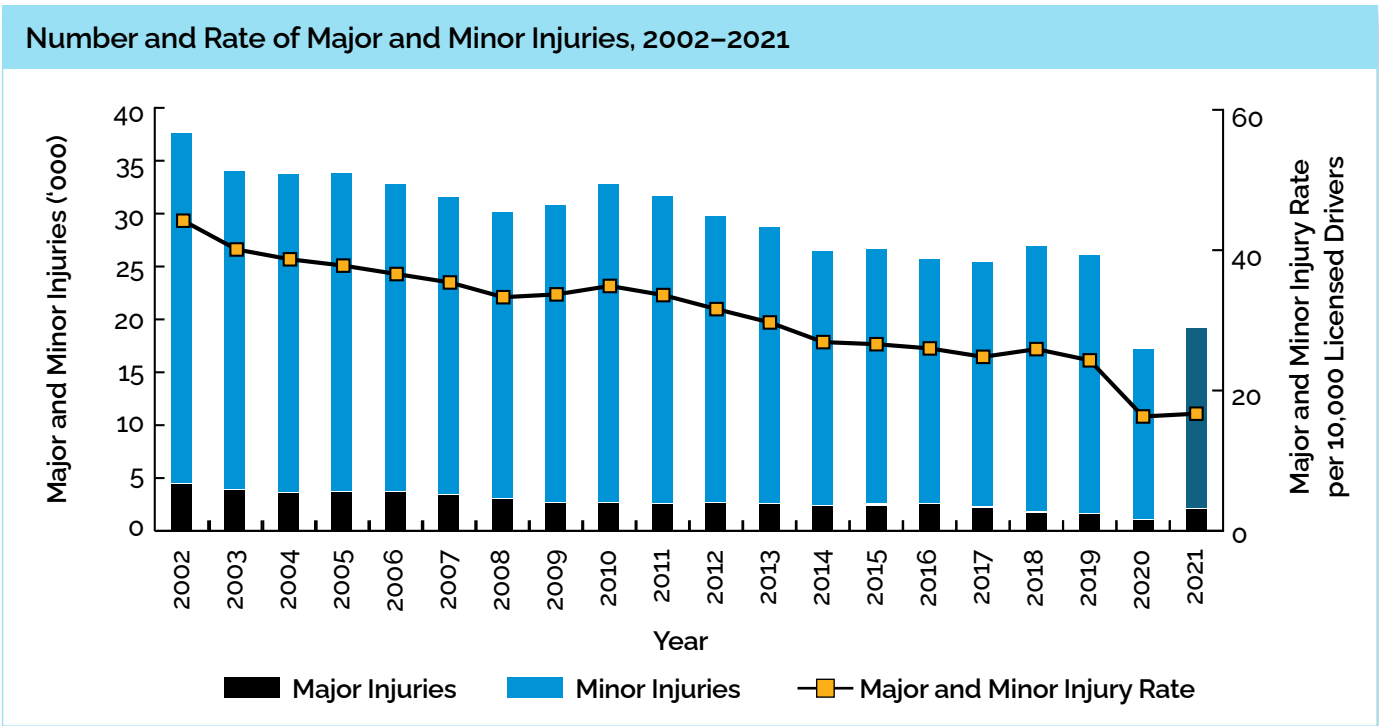


Key Road Safety Statistical Trends

Number of Fatalities and Licensed Drivers, 2002–2021

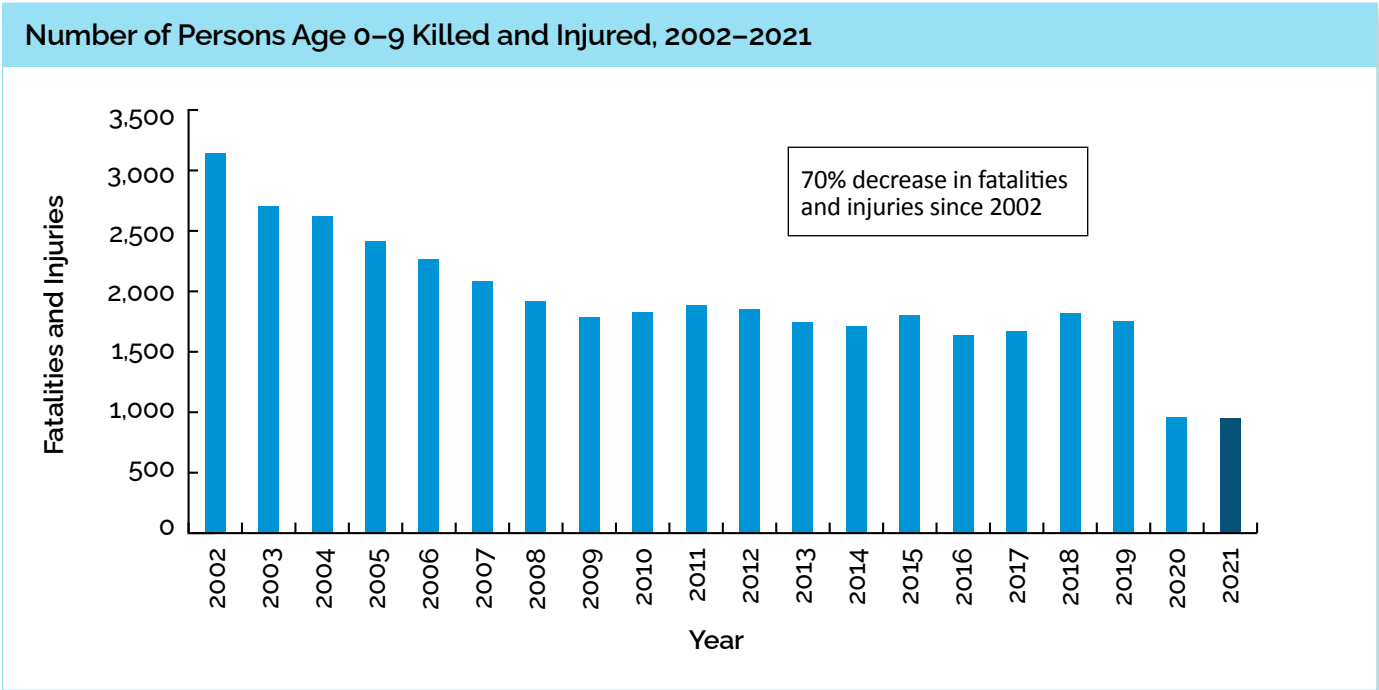


Between 2002 and 2021, the number of licensed drivers increased by 29 per cent. In contrast, the number of fatalities decreased by 36 per cent over this 20-year period.



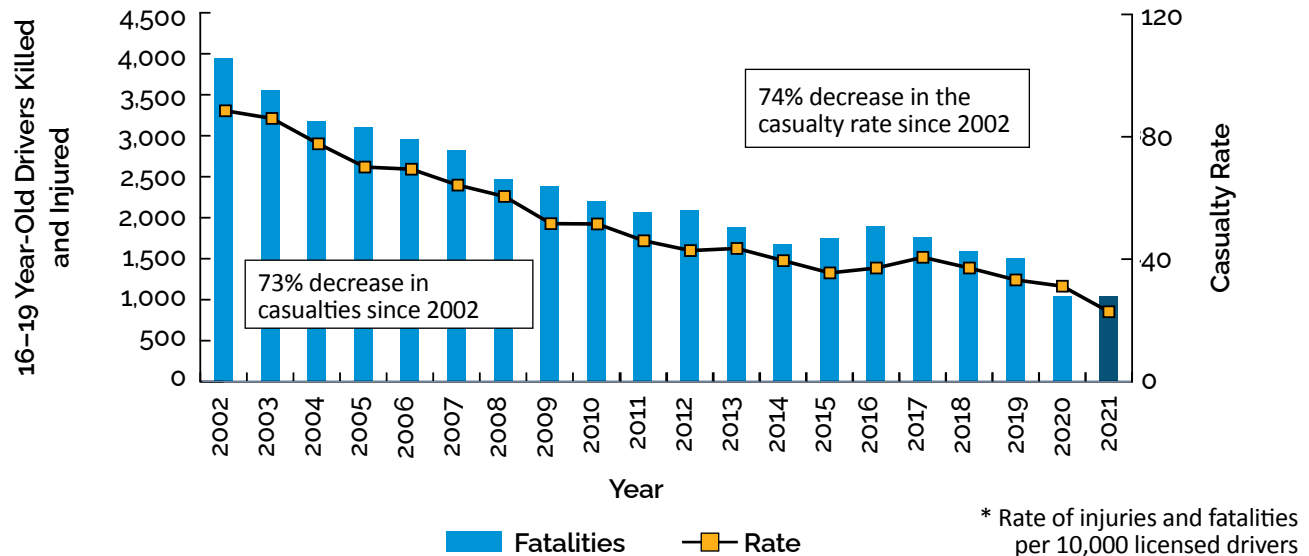
In 2021, 32,507 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 51,685 fewer than in 2002.

Fatality and Injury Trends for Different Age Groups



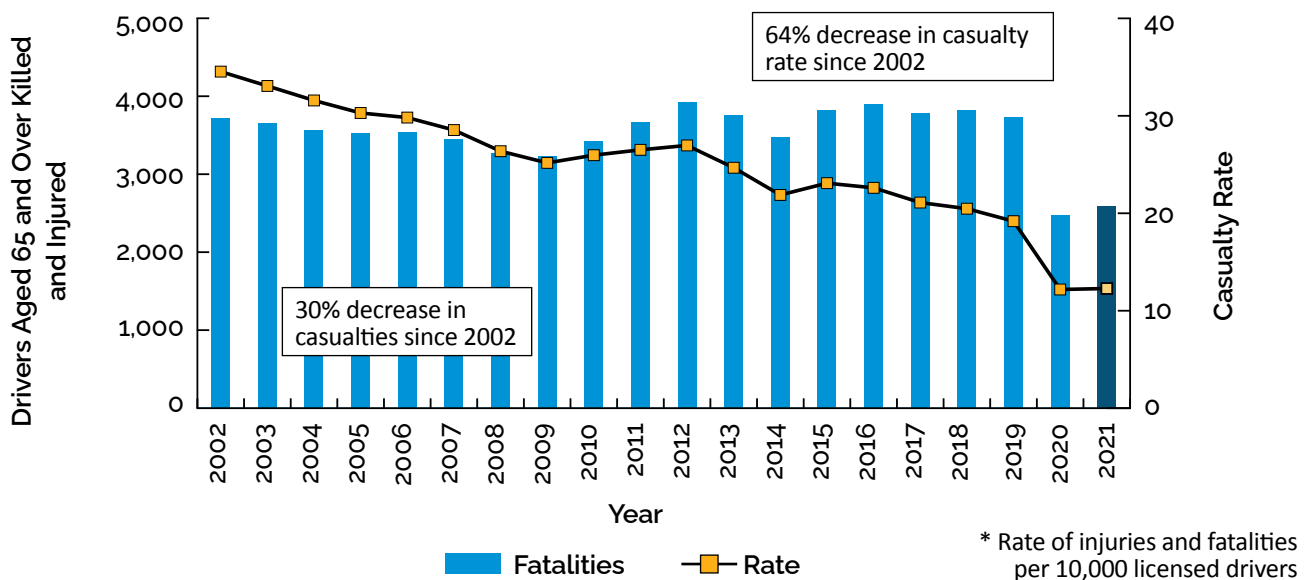
Between 2002 and 2021, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decrease of 70 per cent.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 2002–2021



From 2002–2021, the number of 16–19 year-old driver casualties (deaths or injuries) declined, with a 73 per cent decrease in the number killed/injured and a 74 per cent decrease in the casualty rate. Over the same time period, the number of licensed drivers aged 16–19 increased by 1 per cent, from 458,267 to 462,864.

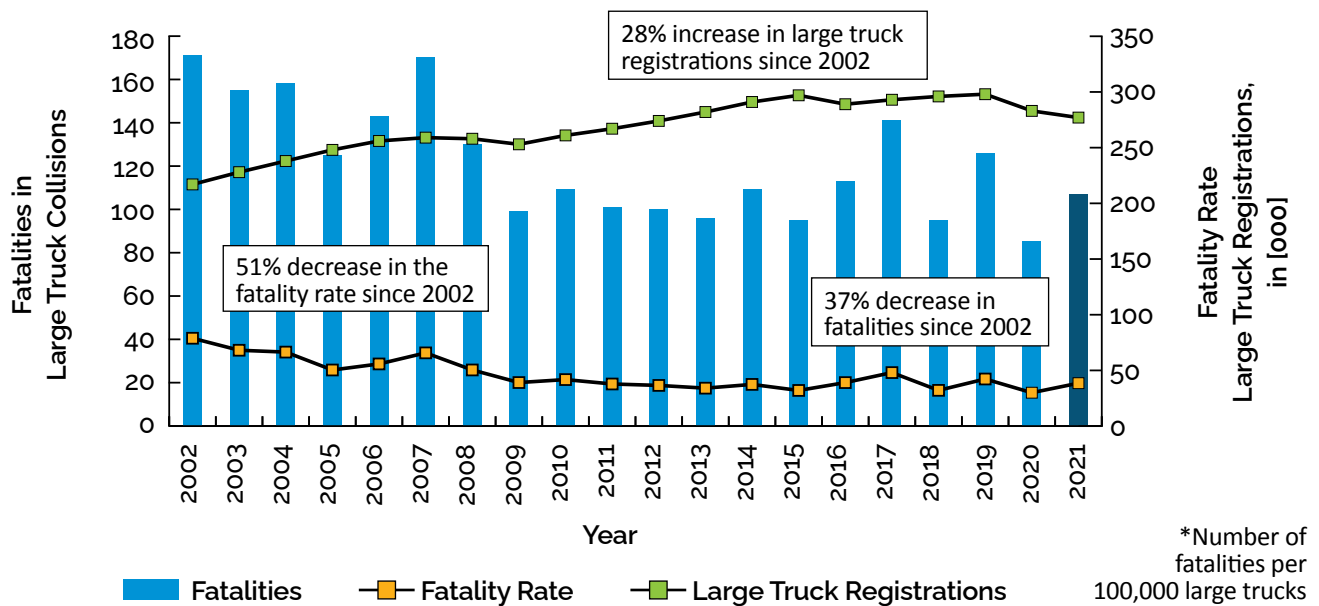
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 2002–2021



The number of drivers aged 65 and over killed and injured decreased by 30 per cent between 2002 and 2021. The casualty rate per 10,000 licensed drivers has decreased by 64 per cent from 2002 to 2021.

Large Trucks

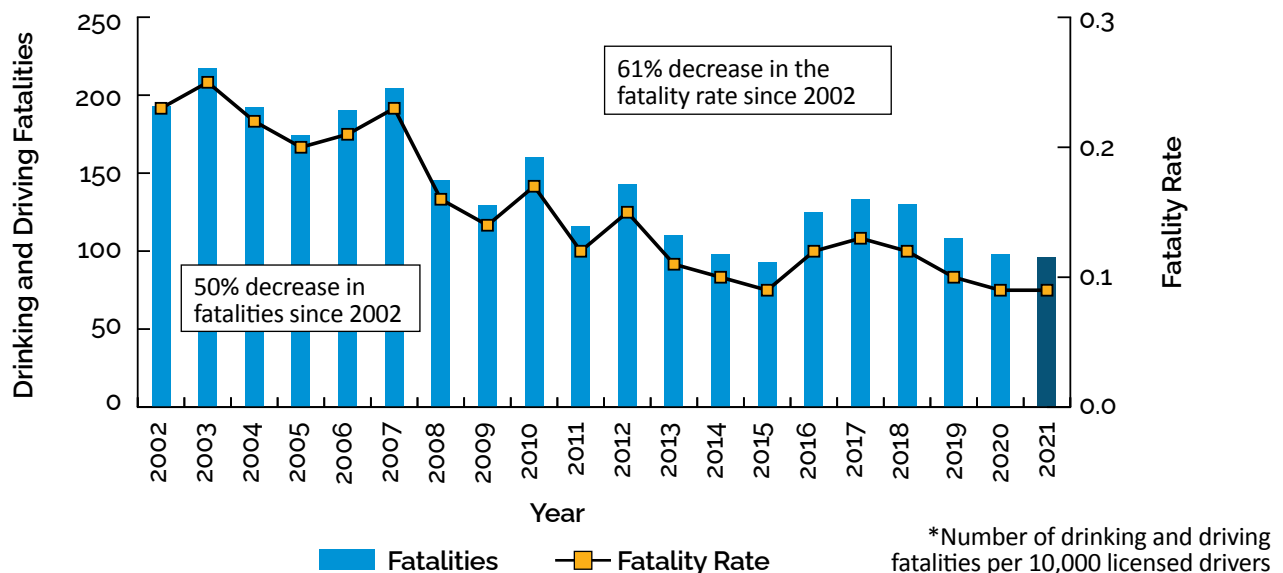
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 2002–2021



Between 2002 and 2021, the number of large trucks registered in Ontario increased by 28 per cent. The number of large truck fatalities decreased by 37 per cent from 171 in 2002 to 107 in 2021.

Drinking and Driving

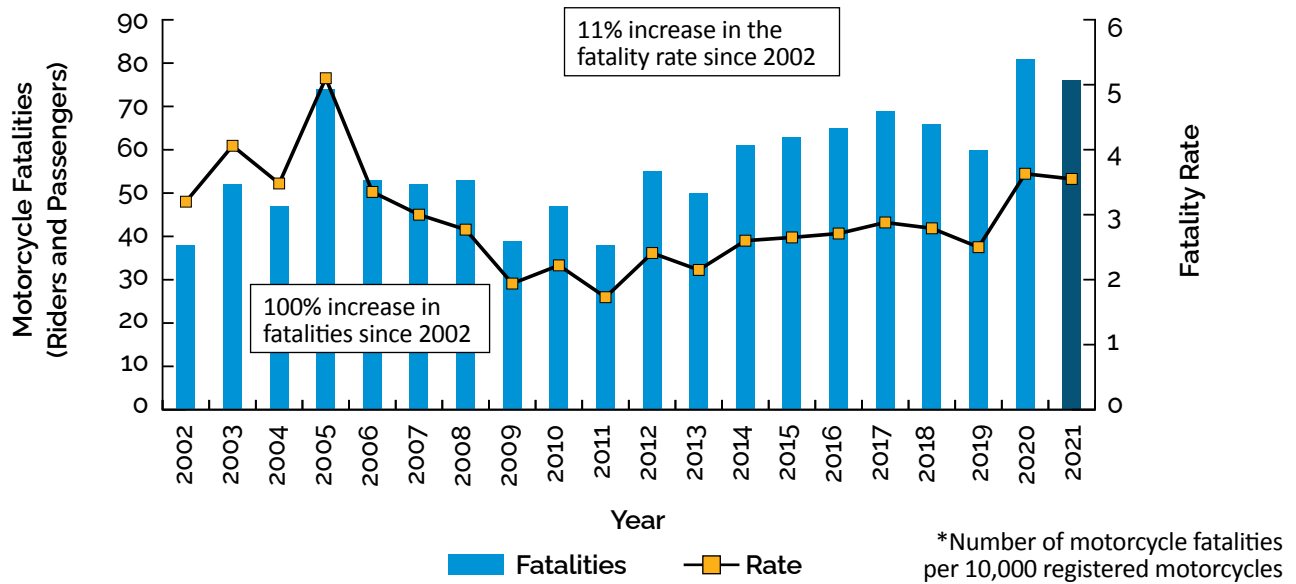
Number and Rate* of Drinking and Driving Fatalities, 2002–2021



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have decreased dramatically from 2002, by 50 per cent and 61 per cent respectively.

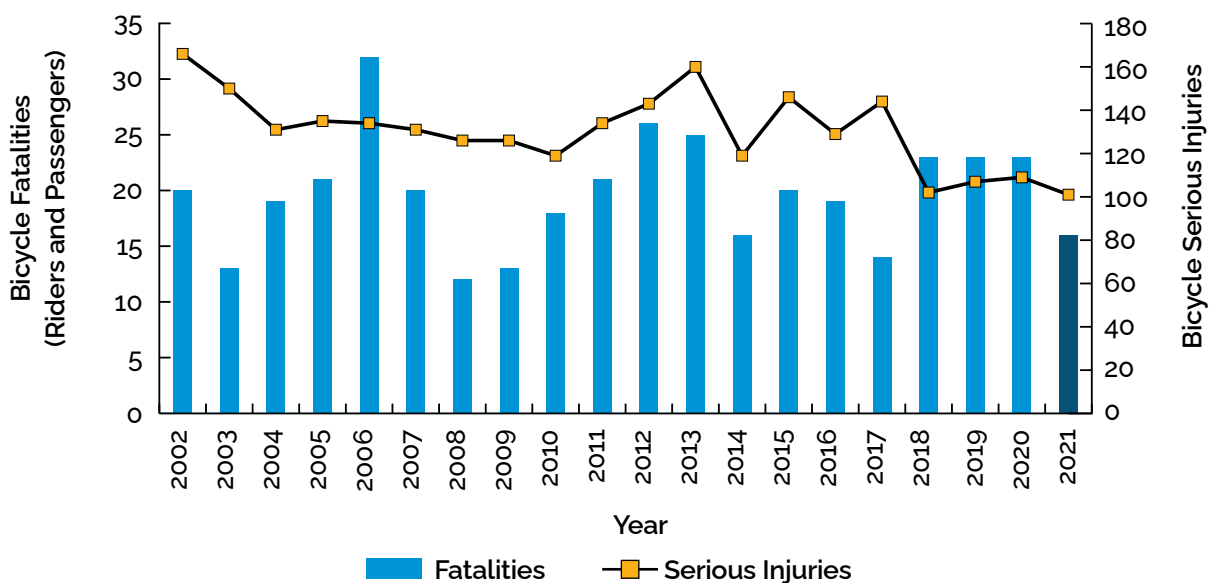
Vulnerable Road Users

Number and Rate* of Motorcycle Fatalities, 2002–2021



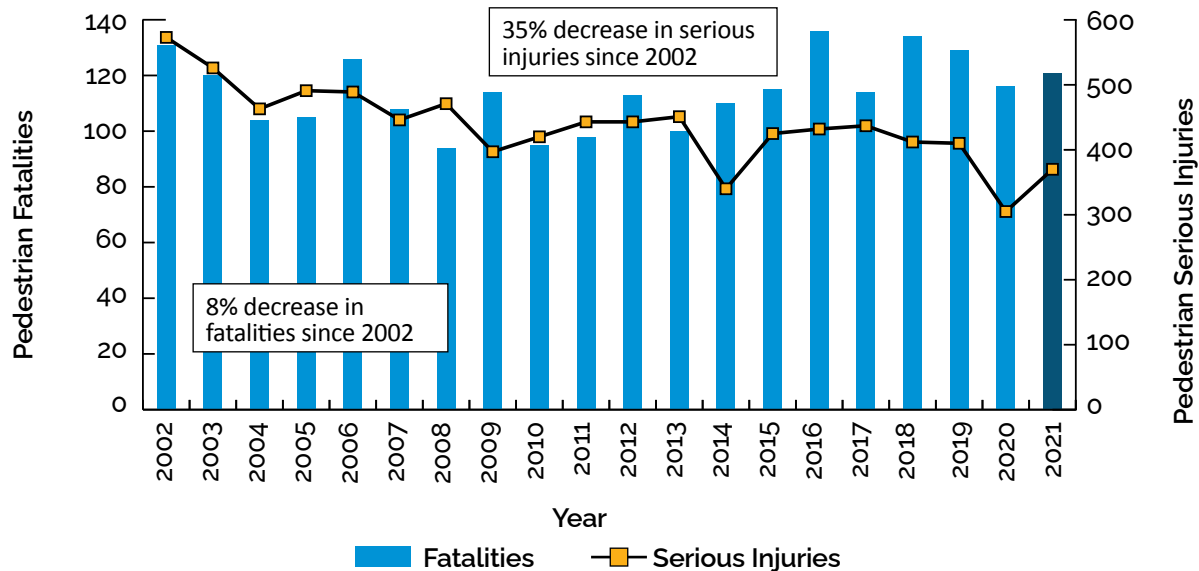
Motorcycle registrations decreased 4.2 per cent from 223,227 in 2020 to 213,941 in 2021. In the same time period, motorcycle rider fatalities decreased from 81 in 2020 to 76 in 2021. Over the long term, between 2002 and 2021, there has been an 11 per cent increase in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 2002–2021



Between 2002 and 2021, the number of bicycle rider fatalities decreased by 20 per cent. Serious injuries during this time decreased by 39 per cent. There were 16 bicycle rider fatalities in 2021.

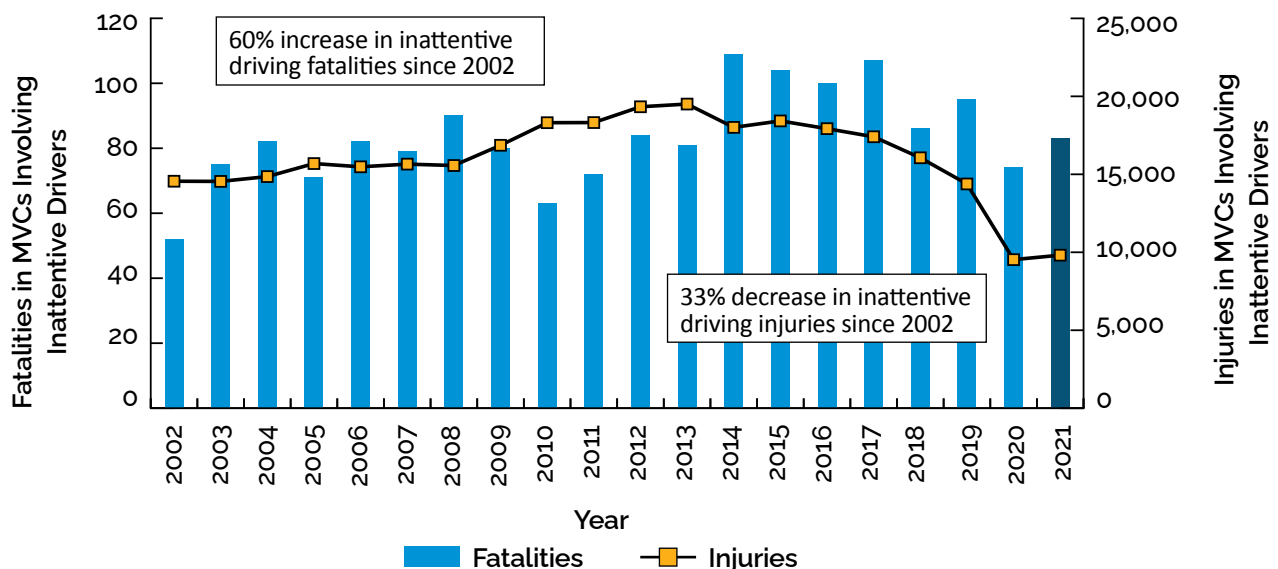
Number of Pedestrian Fatalities and Serious Injuries, 2002–2021



Between 2002 and 2021, the number of pedestrian fatalities was highest in 2016 with 136. The number of pedestrian fatalities increased from 116 in 2020 to 121 in 2021. The number of pedestrians with serious injuries increased by 21.3 per cent in 2020 compared to 2021.

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 2002–2021



The number of fatalities in collisions involving an inattentive driver increased from 52 in 2002 to 83 in 2021; this represents an increase of 60 per cent. During the same time period, the number of injuries in collisions involving an inattentive driver decreased from 14,556 in 2002 to 9,814 in 2021, a decrease of 33 per cent.

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

An aerial photograph of a complex multi-lane highway interchange. The highway has several lanes in each direction, with vehicles visible traveling along it. The interchange is surrounded by green fields, trees, and some industrial or commercial buildings in the distance. A large, semi-transparent yellow shape is overlaid on the right side of the image, containing the text '1. Overview'.

1. Overview

1. Overview

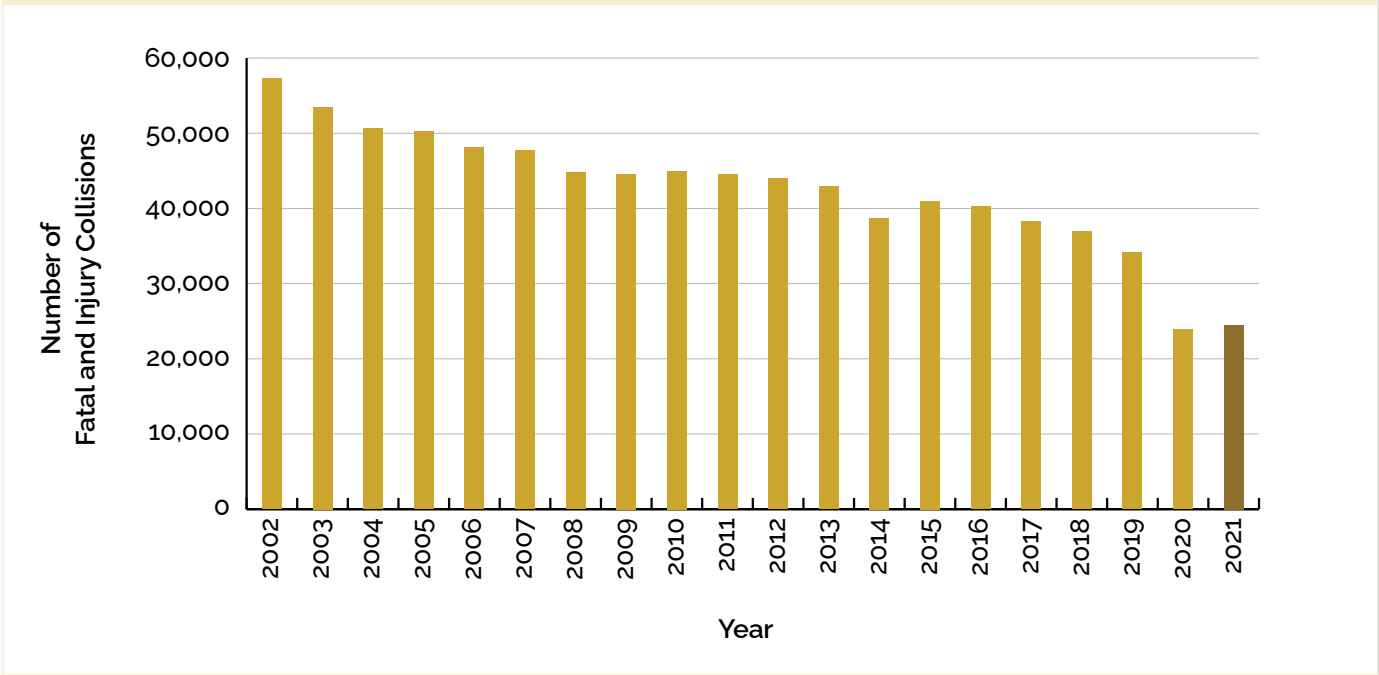
This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles.



The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2021, Ontario's fatality rate of 0.52 per 10,000 licensed drivers continues to position Ontario as a road safety leader in Canada and in North America.

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

FIGURE 1 Total Number of Fatal and Injury Collisions in Ontario, 2002–2021



1A Synopsis

Selected Statistics: 2021	
Total Reportable Collisions	153,751
Total Drivers Involved in Collisions	272,503
Total Vehicles Involved in Collisions	282,350
Fatal Collisions	519
Personal Injury Collisions	23,960
Property-Damage Collisions	129,272
Persons Killed	561
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	346
Drivers Killed (Impaired or Had Been Drinking)	66
Drivers Killed (Impaired by Drugs)	73
Passengers Killed	81
Pedestrians Killed	121
Other Road Users Killed	13
Persons Injured	32,507
Estimated Ontario Population (2021)	14,942,272
Licensed Drivers	10,877,259
Registered Motor Vehicles	9,389,063
Estimated Vehicle Kilometres Travelled (in millions)	153,943
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	3.75
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.36
Collision Rate per 100 Million Kilometres Travelled	99.88
Fatal Collision Rate per 100 Million Kilometres Travelled	0.34
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.52

1B Health Perspective

TABLE 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2021–2022

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	120	938
Fracture of neck and trunk	981	9,006
Fracture of upper limb	334	2,684
Fracture of lower limb	971	10,546
Fractures involving multiple body regions	6	92
Dislocation, sprains and strains	57	291
Dislocations, sprains, and strains involving multiple body regions	0	0
Intracranial injury	748	11,317
Internal injury of chest, abdomen, and pelvis	418	3,108
Open wound of head, neck, or trunk	31	121
Open wound of upper limb	17	133
Open wound of lower limb	44	611
Open wounds involving multiple body regions	1	5
Other diagnosis	917	12,944
Total Admissions and Days	4,645	51,796

Source: Ministry of Health, 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 2021–2022

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	96	2,336
Spinal cord, spinal canal, and meninges	11	209
Nose, mouth, and pharynx	23	212
Chest wall, pleura, mediastinum, and diaphragm	0	0
Bone marrow and spleen	129	1,488
Kidney	1	47
Facial bones and joints	57	654
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,476	18,902
Repair joint structures (excluding head or facial bones)	1	3
Skin and subcutaneous tissue	54	731
Other diagnostic and therapeutic interventions	2,797	27,214
Sub-total of surgical admissions and days	4,645	51,796
No interventions performed—surgical procedures	1,330	8,805

Source: Ministry of Health, Health Solutions Delivery Branch, Health Data Decision Support Unit.



2. The People

2. The People

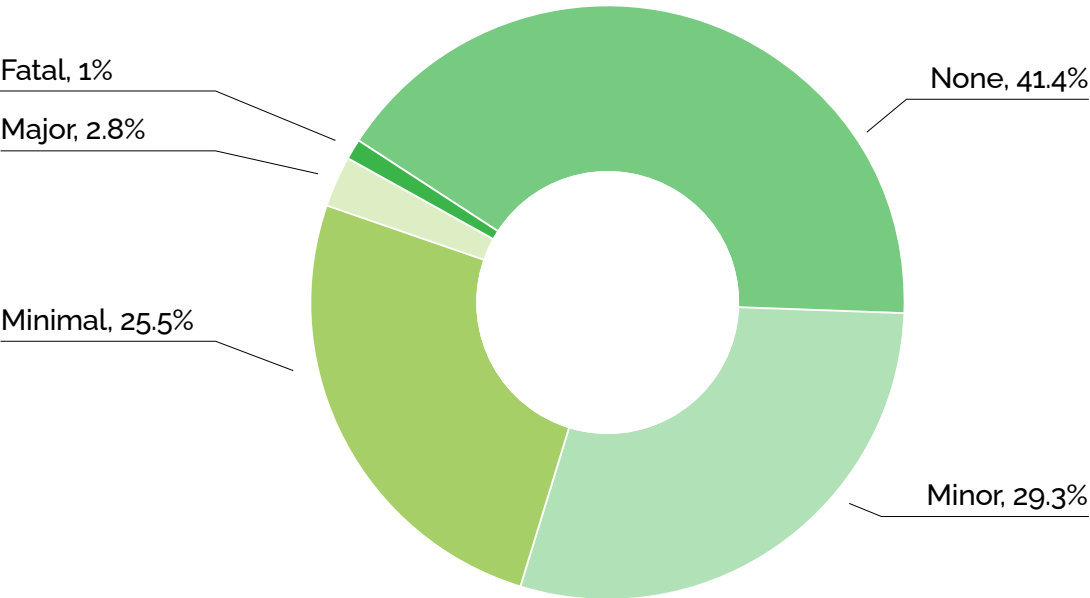
This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. 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 530 in 2020 to 561 in 2021; the number of serious injuries increased from 1,351 in 2020 to 1,555 in 2021. During the same time period, the number of licensed drivers increased by 170,877, from 10,706,382 in 2020 to 10,877,259 in 2021.

Out of 859 drivers involved in a fatal collision, 89 were drinking drivers, 81 drivers' ability was impaired by drugs, 85 drivers were coded as inattentive, and 119 were speeding (e.g., above speed limit or driving too fast for conditions). Despite about 96 per cent of Ontario drivers using 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, 2021



2A People in Collisions

TABLE 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2021

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	16,659	8,890	9,717	574	257	36,097
Passenger*	6,445	3,547	3,591	251	81	13,915
Pedestrian	51	1,008	1,399	370	121	2,949
Bicyclist	25	595	913	101	16	1,650
Bicycle Passenger	1	4	10	0	0	15
All-Terrain Vehicle Driver **	2	8	12	9	4	35
All-Terrain Vehicle Passenger **	0	3	7	0	0	10
Snow Vehicle Driver	0	1	7	1	3	12
Snow Vehicle Passenger	0	0	0	0	0	0
Motorcycle Driver	21	205	702	208	73	1,209
Motorcycle Passenger	6	16	61	10	3	96
Moped Driver	2	10	20	5	0	37
Moped Passenger	0	1	3	0	0	4
Hanger On	2	7	11	3	1	24
Other	169	101	103	23	2	398
Total	23,383	14,396	16,556	1,555	561	56,451

* Includes bus passengers

** In this table, all-terrain vehicles include two-wheel, three-wheel, and four-wheel vehicles. HTA (Highway Traffic Act) reportable collisions. 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, 2021

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	2	1	3	3	5	24	59	31	39	44	25	21	0	257
Passenger*	4	2	2	1	1	3	3	2	11	11	8	3	9	11	9	1	81
Pedestrian	2	1	2	0	2	2	1	1	5	21	18	11	11	23	20	1	121
Bicyclist	0	1	3	0	0	1	0	0	0	1	1	6	2	1	0	0	16
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All-Terrain Vehicle Driver	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	4
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	2	0	1	0	0	0	3
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	0	0	0	1	0	2	7	15	11	13	18	4	2	0	73
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	4
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	6	4	8	3	4	11	7	10	47	108	73	72	87	65	54	2	561

* Includes hangers on

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, 2021

Category of Person	Age Groups																UK	Total
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74	75+			
Driver	0	1	7	47	222	362	405	458	1,819	4,310	3,239	2,944	2,799	1,589	951	28	19,181	
Passenger*	411	380	523	132	176	210	180	204	694	1,279	710	692	745	480	358	272	7,446	
Pedestrian	41	65	180	39	47	45	56	67	228	507	304	338	333	258	156	113	2,777	
Bicyclist	5	28	175	60	40	31	38	35	123	284	206	194	191	97	36	66	1,609	
Bicycle Passenger	0	1	3	1	0	0	1	0	3	4	2	0	0	0	0	1	16	
All-Terrain Vehicle Driver	0	0	6	1	2	1	1	0	4	4	3	2	3	2	0	0	29	
All-Terrain Vehicle Passenger	3	0	0	0	1	0	0	0	0	1	0	2	0	0	0	3	10	
Snow Vehicle Driver	0	0	1	2	0	0	2	0	1	0	0	2	1	0	0	0	9	
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Motorcycle Driver	0	0	1	4	8	11	20	13	84	240	189	223	219	85	17	1	1,115	
Motorcycle Passenger	1	1	4	1	3	1	3	2	5	15	15	18	18	2	1	0	90	
Moped Driver	0	0	0	0	0	0	1	0	3	4	4	10	6	6	0	1	35	
Moped Passenger	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	4	
Other	4	1	4	5	1	7	3	2	15	29	25	28	26	16	13	7	186	
Total	465	477	905	292	500	668	710	781	2,979	6,678	4,697	4,453	4,342	2,535	1,533	492	32,507	

* Includes hangers on

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 2021*

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	668	27,025	136,626	164,319
Female	179	15,419	69,967	85,565
Unknown**	12	1,524	21,083	22,619
Total	859	43,968	227,676	272,503

* Data on non-binary individuals will be available starting with ORSAR 2023.

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

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 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, 2021

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	477	31,881	173,269	205,627
Had Been Drinking	20	301	811	1,132
Ability Impaired—Alcohol over 0.08	60	461	1,534	2,055
Ability Impaired—Alcohol	9	271	581	861
Ability Impaired—Drugs*	81	279	667	1,027
Fatigue	13	369	1,068	1,450
Medical/Physical Disability	15	493	557	1,065
Inattentive	85	7,388	22,698	30,171
Other**	70	675	2,254	2,999
Unknown***	29	1,850	24,237	26,116
Total	859	43,968	227,676	272,503

* 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 collisions.

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

Ability Impaired—Alcohol over .08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of .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.

Ability Impaired—Drugs: Driver/Pedestrian had used drugs and was legally impaired in the judgment of the investigating officer.

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, 2021*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability-Impaired Alcohol	Other	Unknown	
Under 16	225	0	0	1	107	15	348
16	427	2	3	3	147	11	593
17	2,276	12	13	6	638	58	3,003
18	3,078	18	25	6	809	89	4,025
19	3,696	30	35	17	918	97	4,793
20	4,331	29	54	19	968	102	5,503
21-24	20,475	160	286	97	4,179	502	25,699
25-34	47,468	360	733	310	8,260	1,151	58,282
35-44	36,571	216	404	205	5,936	895	44,227
45-54	33,380	124	233	96	4,875	775	39,483
55-64	30,144	102	182	72	4,608	742	35,850
65-74	15,406	54	75	23	2,861	327	18,746
75 & over	7,325	19	10	5	2,003	175	9,537
Unknown	825	6	2	1	403	21,177	22,414
Total	205,627	1,132	2,055	861	36,712	26,116	272,503

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

TABLE 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2021*

Recorded Occurrence	Number of Drivers	%
Normal	110	31.1
Had Been Drinking	7	2.0
Ability Impaired—Alcohol over 0.08	56	15.8
Ability Impaired—Alcohol	3	0.8
Ability Impaired—Drugs**	73	20.6
Fatigue	6	1.7
Medical/Physical Disability	11	3.1
Inattentive	32	9.0
Other	44	12.4
Unknown	12	3.4
Total	354	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, 2021

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	380	21,274	123,088	144,742
Following Too Close	8	3,417	20,004	23,429
Speed Too Fast	80	557	917	1,554
Speed Too Fast for Conditions	39	1,494	6,803	8,336
Speed Too Slow	0	20	148	168
Improper Turn	23	2,225	7,214	9,462
Disobey Traffic Control	44	2,231	3,571	5,846
Fail to Yield Right of Way	59	4,733	10,396	15,188
Improper Passing	16	369	1,815	2,200
Lost Control	116	3,472	11,633	15,221
Wrong Way on One Way Road	1	53	103	157
Improper Lane Change	13	738	7,078	7,829
Other*	67	2,201	11,997	14,265
Unknown	13	1,184	22,909	24,106
Total	859	43,968	227,676	272,503

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

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

TABLE 2.9: Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2021

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	160	398	8,466	8,004	15,012	32,040
Other Equipment*	30	84	869	645	1,176	2,804
Equipment Not Used	51	56	153	56	29	345
No Safety Equipment	0	5	11	12	18	46
Use Unknown	16	31	218	173	424	862
Total	257	574	9,717	8,890	16,659	36,097

* 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, 2021

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	40	152	2,755	2,878	5,076	10,901
Child Safety Seat Used Incorrectly	0	0	10	9	24	43
Child Safety Seat Used Correctly	3	6	144	205	671	1,029
Other Equipment**	16	40	340	209	373	978
Equipment Not Used	16	40	124	37	19	236
No Safety Equipment	1	5	103	82	136	327
Use Unknown	5	16	133	143	182	479
Total	81	259	3,609	3,563	6,481	13,993

* 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, 2017–2021

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2017	4	0	0	0	0	2	6
2018	1	2	0	0	0	0	3
2019	1	1	1	0	0	0	3
2020	3	0	0	0	0	0	3
2021	3	0	1	0	0	0	4

TABLE 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2021

Restraint Used	Injury Level		
	Major / Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	77.8	57.4	65.1
Child Restraint Used Incorrectly	0.0	3.4	2.3
Lap/Lap-Shoulder Belt	22.2	31.5	25.5
Not Available	0.0	1.0	0.4
Available/Not Used	0.0	1.0	0.0
Other	0.0	3.4	4.7
Unknown	0.0	2.2	1.9
Total	100	100	100

TABLE 2.13: Pedestrian Condition by Severity of Injury, 2021

Condition of Pedestrian	Killed	Injured
Normal	46	2,105
Had Been Drinking	4	70
Ability-Impaired Alcohol over .08	19	2
Ability-Impaired Alcohol	1	20
Ability-Impaired Drugs	24	33
Fatigue	0	2
Medical or Physical Defect	2	70
Inattentive	10	335
Other	14	133
Unknown	1	7
Total	121	2,777

TABLE 2.14: Apparent Pedestrian Action by Severity of Injury, 2021

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	17	1,304
Crossing Intersection Without Right of Way	30	348
Crossing Intersection No Traffic Control	10	133
Crossing Pedestrian Crossover	1	150
Crossing Marked Crosswalk Without Right of Way	0	70
Walking on Roadway With Traffic	13	60
Walking on Roadway Against Traffic	0	28
On Sidewalk or Shoulder	14	172
Playing or Working on Highway	0	33
Coming from Behind Parked Vehicle or Object	0	30
Running onto Roadway	10	128
Getting On/Off School Bus*	0	2
Getting On/Off Vehicle	0	25
Pushing/Working on Vehicle	2	16
Other	24	271
Unknown	0	7
Total	121	2,777

* Calendar Year

2B Putting The People In Context

TABLE 2.15: Category of Persons Killed and Injured, 1992–2021

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
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	85,008	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
2017	14,072,615	316	31,045	90	13,141	114	4,317	97	3,916	617	4.4	52,419	372.5
2018	14,318,545	271	30,354	104	12,886	134	4,353	93	3,380	602	4.2	50,973	356.0
2019	14,638,247	270	28,035	97	11,773	129	3,973	88	3,246	584	4.0	47,027	321.3
2020	14,721,852	227	18,733	72	7,277	116	2,760	115	3,022	530	3.6	31,792	216.0
2021	14,942,272	257	19,181	81	7,389	121	2,777	102	3,160	561	3.8	32,507	217.6

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

TABLE 2.16: Sex of Driver Population by Age Groups 2021*

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	243,884	479,818	1,044,487	927,220	888,902	947,732	1,086,793	5,618,836
Female	218,980	404,067	952,052	906,275	868,661	889,302	1,019,086	5,258,423
Total	462,864	883,885	1,996,539	1,833,495	1,757,563	1,837,034	2,105,879	10,877,259

* Data on non-binary individuals will be available starting with ORSAR 2023.

TABLE 2.17: Driver Population by Age Groups, 1992–2021

Year	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
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
2017	474,413	834,220	1,784,989	1,709,735	1,849,234	1,734,881	1,792,552	10,180,024
2018	480,401	859,161	1,848,423	1,744,830	1,821,128	1,780,896	1,868,146	10,402,985
2019	481,866	878,168	1,916,955	1,784,351	1,795,017	1,817,916	1,943,639	10,617,912
2020	458,562	865,532	1,946,700	1,802,572	1,770,769	1,835,964	2,026,283	10,706,382
2021	462,864	883,885	1,996,539	1,833,495	1,757,563	1,837,034	2,105,879	10,877,259

TABLE 2.18: Driver Licence Class by Sex, 2021*

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	133,149	2.37	2,826	0.05	135,975	1.25
AB	4,435	0.08	707	0.01	5,142	0.05
ABM	2,094	0.04	178	0.00	2,272	0.02
ABM1	14	0.00	3	0.00	17	0.00
ABM2	160	0.00	36	0.00	196	0.00
AC	35,343	0.63	1,083	0.02	36,426	0.33
ACM	11,057	0.20	225	0.00	11,282	0.10
ACM1	197	0.00	8	0.00	205	0.00
ACM2	1,830	0.03	70	0.00	1,900	0.02
AM	23,862	0.42	230	0.00	24,092	0.22
AM1	510	0.01	4	0.00	514	0.00
AM2	4,349	0.08	65	0.00	4,414	0.04
B	17,293	0.31	15,749	0.30	33,042	0.30
BM	4,274	0.08	945	0.02	5,219	0.05
BM1	24	0.00	17	0.00	41	0.00
BM2	359	0.01	183	0.00	542	0.00
C	11,572	0.21	1,963	0.04	13,535	0.12
CM	2,036	0.04	95	0.00	2,131	0.02
CM1	41	0.00	2	0.00	43	0.00
CM2	456	0.01	47	0.00	503	0.00
D	72,832	1.30	3,597	0.07	76,429	0.70
DE	68	0.00	10	0.00	78	0.00
DEM	14	0.00	2	0.00	16	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	2	0.00	0	0.00	2	0.00
DF	3,609	0.06	437	0.01	4,046	0.04
DFM	993	0.02	56	0.00	1,049	0.01
DFM1	20	0.00	1	0.00	21	0.00
DFM2	200	0.00	12	0.00	212	0.00
DM	20,141	0.36	434	0.01	20,575	0.19
DM1	263	0.00	3	0.00	266	0.00
DM2	2,758	0.05	120	0.00	2,878	0.03
E	950	0.02	1,329	0.03	2,279	0.02
EM	107	0.00	18	0.00	125	0.00
EM1	0	0.00	0	0.00	0	0.00
EM2	10	0.00	2	0.00	12	0.00
F	7,417	0.13	5,766	0.11	13,183	0.12

TABLE 2.18: Driver Licence Class by Sex, 2021* (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
FM	1,045	0.02	253	0.00	1,298	0.01
FM1	13	0.00	5	0.00	18	0.00
FM2	279	0.00	107	0.00	386	0.00
G	4,019,751	71.54	4,292,023	81.62	8,311,774	76.41
G1	315,030	5.61	419,422	7.98	734,452	6.75
G1M	126	0.00	36	0.00	162	0.00
G1M1	637	0.01	79	0.00	716	0.01
G1M2	1,215	0.02	321	0.01	1,536	0.01
G2	427,906	7.62	422,654	8.04	850,560	7.82
G2M	372	0.01	57	0.00	429	0.00
G2M1	576	0.01	81	0.00	657	0.01
G2M2	3,670	0.07	559	0.01	4,229	0.04
GM	420,359	7.48	70,134	1.33	490,493	4.51
GM1	4,886	0.09	1,007	0.02	5,893	0.05
GM2	59,172	1.05	15,186	0.29	74,358	0.68
M	658	0.01	148	0.00	806	0.01
M1	98	0.00	15	0.00	113	0.00
M2	604	0.01	113	0.00	717	0.01
Other	0	0.00	0	0.00	0	0.00
Total	5,618,836	100.00	5,258,423	100.00	10,877,259	100.00

* Data on non-binary individuals will be available starting with ORSAR 2023.

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1936–2021

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
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

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1936–2021 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
2005	8,762,210	230,258	766	71,850
2006	8,867,965	216,247	769	68,793
2007	8,945,397	233,487	765	67,175
2008	9,042,286	229,196	631	62,743
2009	9,101,938	216,315	564	62,562
2010	9,245,267	215,533	579	64,514
2011	9,367,609	177,039	498	62,019
2012	9,480,919	172,868	568	61,001
2013	9,592,489	188,999	518	59,570

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1936–2021 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
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
2017	10,180,024	209,085	617	52,419
2018	10,402,985	214,852	602	50,973
2019	10,617,912	221,793	584	47,027
2020	10,706,382	147,756	530	31,792
2021	10,877,259	153,751	561	32,507

TABLE 2.20: Driver Age Groups—Number Licensed, Collision Involvement and Per cent Involved in Collisions, 2021*

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	38	18	56	N/A	N/A	N/A
16	44,429	41,179	85,608	284	210	494	0.64	0.51	0.58
17	58,028	52,870	110,898	1,675	1,259	2,934	2.89	2.38	2.65
18	65,804	59,274	125,078	2,402	1,565	3,967	3.65	2.64	3.17
19	75,623	65,657	141,280	2,962	1,763	4,725	3.92	2.69	3.34
20	86,649	73,847	160,496	3,519	1,920	5,439	4.06	2.60	3.39
21–24	393,169	330,220	723,389	16,887	8,523	25,410	4.30	2.58	3.51
25–34	1,044,487	952,052	1,996,539	38,258	19,374	57,632	3.66	2.03	2.89
35–44	927,220	906,275	1,833,495	28,307	15,388	43,695	3.05	1.70	2.38
45–54	888,902	868,661	1,757,563	25,344	13,655	38,999	2.85	1.57	2.22
55–64	947,732	889,302	1,837,034	23,832	11,520	35,352	2.51	1.30	1.92
65–74	675,939	644,863	1,320,802	12,133	6,400	18,533	1.79	0.99	1.40
75 & over	410,854	374,223	785,077	6,058	3,399	9,457	1.47	0.91	1.20
Unknown**	0	0	0	32,047	0	32,047	N/A	N/A	N/A
Total	5,618,836	5,258,423	10,877,259	193,746	84,994	278,740	3.45	1.62	2.56

* Data on non-binary individuals will be available starting with ORSAR 2023.

** 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



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.

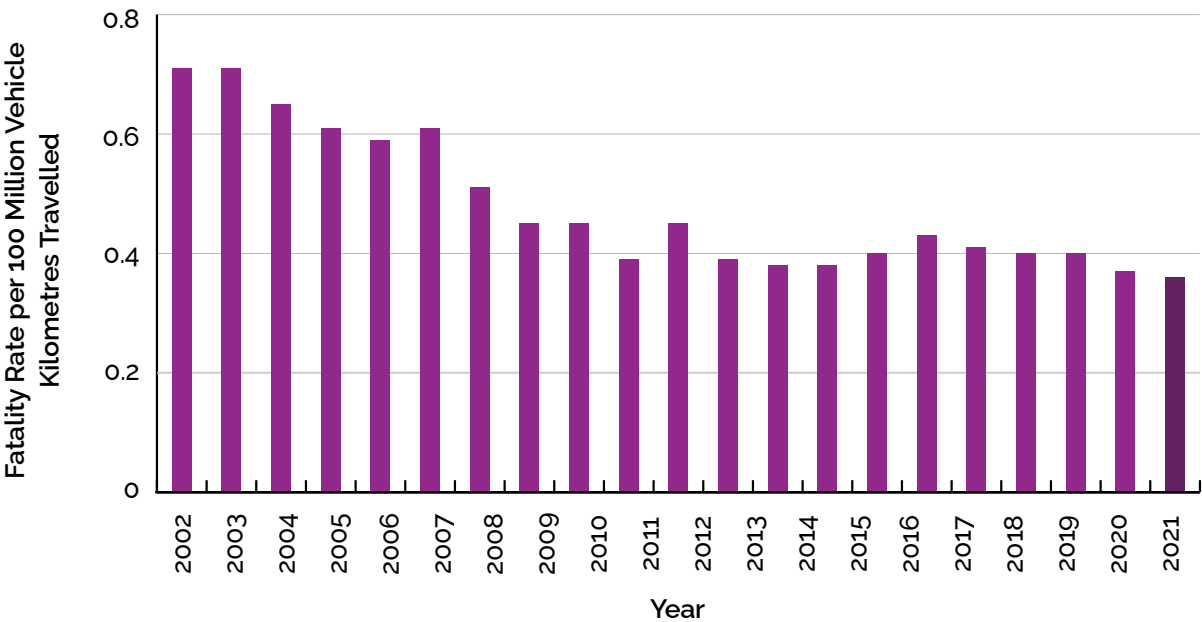


The number of fatal collisions increased from 498 in 2020 to 519 in 2021, up by 21. The number of injury collisions increased from 23,371 in 2020 to 23,960 in 2021, up by 589. The number of property-damage collisions for 2021 was 153,751.

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

The fatality rate per 100 million kilometres traveled in Ontario decreased from 0.37 in 2020 to 0.36 in 2021.

FIGURE 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 2002–2021



3A Types of Collisions

TABLE 3.1: Class of Collision 1989–2021

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
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
2017	566	37,677	170,842	209,085
2018	556	36,331	177,965	214,852
2019	545	33,602	187,646	221,793
2020	498	23,371	123,887	147,756
2021	519	23,960	129,272	153,751

TABLE 3.2: Collision Rate per One Million Kilometres Travelled, 1989–2021

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1989	3.2	2000	2.0*	2011	1.39**
1990	3.0	2001	2.0*	2012	1.36**
1991	2.9	2002	2.0*	2013	1.43**
1992	3.1	2003	2.1*	2014	1.61**
1993	3.0	2004	1.9*	2015	1.59**
1994	2.9	2005	1.80*	2016	1.48*
1995	2.8	2006	1.66*	2017	1.45*
1996	2.7	2007	1.87*	2018	1.51*
1997	2.7	2008	1.84*	2019	1.53*
1998	2.5	2009	1.72*	2020	1.04*
1999	2.5	2010	1.66*	2021	1.00*

* 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, 2021

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	541	34,530	191,312	226,383
Unattended Vehicles	9	397	9,679	10,085
Pedestrian	106	2,521	172	2,799
Cyclist	15	1,563	523	2,101
Railway Train	3	9	15	27
Street Car	0	6	20	26
Farm Tractor	2	22	89	113
Domestic Animal	2	27	578	607
Wild Animal	5	265	10,432	10,702
Other Moveable Objects	5	321	957	1,283
Sub-total	688	39,661	213,777	254,126
Fixed Objects:				
Cable Guide Rail	4	55	403	462
Concrete Guide Rail	3	242	1,469	1,714
Steel Guide Rail	3	154	909	1,066
Pole (Utility Tower)	6	314	1,532	1,852
Pole (Sign/Parking Meter)	5	110	1,117	1,232
Fence/Noise Barrier	3	21	224	248
Culvert	1	30	71	102
Bridge Support	1	12	78	91
Rock Face	3	46	71	120

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2021 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Snow Bank or Drift	1	29	239	269
Ditch	8	420	1,817	2,245
Curb	8	206	807	1,021
Crash Cushion	1	11	53	65
Building or Wall	0	34	162	196
Water Course	0	2	8	10
Construction Marker	0	11	46	57
Tree, Shrub, or Stump	7	155	604	766
Other Fixed Object	0	83	723	806
Sub-total	54	1,935	10,333	12,322
Other Events:				
Ran Off Road	65	1,282	4,159	5,506
Skidding/Sliding	43	1,035	4,608	5,686
Jack-knifing	1	7	101	109
Load Spill	0	6	54	60
Fire/Explosion	1	1	61	63
Submersion	0	0	3	3
Rollover	8	159	347	514
Debris on Road	5	76	1,292	1,373
Debris off Vehicle	5	72	1,201	1,278
Other Non-Collision Event	9	307	994	1,310
Sub-total	137	2,945	12,820	15,902
Total	879	44,541	236,930	282,350

TABLE 3.4: Initial Impact Type by Class of Collision, 2021

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	81	660	1,310	2,051
Angle	55	3,120	8,222	11,397
Rear End	45	5,469	35,426	40,940
Sideswipe	20	1,447	18,154	19,621
Turning Movement	46	5,551	22,775	28,372
With Unattended Motor Vehicle	6	291	7,673	7,970
Single Motor Vehicle	263	7,267	32,379	39,909
Other	3	155	3,333	3,491
Unknown	0	0	0	0
Total	519	23,960	129,272	153,751

3B Time and Environment

TABLE 3.5: Month of Occurrence by Class of Collision, 2021

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	31	6.0	1,333	5.6	8,112	6.3	9,476	6.2
February	24	4.6	1,410	5.9	9,294	7.2	10,728	7.0
March	29	5.6	1,554	6.5	8,291	6.4	9,874	6.4
April	26	5.0	1,290	5.4	6,701	5.2	8,017	5.2
May	52	10.0	1,747	7.3	7,978	6.2	9,777	6.4
June	42	8.1	2,145	9.0	9,999	7.7	12,186	7.9
July	54	10.4	2,241	9.4	10,373	8.0	12,668	8.2
August	63	12.1	2,519	10.5	11,261	8.7	13,843	9.0
September	42	8.1	2,583	10.8	12,097	9.4	14,722	9.6
October	62	11.9	2,617	10.9	13,624	10.5	16,303	10.6
November	52	10.0	2,465	10.3	16,259	12.6	18,776	12.2
December	42	8.1	2,056	8.6	15,283	11.8	17,381	11.3
Total	519	100.0	23,960	100.0	129,272	100.0	153,751	100.0

TABLE 3.6: Day of Week by Class of Collision, 2021

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	68	13.1	3,292	13.7	17,620	13.6	20,980	13.6
Tuesday	67	12.9	3,493	14.6	19,642	15.2	23,202	15.1
Wednesday	62	11.9	3,589	15.0	19,482	15.1	23,133	15.0
Thursday	78	15.0	3,670	15.3	19,845	15.4	23,593	15.3
Friday	87	16.8	3,956	16.5	22,358	17.3	26,401	17.2
Saturday	80	15.4	3,301	13.8	16,898	13.1	20,279	13.2
Sunday	77	14.8	2,659	11.1	13,427	10.4	16,163	10.5
Total	519	100.0	23,960	100.0	129,272	100.0	153,751	100.0

TABLE 3.7: Hour of Occurrence by Class of Collision, 2021

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	14	2.7	307	1.3	2,300	1.8	2,621	1.7
1 to 2 a.m.	11	2.1	259	1.1	1,503	1.2	1,773	1.2
2 to 3 a.m.	9	1.7	201	0.8	1,267	1.0	1,477	1.0
3 to 4 a.m.	12	2.3	191	0.8	1,208	0.9	1,411	0.9
4 to 5 a.m.	9	1.7	188	0.8	1,241	1.0	1,438	0.9
5 to 6 a.m.	17	3.3	299	1.2	2,340	1.8	2,656	1.7
Sub-total	72	13.9	1,445	6.0	9,859	7.6	11,376	7.4
6 to 7 a.m.	24	4.6	718	3.0	4,539	3.5	5,281	3.4
7 to 8 a.m.	30	5.8	779	3.3	5,156	4.0	5,965	3.9
8 to 9 a.m.	23	4.4	953	4.0	6,064	4.7	7,040	4.6
9 to 10 a.m.	13	2.5	966	4.0	5,263	4.1	6,242	4.1
10 to 11 a.m.	19	3.7	1,089	4.5	5,669	4.4	6,777	4.4
11 to 12 noon	18	3.5	1,327	5.5	6,647	5.1	7,992	5.2
Sub-total	127	24.5	5,832	24.3	33,338	25.8	39,297	25.6
Hour of Occurrence P.M.								
12 to 1 p.m.	29	5.6	1,502	6.3	7,796	6.0	9,327	6.1
1 to 2 p.m.	22	4.2	1,536	6.4	7,982	6.2	9,540	6.2
2 to 3 p.m.	32	6.2	1,748	7.3	9,109	7.0	10,889	7.1
3 to 4 p.m.	38	7.3	2,061	8.6	10,805	8.4	12,904	8.4
4 to 5 p.m.	25	4.8	2,039	8.5	10,785	8.3	12,849	8.4
5 to 6 p.m.	25	4.8	1,990	8.3	10,985	8.5	13,000	8.5
Sub-total	171	32.9	10,876	45.4	57,462	44.5	68,509	44.6
6 to 7 p.m.	28	5.4	1,662	6.9	8,085	6.3	9,775	6.4
7 to 8 p.m.	20	3.9	1,307	5.5	6,257	4.8	7,584	4.9
8 to 9 p.m.	29	5.6	999	4.2	4,625	3.6	5,653	3.7
9 to 10 p.m.	25	4.8	770	3.2	3,945	3.1	4,740	3.1
10 to 11 p.m.	25	4.8	597	2.5	3,202	2.5	3,824	2.5
11 to 12 midnight	22	4.2	472	2.0	2,499	1.9	2,993	1.9
Sub-total	149	28.7	5,807	24.2	28,613	22.1	34,569	22.5
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	519	100.0	23,960	100.0	129,272	100.0	153,751	100.0

TABLE 3.8: Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2021

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

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

TABLE 3.9: Light Condition by Class of Collision, 2021

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	292	56.3	17,232	71.9	90,259	69.8	107,783	70.1
Dawn	16	3.1	404	1.7	3,449	2.7	3,869	2.5
Dusk	9	1.7	833	3.5	4,650	3.6	5,492	3.6
Darkness	201	38.7	5,486	22.9	30,754	23.8	36,441	23.7
Other	1	0.2	5	0.0	160	0.1	166	0.1
Total	519	100.0	23,960	100.0	129,272	100.0	153,751	100.0

TABLE 3.10: Visibility by Class of Collision, 2021

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	437	84.2	20,309	84.8	106,017	82.0	126,763	82.4
Rain	40	7.7	2,168	9.0	11,071	8.6	13,279	8.6
Snow	22	4.2	1,070	4.5	9,159	7.1	10,251	6.7
Freezing Rain	3	0.6	114	0.5	891	0.7	1,008	0.7
Drifting Snow	4	0.8	83	0.3	637	0.5	724	0.5
Strong Wind	5	1.0	71	0.3	444	0.3	520	0.3
Fog, Mist, Smoke, or Dust	6	1.2	87	0.4	643	0.5	736	0.5
Other	2	0.4	58	0.2	410	0.3	470	0.3
Total	519	100.0	23,960	100.0	129,272	100.0	153,751	100.0

3C The Collision Location

TABLE 3.11: Road Jurisdiction by Class of Collision, 2021

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	238	14,683	71,820	86,741
Provincial Highway	134	3,808	28,386	32,328
Township	38	1,000	5,935	6,973
County or District	60	1,104	6,220	7,384
Regional Municipality	48	3,305	16,716	20,069
Federal	1	51	152	204
Other	0	9	43	52
Total	519	23,960	129,272	153,751

TABLE 3.12: Road Jurisdiction for All Collisions, 2012–2021

Road Jurisdiction*	Year									
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Municipal	97,951	106,385	129,316	134,198	123,544	121,796	123,330	130,052	82,458	86,741
Provincial	34,411	39,500	39,978	38,872	38,174	39,781	41,913	43,334	30,026	32,328
Township	6,296	6,442	6,128	6,182	6,788	6,933	7,356	7,630	6,648	6,973
County or District	11,178	11,524	12,066	9,918	9,447	9,171	9,060	8,814	7,047	7,384
Regional Municipality	22,562	24,677	29,470	31,600	29,926	30,892	32,710	31,457	21,291	20,069
Federal	393	395	490	530	447	415	418	431	238	204
Other	77	76	109	111	78	97	65	75	48	52
Total	172,868	188,999	217,557	221,411	208,404	209,085	214,852	221,793	147,756	153,751

* 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, 2021

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	330	63.6	9,444	39.4	67,637	52.3	77,411	50.3
Intersection Related	68	13.1	5,867	24.5	27,654	21.4	33,589	21.8
At Intersection	87	16.8	6,992	29.2	23,271	18.0	30,350	19.7
At/Near Private Drive	26	5.0	1,504	6.3	9,703	7.5	11,233	7.3
At Railway	3	0.6	25	0.1	154	0.1	182	0.1
Underpass or Tunnel	0	0.0	17	0.1	75	0.1	92	0.1
Overpass or Bridge	2	0.4	55	0.2	347	0.3	404	0.3
Other	3	0.6	56	0.2	431	0.3	490	0.3
Total	519	100.0	23,960	100.0	129,272	100.0	153,751	100.0

TABLE 3.14: Road Surface Condition by Class of Collision, 2021

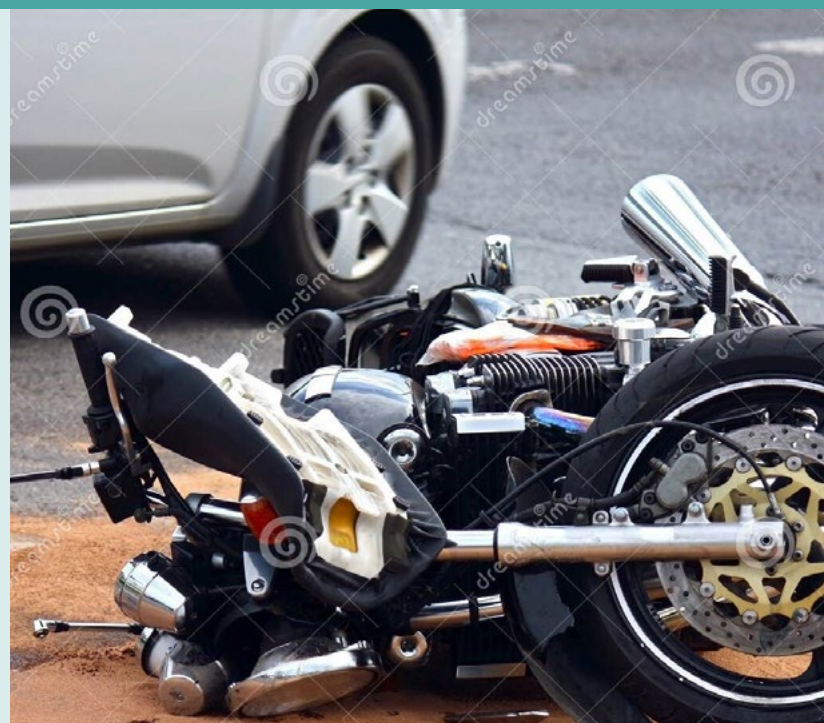
Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	407	78.4	18,879	78.8	97,710	75.6	116,996	76.1
Wet	77	14.8	3,569	14.9	18,589	14.4	22,235	14.5
Loose Snow	8	1.5	538	2.2	4,855	3.8	5,401	3.5
Slush	7	1.3	251	1.0	2,014	1.6	2,272	1.5
Packed Snow	7	1.3	227	0.9	2,408	1.9	2,642	1.7
Ice	10	1.9	397	1.7	3,195	2.5	3,602	2.3
Mud	0	0.0	2	0.0	29	0.0	31	0.0
Loose Sand or Gravel	2	0.4	66	0.3	244	0.2	312	0.2
Spilled Liquid	0	0.0	3	0.0	11	0.0	14	0.0
Other	1	0.2	28	0.1	217	0.2	246	0.2
Total	519	100.0	23,960	100.0	129,272	100.0	153,751	100.0

4. 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 on 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, 2021

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	153,751	519	23,960	129,272	561	32,507	9,578,576*
Algoma							
Blind River T	10	0	1	9	0	1	
Elliot Lake C	38	0	5	33	0	5	
Huron Shores M	5	0	1	4	0	1	
Macdonald, Meredith & Aberdeen Addl TP	5	0	0	5	0	0	
Sault Ste. Marie C	750	4	121	625	5	164	
Provincial Highway	357	0	64	293	0	96	
Other Areas	74	0	11	63	0	15	
Algoma Total	1,239	4	203	1,032	5	282	119,563
Brant							
Brantford C	1,221	2	162	1,057	2	226	
Provincial Highway	190	1	25	164	1	35	
Other Areas	632	5	135	492	6	204	
Brant Total	2,043	8	322	1,713	9	465	110,765
Bruce							
Arran-Elderslie M	64	1	4	59	1	5	
Brockton M	160	2	13	145	2	21	
Huron-Kinloss TP	75	0	6	69	0	8	
Kincardine M	121	0	13	108	0	17	
Saugeen Shores T	153	0	24	129	0	30	
South Bruce Peninsula T	80	0	11	69	0	13	
Provincial Highway	162	2	32	128	2	49	
Other Areas	127	1	13	113	3	18	
Bruce Total	942	6	116	820	8	161	77,276
Chatham-Kent							
Provincial Highway	133	0	17	116	0	20	
Other Areas	1,183	9	165	1,009	9	225	
Chatham-Kent Total	1,316	9	182	1,125	9	245	90,859
Cochrane							
Black River-Matheson TP	12	0	1	11	0	2	
Cochrane T	34	0	5	29	0	6	
Hearst T	25	0	5	20	0	7	
Iroquois Falls T	24	0	5	19	0	6	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kapuskasing T	66	0	4	62	0	5	
Timmins C	482	2	87	393	3	113	
Provincial Highway	257	2	26	229	2	31	
Other Areas	24	0	2	22	0	2	
Cochrane Total	924	4	135	785	5	172	89,837
Dufferin							
Amaranth TP	99	1	10	88	1	14	
East Garafraxa TP	72	0	10	62	0	14	
East Luther Grand Valley TP	34	1	2	31	1	6	
Melancthon TP	101	0	11	90	0	18	
Mono T	94	0	14	80	0	19	
Mulmur TP	110	0	15	95	0	17	
Orangeville T	194	0	21	173	0	23	
Shelburne T	55	0	4	51	0	6	
Provincial Highway	148	1	18	129	1	33	
Other Areas	0	0	0	0	0	0	
Dufferin Total	907	3	105	799	3	150	57,521
Durham							
Ajax T	846	2	197	647	3	281	
Brock TP	103	2	13	88	3	23	
Clarington M	551	2	114	435	2	149	
Oshawa C	1,457	2	337	1,118	2	425	
Pickering C	642	2	147	493	2	209	
Scugog TP	170	0	32	138	0	43	
Uxbridge TP	192	5	41	146	5	67	
Whitby T	972	2	208	762	2	301	
Provincial Highway	1,771	5	252	1,514	6	384	
Other Areas	0	0	0	0	0	0	
Durham Total	6,704	22	1,341	5,341	25	1,882	473,184
Elgin							
Aylmer T	35	0	7	28	0	9	
Bayham M	85	0	8	77	0	9	
Central Elgin M	224	2	26	196	2	48	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Dutton-Dunwich M	64	0	2	62	0	3	
Malahide TP	110	5	19	86	6	29	
Southwold TP	107	1	7	99	1	9	
St. Thomas C	224	1	42	181	1	62	
West Elgin M	51	1	5	45	1	6	
Provincial Highway	179	0	26	153	0	46	
Other Areas	0	0	0	0	0	0	
Elgin Total	1,079	10	142	927	11	221	85,797
Essex							
Amherstburg T	163	1	39	123	1	52	
Essex T	127	1	19	107	1	24	
Kingsville T	177	1	35	141	1	54	
Lakeshore T	337	2	53	282	2	69	
LaSalle T	137	0	25	112	0	32	
Leamington M	286	3	53	230	5	75	
Tecumseh T	219	0	38	181	0	53	
Windsor C	2,875	5	1,120	1,750	6	1,444	
Provincial Highway	273	1	31	241	2	46	
Other Areas	0	0	0	0	0	0	
Essex Total	4,594	14	1,413	3,167	18	1,849	285,518
Frontenac							
Central Frontenac TP	80	0	12	68	0	15	
Frontenac Islands TP	18	1	2	15	1	6	
Kingston C	1,202	4	201	997	4	252	
North Frontenac TP	25	1	4	20	1	6	
South Frontenac TP	202	0	29	173	0	39	
Provincial Highway	198	3	26	169	4	35	
Other Areas	0	0	0	0	0	0	
Frontenac Total	1,725	9	274	1,442	10	353	119,163
Grey							
Chatsworth TP	73	3	11	59	3	13	
Georgian Bluffs TP	109	1	11	97	2	17	
Grey Highlands M	142	0	29	113	0	44	
Hanover T	69	0	7	62	0	11	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Meaford M	100	0	14	86	0	19	
Owen Sound C	264	0	39	225	0	48	
Southgate TP	96	2	21	73	2	36	
The Blue Mountains T	105	1	11	93	1	19	
West Grey M	244	1	28	215	1	38	
Provincial Highway	234	4	37	193	4	66	
Other Areas	0	0	0	0	0	0	
Grey Total	1,436	12	208	1,216	13	311	85,548
Haldimand-Norfolk							
Provincial Highway	134	3	24	107	3	40	
Other Areas	1,237	10	171	1,056	10	227	
Haldimand-Norfolk Total	1,371	13	195	1,163	13	267	112,376
Haliburton							
Algonquin Highlands TP	18	0	2	16	0	2	
Dysart et al TP	96	0	12	84	0	20	
Highlands East M	30	1	7	22	1	8	
Minden Hills TP	103	1	15	87	1	20	
Provincial Highway	151	0	17	134	0	20	
Other Areas	0	0	0	0	0	0	
Haliburton Total	398	2	53	343	2	70	26,253
Halton							
Burlington C	1,199	1	224	974	1	291	
Halton Hills T	505	1	107	397	1	149	
Milton T	1,016	2	148	866	4	200	
Oakville T	1,294	1	191	1,102	1	243	
Provincial Highway	2,591	6	276	2,309	8	412	
Other Areas	0	0	0	0	0	0	
Halton Total	6,605	11	946	5,648	15	1,295	395,954
Hamilton							
Hamilton C	4,509	16	977	3,516	16	1,393	
Provincial Highway	1,124	6	139	979	6	216	
Other Areas	0	0	0	0	0	0	
Hamilton Total	5,633	22	1,116	4,495	22	1,609	344,190

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hastings							
Bancroft T	56	0	5	51	0	7	
Belleville C	603	4	104	495	4	137	
Centre Hastings M	26	0	3	23	0	4	
Deseronto T	9	0	0	9	0	0	
Faraday TP	19	0	4	15	0	4	
Hastings Highlands M	52	0	13	39	0	13	
Madoc TP	18	0	1	17	0	1	
Marmora and Lake M	23	0	4	19	0	6	
Stirling-Rawdon TP	41	0	6	35	0	7	
Tweed M	75	0	7	68	0	10	
Tyendinaga TP	95	1	15	79	1	24	
Provincial Highway	414	1	64	349	2	83	
Other Areas	573	4	73	496	5	106	
Hastings Total	2,004	10	299	1,695	12	402	137,840
Huron							
Ashfield-Colborne-Wawanosh TP	75	2	5	68	2	9	
Bluewater M	60	1	9	50	1	14	
Central Huron M	112	1	17	94	1	28	
Goderich T	58	0	8	50	0	12	
Howick TP	54	0	3	51	0	3	
Huron East M	97	1	17	79	1	23	
Morris-Turnberry M	72	0	3	69	0	3	
North Huron TP	55	0	8	47	0	9	
South Huron M	91	2	14	75	2	27	
Provincial Highway	99	1	15	83	1	24	
Other Areas	0	0	0	0	0	0	
Huron Total	773	8	99	666	8	152	57,017
Kawartha Lakes							
Kawartha Lakes C	832	5	130	697	5	171	
Provincial Highway	235	6	39	190	6	68	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	1,067	11	169	887	11	239	77,452

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kenora							
Dryden C	88	0	5	83	0	8	
Kenora C	112	0	13	99	0	14	
Red Lake M	22	0	1	21	0	3	
Sioux Lookout M	24	0	3	21	0	4	
Provincial Highway	320	6	42	272	6	76	
Other Areas	74	2	7	65	2	9	
Kenora Total	640	8	71	561	8	114	57,088
Lambton							
Brooke-Alvinston TP	71	0	3	68	0	5	
Dawn-Euphemia TP	42	0	2	40	0	3	
Enniskillen TP	58	1	3	54	1	7	
Petrolia T	48	0	5	43	0	5	
Plympton-Wyoming T	90	1	11	78	1	20	
Point Edward V	24	0	1	23	0	1	
Sarnia C	738	3	110	625	3	161	
St. Clair TP	155	0	12	143	0	17	
Warwick TP	49	0	6	43	0	10	
Provincial Highway	171	1	16	154	1	21	
Other Areas	79	1	11	67	1	17	
Lambton Total	1,525	7	180	1,338	7	267	101,326
Lanark							
Beckwith TP	51	0	9	42	0	14	
Carleton Place T	76	0	11	65	0	12	
Lanark Highlands TP	104	0	13	91	0	16	
Mississippi Mills T	134	1	22	111	1	30	
Montague TP	32	1	4	27	1	5	
Perth T	90	0	9	81	0	11	
Smiths Falls ST	133	0	12	121	0	15	
Tay Valley TP	91	1	8	82	1	12	
Provincial Highway	183	0	19	164	0	28	
Other Areas	96	0	15	81	0	16	
Lanark Total	990	3	122	865	3	159	70,905

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Leeds & Grenville							
Athens TP	14	0	2	12	0	2	
Augusta TP	63	0	10	53	0	16	
Brockville C	202	0	25	177	0	28	
Edwardsburgh/Cardinal TP	53	1	12	40	1	17	
Elizabethtown-Kitley TP	72	1	9	62	1	15	
Front of Yonge TP	24	0	0	24	0	0	
Gananoque ST	49	0	4	45	0	5	
Leeds and the Thousand Islands TP	89	1	12	76	1	15	
Merrickville-Wolford V	39	0	4	35	0	4	
North Grenville M	124	0	17	107	0	27	
Prescott ST	36	0	3	33	0	3	
Rideau Lakes TP	111	0	10	101	0	16	
Provincial Highway	316	0	33	283	0	47	
Other Areas	8	0	1	7	0	1	
Leeds & Grenville Total	1,200	3	142	1,055	3	196	99,129
Lennox & Addington							
Addington Highlands TP	17	0	3	14	0	6	
Greater Napanee T	208	0	28	180	0	35	
Loyalist TP	124	1	10	113	1	12	
Stone Mills TP	105	1	7	97	1	7	
Provincial Highway	153	1	13	139	1	18	
Other Areas	0	0	0	0	0	0	
Lennox & Addington Total	607	3	61	543	3	78	39,603
Manitoulin							
Central Manitoulin M	11	1	1	9	1	1	
Provincial Highway	158	1	15	142	1	29	
Other Areas	68	0	8	60	0	13	
Manitoulin Total	237	2	24	211	2	43	17,587
Middlesex							
Adelaide-Metcalf TP	73	1	10	62	1	17	
London C	5,501	17	645	4,839	17	918	
Lucan Biddulph TP	33	0	4	29	0	5	
Middlesex Centre M	366	2	52	312	2	86	
North Middlesex M	95	0	14	81	0	19	
Southwest Middlesex M	125	2	10	113	2	13	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Strathroy-Caradoc TP	194	0	22	172	0	28	
Provincial Highway	379	0	46	333	0	68	
Other Areas	189	0	29	160	0	47	
Middlesex Total	6,955	22	832	6,101	22	1,201	323,718
Muskoka							
Bracebridge T	141	0	10	131	0	12	
Georgian Bay TP	18	1	2	15	1	2	
Gravenhurst T	85	0	12	73	0	12	
Huntsville T	196	0	21	175	0	23	
Lake Of Bays TP	43	0	6	37	0	6	
Muskoka Lakes TP	157	0	17	140	0	22	
Provincial Highway	352	3	51	298	3	70	
Other Areas	9	0	1	8	0	1	
Muskoka Total	1,001	4	120	877	4	148	73,341
Niagara							
Fort Erie T	209	0	25	184	0	31	
Grimsby T	131	1	25	105	1	27	
Lincoln T	155	3	15	137	3	22	
Niagara Falls C	974	3	142	829	3	179	
Niagara-On-The-Lake T	175	3	24	148	3	43	
Pelham T	121	0	18	103	0	19	
Port Colborne C	127	0	14	113	0	19	
St. Catharines C	1,155	2	162	991	2	203	
Thorold C	202	0	26	176	0	39	
Wainfleet TP	32	0	9	23	0	13	
Welland C	494	4	77	413	4	102	
West Lincoln TP	181	3	39	139	3	52	
Provincial Highway	990	2	133	855	2	206	
Other Areas	0	0	0	0	0	0	
Niagara Total	4,946	21	709	4,216	21	955	358,660
Nipissing							
Bonfield TP	3	0	0	3	0	0	
East Ferris TP	21	0	2	19	0	2	
Mattawa T	12	0	1	11	0	1	
North Bay C	513	0	81	432	0	112	
West Nipissing M	103	0	13	90	0	15	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Provincial Highway	428	6	49	373	8	68	
Other Areas	27	0	5	22	0	5	
Nipissing Total	1,107	6	151	950	8	203	91,031
Northumberland							
Alnwick-Haldimand TP	100	0	18	82	0	27	
Brighton M	95	1	12	82	1	20	
Cobourg T	153	0	15	138	0	19	
Cramahe TP	57	0	8	49	0	10	
Hamilton TP	86	1	16	69	1	25	
Port Hope M	121	1	27	93	1	47	
Trent Hills M	149	0	22	127	0	31	
Provincial Highway	264	0	38	226	0	52	
Other Areas	12	1	5	6	1	6	
Northumberland Total	1,037	4	161	872	4	237	86,308
Ottawa							
Ottawa C	8,548	15	1,789	6,744	16	2,232	
Provincial Highway	1,131	7	115	1,009	8	152	
Other Areas	0	0	0	0	0	0	
Ottawa Total	9,679	22	1,904	7,753	24	2,384	585,028
Oxford							
East Zorra-Tavistock TP	60	1	10	49	1	13	
Ingersoll T	73	0	5	68	0	5	
Norwich TP	162	2	19	141	2	34	
Tillsonburg T	113	0	6	107	0	6	
Woodstock C	484	1	60	423	1	77	
Zorra TP	154	2	27	125	2	39	
Provincial Highway	267	1	27	239	1	41	
Other Areas	194	0	25	169	0	33	
Oxford Total	1,507	7	179	1,321	7	248	104,533
Parry Sound							
Magnetawan M	9	0	1	8	0	1	
Mcdougall M	21	0	4	17	0	4	
Nipissing TP	3	0	1	2	0	2	
Parry Sound T	72	0	8	64	0	10	
Perry TP	11	0	1	10	0	2	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Powassan M	12	0	3	9	0	3	
Provincial Highway	513	3	71	439	3	97	
Other Areas	158	0	19	139	0	24	
Parry Sound Total	799	3	108	688	3	143	64,359
Peel							
Brampton C	5,395	12	537	4,846	14	707	
Caledon T	1,020	3	153	864	3	228	
Mississauga C	4,503	18	515	3,970	19	644	
Provincial Highway	3,492	5	359	3,128	5	499	
Other Areas	0	0	0	0	0	0	
Peel Total	14,410	38	1,564	12,808	41	2,078	847,165
Perth							
North Perth M	147	0	19	128	0	25	
Perth East TP	182	2	29	151	2	40	
Perth South TP	119	2	19	98	2	32	
St. Marys ST	36	0	4	32	0	6	
Stratford C	279	0	37	242	0	62	
West Perth M	96	1	19	76	1	27	
Provincial Highway	111	0	19	92	0	25	
Other Areas	0	0	0	0	0	0	
Perth Total	970	5	146	819	5	217	65,830
Peterborough							
Asphodel-Norwood TP	36	0	6	30	0	7	
Cavan-Monaghan TP	68	1	15	52	1	26	
Douro-Dummer TP	76	1	9	66	1	11	
Galway-Cavendish-Harvey TP	81	0	12	69	0	15	
Havelock-Belmont-Methuen TP	67	1	2	64	1	5	
North Kawartha TP	30	0	5	25	0	7	
Otonabee-South Monaghan TP	70	0	9	61	0	13	
Peterborough C	948	1	153	794	1	200	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Smith-Ennismore-Lakefield TP	141	0	21	120	0	30	
Provincial Highway	243	2	41	200	3	62	
Other Areas	4	0	0	4	0	0	
Peterborough Total	1,764	6	273	1,485	7	376	123,792
Prescott & Russell							
Alfred and Plantagenet TP	88	0	18	70	0	36	
Casselman V	26	0	4	22	0	4	
Clarence-Rockland C	188	0	26	162	0	31	
East Hawkesbury TP	22	0	5	17	0	6	
Hawkesbury T	74	1	12	61	1	15	
Russell TP	98	0	18	80	0	23	
The Nation M	99	1	23	75	1	34	
Provincial Highway	122	1	20	101	1	28	
Other Areas	53	0	13	40	0	15	
Prescott & Russell Total	770	3	139	628	3	192	102,641
Prince Edward							
Provincial Highway	33	0	7	26	0	7	
Other Areas	289	0	39	250	0	45	
Prince Edward Total	322	0	46	276	0	52	25,489
Rainy River							
Atikokan T	15	0	2	13	0	2	
Fort Frances T	70	0	4	66	0	4	
Provincial Highway	166	1	9	156	1	16	
Other Areas	45	0	5	40	0	6	
Rainy River Total	296	1	20	275	1	28	23,502
Renfrew							
Admaston-Bromley TP	38	1	4	33	1	9	
Arnprior T	48	0	6	42	0	8	
Bonnechere Valley TP	57	1	6	50	1	11	
Brudenell, Lyndoch and Raglan TP	29	1	3	25	1	3	
Deep River T	6	0	1	5	0	1	
Greater Madawaska TP	35	2	12	21	3	14	
Horton TP	39	0	5	34	0	9	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Laurentian Hills T	12	0	1	11	0	1	
Laurentian Valley TP	93	1	14	78	1	19	
Madawaska Valley TP	49	2	10	37	2	13	
McNab-Braeside TP	41	1	8	32	1	11	
North Algona Wilberforce TP	35	0	5	30	0	7	
Pembroke C	134	0	17	117	0	21	
Petawawa T	74	0	19	55	0	25	
Renfrew T	52	1	7	44	1	7	
Whitewater Region TP	65	0	8	57	0	11	
Provincial Highway	308	2	30	276	3	42	
Other Areas	34	0	1	33	0	2	
Renfrew Total	1,149	12	157	980	14	214	110,555
Simcoe							
Adjala-Tosorontio TP	152	1	27	124	1	35	
Barrie C	1,609	3	219	1,387	3	293	
Bradford West Gwillimbury T	354	3	59	292	3	92	
Clearview TP	229	1	34	194	1	47	
Collingwood T	199	0	34	165	0	44	
Essa TP	203	0	32	171	0	47	
Innisfil T	339	1	56	282	1	87	
Midland T	167	0	16	151	0	23	
New Tecumseth T	301	0	50	251	0	78	
Orillia C	390	0	30	360	0	39	
Oro-Medonte TP	200	0	20	180	0	26	
Penetanguishene T	43	0	4	39	0	9	
Ramara TP	104	1	21	82	1	31	
Severn TP	131	2	15	114	2	20	
Tay TP	48	1	7	40	1	8	
Tiny TP	100	1	18	81	1	25	
Wasaga Beach T	182	0	21	161	0	28	
Provincial Highway	1,250	5	124	1,121	5	191	
Other Areas	271	0	41	230	0	61	
Simcoe Total	6,272	19	828	5,425	19	1,184	441,373

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (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	528	2	104	422	2	133	
North Dundas TP	99	1	19	79	1	30	
North Glengarry TP	111	0	13	98	0	16	
North Stormont TP	67	0	9	58	0	11	
South Dundas TP	100	0	17	83	0	23	
South Glengarry TP	83	0	13	70	0	17	
South Stormont TP	109	1	20	88	1	31	
Provincial Highway	191	3	29	159	5	41	
Other Areas	11	0	5	6	0	7	
Stormont, Dundas & Glengarry Total	1,299	7	229	1,063	9	309	101,372
Sudbury							
Chapleau TP	9	0	0	9	0	0	
Espanola T	31	0	0	31	0	0	
French River M	5	0	1	4	0	1	
Greater Sudbury C	1,474	2	158	1,314	2	211	
Markstay-Warren M	15	0	1	14	0	1	
Provincial Highway	486	6	67	413	7	102	
Other Areas	43	0	6	37	0	7	
Sudbury Total	2,063	8	233	1,822	9	322	194,680
Thunder Bay							
Greenstone M	37	0	2	35	0	3	
Manitouwadge TP	6	0	0	6	0	0	
Marathon T	16	0	2	14	0	3	
Neebing M	5	0	0	5	0	0	
Nipigon TP	8	0	0	8	0	0	
Oliver Paipoonge M	34	0	6	28	0	8	
Shuniah M	22	0	2	20	0	3	
Terrace Bay TP	6	0	0	6	0	0	
Thunder Bay C	1,324	2	175	1,147	2	240	
Provincial Highway	1,359	18	148	1,193	20	209	
Other Areas	145	1	17	127	1	25	
Thunder Bay Total	2,962	21	352	2,589	23	491	144,813

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Timiskaming							
Englehart T	8	0	2	6	0	2	
Kirkland Lake T	67	0	4	63	0	4	
Temiskaming Shores C	75	0	11	64	0	17	
Provincial Highway	199	4	33	162	5	46	
Other Areas	49	0	8	41	0	9	
Timiskaming Total	398	4	58	336	5	78	39,667
Toronto							
Toronto C	23,777	51	3,813	19,913	53	5,010	
Provincial Highway	6,945	6	740	6,199	6	1,036	
Other Areas	0	0	0	0	0	0	
Toronto Total	30,722	57	4,553	26,112	59	6,046	1,210,530
Waterloo							
Cambridge C	1,523	2	257	1,264	3	334	
Kitchener C	2,171	3	336	1,832	3	447	
North Dumfries TP	54	0	10	44	0	17	
Waterloo C	1,461	5	225	1,231	5	306	
Wellesley TP	48	0	16	32	0	18	
Wilmot TP	45	0	15	30	0	19	
Woolwich TP	93	2	26	65	3	38	
Provincial Highway	869	1	131	737	1	185	
Other Areas	0	0	0	0	0	0	
Waterloo Total	6,264	13	1,016	5,235	15	1,364	387,764
Wellington							
Centre Wellington TP	271	2	38	231	2	64	
Erin T	85	2	14	69	2	21	
Guelph C	1,256	3	306	947	3	464	
Guelph/Eramosa TP	200	3	27	170	3	48	
Mapleton TP	122	0	19	103	0	29	
Minto T	74	0	11	63	0	13	
Puslinch TP	140	1	12	127	1	18	
Wellington North TP	108	1	15	92	1	20	
Provincial Highway	513	3	81	429	3	143	
Other Areas	0	0	0	0	0	0	
Wellington Total	2,769	15	523	2,231	15	820	178,409

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2021 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
York							
Aurora T	250	0	68	182	0	83	
East Gwillimbury T	266	0	59	207	0	83	
Georgina T	221	2	62	157	2	76	
King TP	292	2	62	228	2	83	
Markham T	1,580	3	383	1,194	3	486	
Newmarket T	366	0	85	281	0	100	
Richmond Hill T	950	2	252	696	2	329	
Vaughan C	2,417	4	554	1,859	5	702	
Whitchurch Stouffville T	223	0	42	181	0	61	
Provincial Highway	1,766	4	174	1,588	4	232	
Other Areas	0	0	0	0	0	0	
York Total	8,331	17	1,741	6,573	18	2,235	762,265

* This number does not match the vehicle population in Table 5.5; it does not include 11,693 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 any collisions whose locations were unknown.

5. The Vehicle



5. The Vehicle

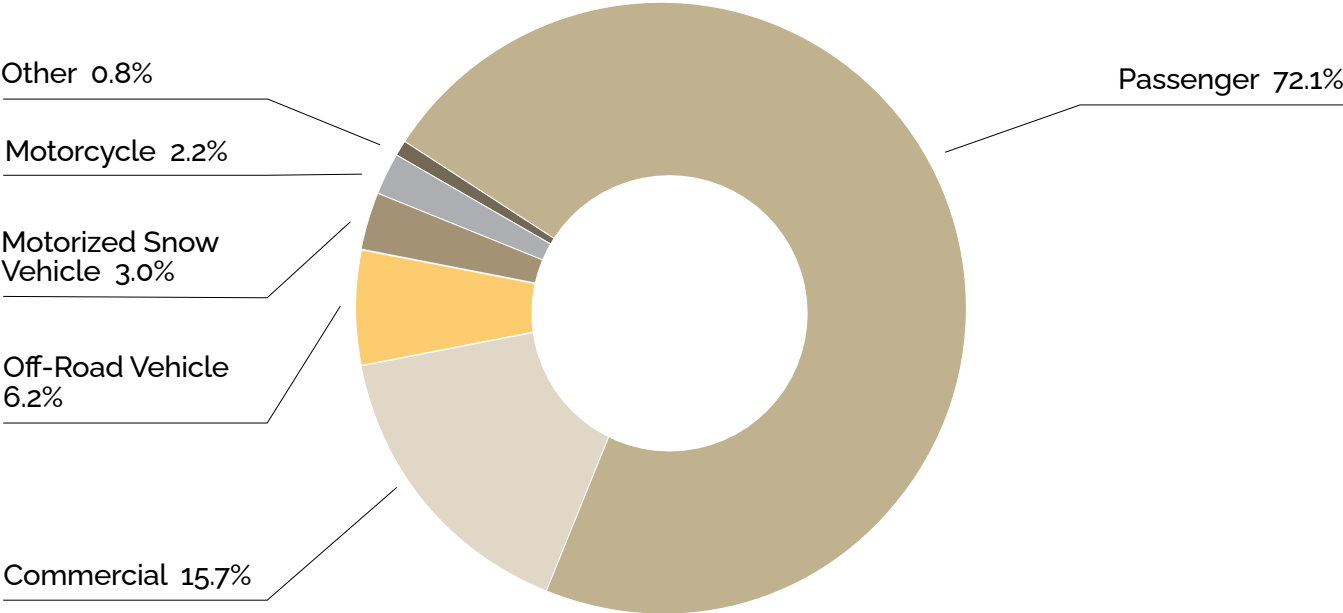
This section examines the types of vehicles involved in motor vehicle collisions in Ontario.



In 2021, passenger vehicles made up about 72.1 per cent of the vehicle population in Ontario; they also represented 76 per cent of all vehicles involved in collisions.

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

FIGURE 5 Vehicle Population by Vehicle Class in Ontario, 2021



5A Vehicles in Collisions

TABLE 5.1: Vehicles Involved in Collisions, 2021

Type of Vehicle	Number of Vehicles Involved in Collisions			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	486	32,334	172,910	205,730
Passenger Van	30	1,380	6,713	8,123
Motorcycle & Moped	81	1,196	673	1,950
Pick-up Truck	119	4,417	26,478	31,014
Delivery Van	14	593	3,841	4,448
Tow Truck	1	78	408	487
Truck	106	1,593	11,568	13,267
Bus	4	403	1,301	1,708
School Vehicle	2	63	521	586
Off-Road Vehicle	5	34	44	83
Snowmobile	3	9	21	33
Snow Plow	1	22	253	276
Emergency Vehicle	0	174	1,071	1,245
Farm Vehicle	2	47	178	227
Construction Equipment	2	18	125	145
Motor Home	1	9	53	63
Railway Train	3	10	17	30
Street Car	0	18	47	65
Bicycle	16	1,700	588	2,304
Other	0	75	272	347
Other Non-Motor Vehicle	2	108	362	472
Unknown	1	260	9,486	9,747
Total	879	44,541	236,930	282,350

TABLE 5.2: Condition of Vehicle by Class of Collision, 2021

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	849	42,662	213,119	256,630
Service Brakes Defective	1	34	161	196
Steering Defective	0	17	81	98
Tire Puncture or Blow Out	3	29	203	235
Tire Tread Insufficient	0	35	94	129
Headlamps Defective	1	12	82	95
Other Lamps or Reflectors Defective	1	9	25	35
Engine Controls Defective	0	10	50	60
Wheels or Suspension Defective	0	15	177	192
Vision Obscured	0	10	31	41
Trailer Hitch Defective	0	0	27	27
Other Defects	5	255	1,466	1,726
Unknown	19	1,453	21,414	22,886
Total	879	44,541	236,930	282,350

TABLE 5.3: Model Year of Vehicle by Class of Collision, 2021

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2022	5	153	1,103	1,261
2021	27	1,660	11,071	12,758
2020	43	2,493	16,374	18,910
2019	50	3,225	19,597	22,872
2018	61	3,244	18,099	21,404
2017	62	3,239	18,227	21,528
2016	60	3,031	16,532	19,623
2015	40	2,969	15,681	18,690
2014	46	2,537	13,367	15,950
2013	38	2,373	12,987	15,398
2012	45	2,249	11,497	13,791
2011	37	1,991	10,238	12,266
2010 and earlier	335	12,531	57,053	69,919
Unknown	30	2,846	15,104	17,980
Total	879	44,541	236,930	282,350

TABLE 5.4: Insurance Status of Vehicle by Class of Collision, 2021

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	799	42,355	217,458	260,612
Not Insured	38	609	1,803	2,450
Unknown	42	1,577	17,669	19,288
Total	879	44,541	236,930	282,350

5B Putting the Vehicle in Context

TABLE 5.5: Vehicle Population by Type of Vehicle, 2021

Vehicle Class	Vehicle Population
Passenger	6,913,420
Motorcycle	213,941
Moped	320
Commercial*	1,508,799
Bus	19,055
School Bus	11,677
Motorized Snow Vehicle	283,891
Off-Road Vehicle	592,789
Road Building Machinery	0
Permanent Apparatus	2,269
Farm Trucks	44,108
Total	9,590,269

* Excludes vehicles registered under the PRORATE-P program (82,685 vehicles).

TABLE 5.6: Selected Types of Vehicles by Model Year, 2022 and earlier

Vehicle Class	Model Year										Total
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012 and earlier
Passenger	83,975	430,762	422,696	517,396	534,711	543,758	486,871	489,953	425,526	420,215	2,557,557
Motorcycle	607	6,758	6,964	8,442	8,807	8,278	8,041	8,226	8,307	8,190	141,321
Moped	1	1	1	1	1	1	5	1	1	8	299
Commercial*	21,261	129,859	112,553	143,314	123,742	117,816	100,677	80,891	71,922	60,904	592,237
Bus	880	1,304	1,830	2,995	2,500	2,802	2,327	1,816	1,971	2,352	9,955
Motorized Snow Vehicle	6,653	7,563	6,665	6,239	7,283	7,010	8,534	6,808	4,992	4,353	217,791
Off-Road Vehicle	5,447	31,581	20,364	21,537	23,563	21,389	19,973	15,546	18,720	17,192	397,477
Total	118,824	607,828	571,073	699,924	700,607	701,054	626,428	603,241	531,439	513,214	3,916,637

* Excludes vehicles registered under the PRORATE-P program (82,685 vehicles).

TABLE 5.7: Vehicle Damage Level by Class of Collision, 2021

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	33	3,497	8,361	11,891
Light	102	9,962	85,349	95,413
Moderate	132	12,647	84,615	97,394
Severe	195	10,831	25,827	36,853
Demolished	398	5,004	5,601	11,003
Unknown	19	2,600	27,177	29,796
Total	879	44,541	236,930	282,350

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 resulting 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.

6. Special Vehicles



6. Special Vehicles

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



The ministry is continuously monitoring the safety of special vehicle types as many fatalities and injuries result from collisions that occur off road and involve off-road vehicles and snowmobiles.

Safety of some other vehicle types such as bicyclists, motorcyclists, school buses or large trucks is always in the centre of public scrutiny.

6A Motorcycles

TABLE 6.1: Motorcyclists* Killed and Injured, 2012–2021

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
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
2017	65	1,372	4	141
2018	64	1,211	2	89
2019	57	1,119	3	84
2020	76	1,127	5	87
2021	73	1,115	3	89

* Excludes hangers on, moped drivers and passengers.

TABLE 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2021

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	10.5
Under 25 Years Old	12.7
Alcohol Used	
Ability-Impaired Alcohol > .08	14.7
Had Been Drinking	4.0
Unknown	5.1
Helmet Not Worn (Fatalities)	5.2
Motorcycle Driver Error	
Speed Too Fast/Lost Control	50.6
Other Error	20.3
Single-Vehicle Collisions	36.4
Day/Night	66 / 29
Weekend	44.2

6B School Vehicles

TABLE 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2016/2017–2020/2021

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
2016/2017	836,032	1,064
2017/2018	850,747	1,075
2018/2019	853,788	1,135
2019/2020	865,486*	815
2020/2021	N/A**	431

* This number may be affected by the COVID-19 pandemic.

** Data was not captured for 2020/2021 school year due to the COVID-19 pandemic.

TABLE 6.4: Collisions Involving School Vehicles by Type and Nature of Collision, 2020–2021

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2016/2017–2020/2021)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	2	9	22	372	405	4,223
School Van	0	1	0	2	3	54
Other School Vehicles	0	1	4	15	20	203
Total	2	11	26	389	428	4,480

TABLE 6.5: Pupil Injury by Collision Event and Vehicle Type, 2020–2021 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five Year Total (2016/2017– 2020/2021)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	10	0	8	0	18	0	288
School Van	0	0	0	5	0	0	0	5	0	13
Other School Vehicles	0	0	0	1	0	0	0	1	0	7
Total	0	0	0	16	0	8	0	24	0	308

6C Large Trucks

TABLE 6.6: Number of Persons Killed in Collisions Involving Trucks, 2017–2021

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2017	46	32.6	141	22.9
2018	35	36.8	95	15.8
2019	48	38.1	126	21.6
2020	37	43.5	85	16.0
2021	39	36.4	107	19.1
Total	205	37.0	554	19.1

TABLE 6.7: Number of Trucks in All Classes of Collisions, 2021

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	36	658	5,134	5,828
Straight Truck & Trailer	5	121	690	816
Tractor Only	4	139	1,456	1,599
Tractor & Semi-Trailer	55	576	3,317	3,948
"A-C" Train Double	0	11	66	77
"B" Train Double	6	22	86	114
Other/Unknown	1	144	1,227	1,372
Total	107	1,671	11,976	13,754

TABLE 6.8: Registered Trucks, 2021

Driver Licence Required	Registered Trucks
G	1,360,247
D	24,864
A*	252,750**
Total	1,637,861

* Tractor/Trailer combination only.

** Includes vehicles registered under the PRORATE-P program (82,685 vehicles).

TABLE 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2021

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	1.9
Driving Properly	68.3
Collisions	
Single Vehicle	22.5
Weather Condition—Clear	83.1
Daylight	69.7
Vehicles	
Vehicle Defect Present*	1.9

* Excludes unknown category.

6D Off-Road Vehicles

TABLE 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2017–2021

Location	Killed					Injured				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
On-Highway	8	9	10	13	12	117	127	107	152	155
Off-Highway	13	6	13	16	11	116	147	150	193	164
Total	21	15	23	29	23	233	274	257	345	319

* 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*, 2017–2021

Location	Killed					Injured				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
On-Highway	1	2	0	0	1	42	44	47	48	73
Off-Highway	1	2	3	3	4	54	49	50	80	65
Total	2	4	3	3	5	96	93	97	128	138

* 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*, 2017–2021

Location	Killed					Injured				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
On-Highway	0	0	0	0	0	3	0	0	3	1
Off-Highway	0	0	0	0	1	1	3	5	4	7
Total	0	0	0	0	1	4	3	5	7	8

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

TABLE 6.12: Registered Off-Road Vehicles, 2017–2021

Year	Vehicles Registered
2017	485,596
2018	507,718
2019	530,137
2020	559,763
2021	592,789

TABLE 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2021

Factors	%
Drivers Under 25 Years of Age	38
Alcohol Used	13
Speeding	14
Helmet Not Worn	32
Daytime	77
Two-Wheeled	17
Three-Wheeled	1
Four-Wheeled	82

6E Motorized Snow Vehicles

TABLE 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location—Riding Seasons 2016/2017–2020/2021

Location	Killed					Injured				
	16/17	17/18	18/19	19/20	20/21	16/17	17/18	18/19	19/20	20/21
On-Highway	7	2	1	2	5	31	34	35	31	36
Off-Highway	19	16	12	12	13	112	117	137	117	143
Total	26	18	13	14	18	143	151	172	148	179

* 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 2016/2017–2020/2021

Location	Killed					Injured				
	16/17	17/18	18/19	19/20	20/21	16/17	17/18	18/19	19/20	20/21
On-Highway	0	0	0	0	0	10	3	5	3	5
Off-Highway	2	0	2	1	0	14	12	14	15	13
Total	2	0	2	1	0	24	15	19	18	18

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

TABLE 6.15B: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location—Riding Seasons 2016/2017–2020/2021

Location	Killed					Injured				
	16/17	17/18	18/19	19/20	20/21	16/17	17/18	18/19	19/20	20/21
On-Highway	0	0	0	0	0	3	0	1	0	1
Off-Highway	0	0	0	0	0	3	2	5	2	2
Total	0	0	0	0	0	6	2	6	2	3

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

TABLE 6.16: Registered Motorized Snow Vehicles, 2017–2021

Year	Registered Motorized Snow Vehicles
2017	309,199
2018	294,836
2019	303,717
2020	301,321
2021	283,891

TABLE 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions—Riding Season 2020–2021

Factors	%
Unlicensed Operators	7
Rider Error; Speed too Fast	20
Alcohol Used	7
Surface Condition; Icy or Packed Snow	54

6F Bicycles

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

TABLE 6.18: Bicyclists* Killed and Injured, 2017–2021

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2017	14	1,932	0	61
2018	23	1,693	0	56
2019	23	1,587	0	46
2020	23	1,499	0	7
2021	16	1,609	0	16

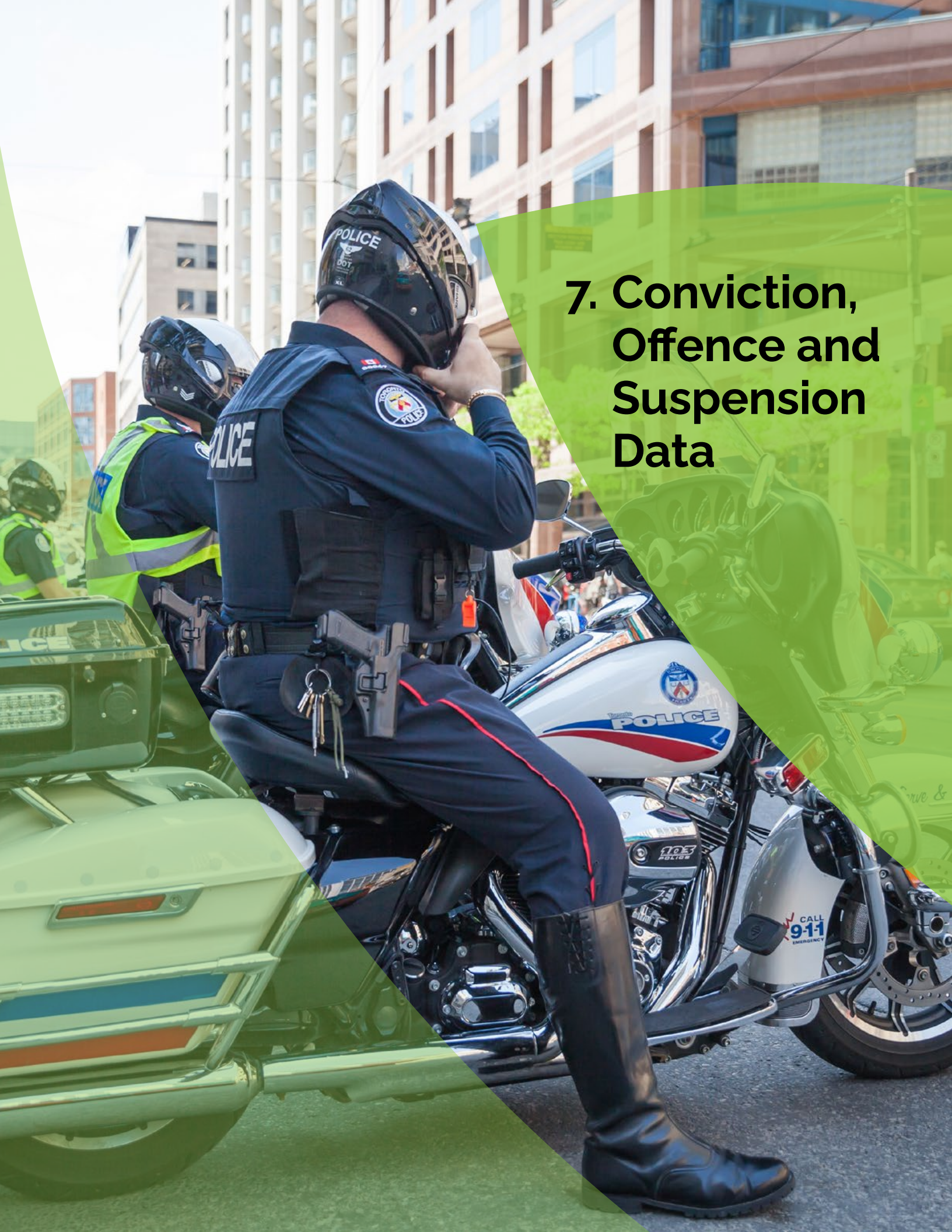
* Includes hangers on.

TABLE 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2021

Light Condition	Age Groups						Total
	0–5	6–15	16–30	31–60	61+	Unknown	
Daylight	7	232	529	617	232	197	1,814
Dawn	0	4	6	9	5	6	30
Dusk	1	12	26	43	2	7	91
Dark	0	17	146	144	26	35	368
Other	0	0	0	1	0	0	1
Unknown	0	0	0	0	0	0	0
Total	8	265	707	814	265	245	2,304

TABLE 6.20: Selected Factors Relevant to All Bicycle Collisions, 2021

Factors	%
Driving Properly (Bicyclist)	57
Driving Properly (Motor Vehicle Driver)	42
Intersection Related	68
Going Ahead (Bicyclist)	88
Alcohol Related (Bicyclist)	1
No Apparent Vehicle Defect (Bicycle)	98
Clear Visibility	93
Weekend	24

A photograph of a police officer on a motorcycle, viewed from the side and slightly from behind. The officer is wearing a dark blue uniform, a black helmet with 'POLICE' and 'DOT' on it, and a vest with 'POLICE' on the back. The motorcycle is white with blue and red stripes and has 'POLICE' and 'CALL 911 EMERGENCY' written on it. In the background, there are other police officers and a modern building with many windows. A large green semi-transparent shape is overlaid on the right side of the image, containing the text.

7. Conviction, Offence and Suspension Data

7. Conviction, Offence and Suspension Data

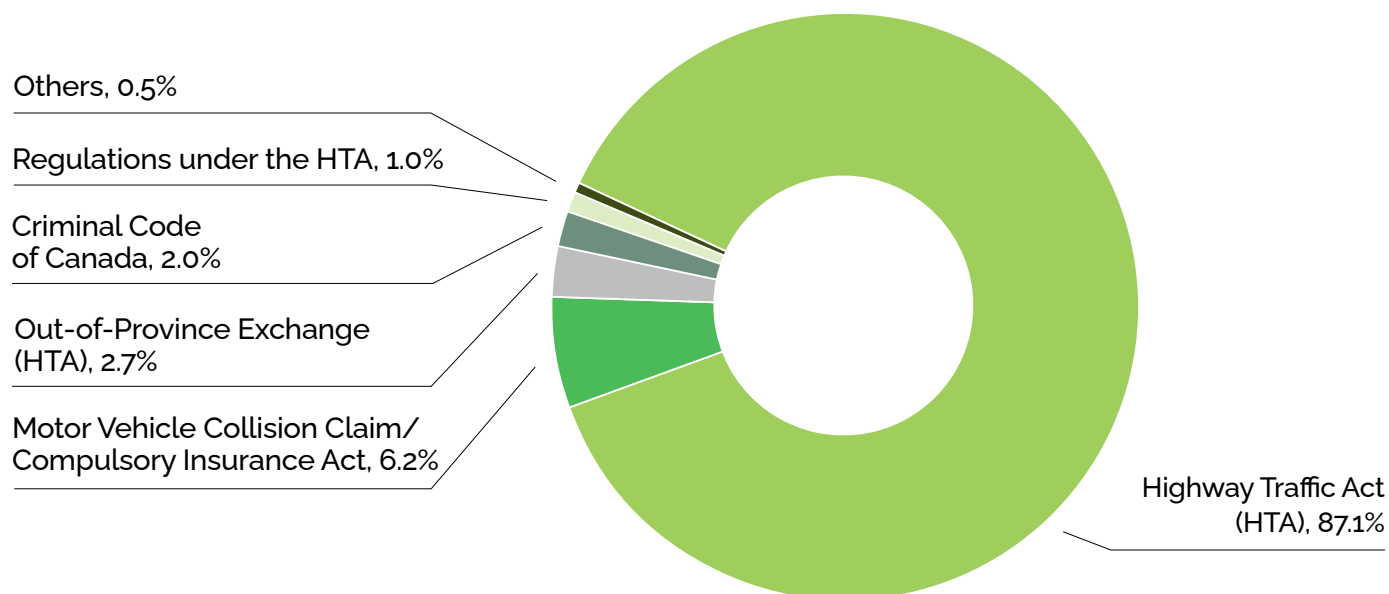
This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.



In 2021, 87.1 per cent of motor vehicle convictions were related to *Highway Traffic Act* (HTA) offences and 2 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain).

In the last decade, the number of Administrative Driver's Licence Suspensions (ADLS) for drinking and driving has dropped from 15,510 to 12,915 occurrences annually.

FIGURE 7 Motor Vehicle Convictions in Ontario by Type, 2021



7A Conviction Data

TABLE 7.1: Summary of Motor Vehicle-Related Convictions, 2021

Convictions*	Number
Highway Traffic Act (HTA)	609,128
Regulations under the HTA	7,086
Criminal Code of Canada** (CCC)**	14,045
Municipal By-Law***	0
Motor Vehicle Collision Claim/Compulsory Insurance Act	43,126
Motorized Snow Vehicles Act	1,818
Off-Road Vehicles Act	1,552
Out-of-Province Exchange (HTA)	18,818
Others****	3,761
Total	699,334

* Includes manually recorded convictions.

** This figure does not include 149 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, 2021

Convictions	Number
Equipment	23,656
Administrative*	75,652
Seat Belt (Driver & Passenger)**	6,203
Other Non-Pointable Convictions ***	17,598
Speeding	393,683
Other Pointable Convictions (2–4 pts)	81,826
Other Pointable Convictions (5–7 pts)	8,394
Driving While Suspended	2,116
Total	609,128

* 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, 2021*

Convictions	Number
Alcohol Related**	9,658
Criminal Negligence	20
Fail to Remain at Collision	314
Fail to Stop for Police Officer	551
Driving While Disqualified	2,120
Dangerous Driving	1,330
Cannabis Content in Excess of 5NGS	47
Cannabis Content in Excess of 2NGS	1
Cannabis > 2.5 NGS and Blood Alcohol > 50 MGS	4
Motor Manslaughter	0
Total	14,045

* Does not include 149 convictions for young offenders.

NGS: nanograms per millilitre of blood

** Includes some out-of-province convictions.

MGS: milligrams per 100 millilitres of blood

7B Offence Data

TABLE 7.4: Number of Driver* Convictions for Criminal Code of Canada Offences** 2012–2021

Conviction Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Criminal Negligence	2	1	0	0	0	0	1	0	0	0
Fail to Remain	185	222	164	144	144	151	149	169	80	99
Dangerous Driving	566	513	453	464	479	540	557	506	413	454
Impaired Driving	4,222	3,892	3,413	3,422	3,387	3,359	3,229	2,784	1,547	1,863
Driving/Cannabis more than 2.5NGS and BAC more than 50mgs in blood-CCC	0	0	0	0	0	0	1	5	1	2
Driving/Cannabis more than 2NGS in blood-CCC	0	0	0	0	0	0	0	1	0	1
Driving/Cannabis more than 5NGS in blood-CCC	0	0	0	0	0	0	1	23	10	9
Blood/Alcohol over .08	4,942	4,367	4,382	4,171	3,955	3,905	3,897	4,568	2,186	2,461
Fail to Provide Breath Sample	598	530	472	426	423	419	382	395	199	290
Fail to Stop for Police Officer							293	277	245	244
Driving While Disqualified	1,291	1,222	1,085	1,043	1,053	980	996	1,113	634	960
Motor Manslaughter	0	2	0	0	0	0	0	0	0	0
Undefined	283	248	232	245	230	295	0	0	0	0
Total	12,089	10,997	10,201	9,915	9,671	9,649	9,506	9,841	5,315	6,383

* 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's Licence Suspensions*, Monthly Suspensions Issued, 2012–2021

Suspensions	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
January	1,071	994	911	996	1,017	990	912	885	993	800
February	1,230	1,028	895	1,039	1,009	1,009	965	886	1,053	856
March	1,236	1,339	1,104	1,199	1,060	1,076	1,062	1,139	827	953
April	1,284	1,117	1,078	1,124	1,130	1,152	979	1,045	599	853
May	1,212	1,233	1,244	1,221	1,212	989	1,072	1,114	899	958
June	1,265	1,273	1,149	1,146	1,150	1,044	1,109	1,261	979	1,066
July	1,338	1,175	1,156	1,319	1,181	1,219	1,139	1,274	1,229	1,271
August	1,393	1,235	1,354	1,190	1,171	1,129	1,072	1,281	1,228	1,314
September	1,359	1,179	1,061	1,073	1,034	1,059	1,044	1,125	1,210	1,250
October	1,285	1,173	1,154	1,201	1,144	1,043	1,002	1,126	1,151	1,281
November	1,314	1,155	1,237	1,199	1,104	1,056	1,017	1,124	1,019	1,094
December	1,523	1,174	1,302	1,227	1,240	1,271	1,239	1,244	1,065	1,219
Total	15,510	14,075	13,645	13,934	13,452	13,037	12,612	13,504	12,252	12,915

* See Appendix for a more detailed explanation of Administrative Driver's Licence Suspensions.

7C Suspension Data

TABLE 7.6: Demerit Point Suspensions by Driver Age, 2021

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	1	0	0	0
18	4	0	1	0
19	13	1	0	0
20–24	129	2	82	2
25–34	96	3	203	11
35–44	33	2	98	4
45–54	17	3	52	2
55–64	8	0	19	1
65–74	2	0	6	0
75 +	0	0	2	0
Total	303	11	463	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 Blood Alcohol Content (BAC)

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.

Ability-Impaired, Drug:

Driver/Pedestrian had used drugs and was legally impaired in the judgment of the investigating officer.

Administrative Driver's Licence Suspension (ADLS):

This program, designed to reduce drinking and driving, began on 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 a minimum of 12 months. It can be reduced to eight months by successfully completing an approved driver education course. For information about approved courses, call [ServiceOntario](https://www.ontario.ca/service) 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 of 12 months. After completing, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

* 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 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.

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-day, 7-day, 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.

Hangers 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 the 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 a hospital, even if for observation only.

Minimal Injury:

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

Minor Injury:

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

Motor-Assisted Bicycle (Moped):

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

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

Motor Vehicle Collision:

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

Off-Highway Collisions:

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

On-Highway Collisions:

A motor vehicle collision that occurs on the highway between the property lines.

Pedestrian:

Any person not riding in or on a vehicle involved in a motor vehicle collision.

Personal Injury Collision:

A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

Property-Damage Collision:

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

Reportable Collision:

Any collision involving injury or damage to private property in excess of a monetary value prescribed by regulation.**

Self-Reporting of a Collision:

Under the *Highway Traffic Act* [s.199 (1.1)], when one is in a collision, in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-Reporting of a collision was introduced on January 1, 1997.

Suspension:

Withdrawal of a driver's privilege to operate a motor vehicle for a prescribed period of time.

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

8B Acknowledgements

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Health Data Branch

Information Management Support Centre

Ministry of Education

School Board Business Support Branch

Student Transportation

Transportation and Cooperative Services Unit

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