

Ontario Road Safety Annual Report 2020

Ministry of Transportation

Ontario 



Ontario Road Safety Annual Report 2020

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Foreword

Foreword

Ontario's roads are among the safest in North America. For 24 years in a row, Ontario has ranked among the top five jurisdictions for road safety. In 2020, Ontario ranked number one in road safety with the lowest fatality rate in North America while also achieving overall reductions in fatalities and serious injuries, despite annual increases in the number of licensed drivers.



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.

Recent legislation, regulation and new measures 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.
- Creating a new "ON Trans-Canada" standard that recognizes the challenging winter conditions in Northern Ontario and requires contractors to clear Highways 11 and 17 to bare pavement within 12 hours of the end of a winter storm, four hours faster than the previous standard.
- Ensuring more than 1,100 pieces of equipment are available for winter maintenance, which are ready to be deployed within 30 minutes of the start of a storm. Having contractors ready 24 hours a day, seven days a week, during and following a storm, to clear our highways.

- 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. Tow operators, tow truck drivers and vehicle storage operators will be able to apply to get certified in 2023.
- 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").
- Ensuring that commercial drivers are compliant with regulations by requiring Electronic Logging Devices to record hours of service, resulting in reduced fatigue and safer roads.

ORSAR data indicates government initiatives combined with strong enforcement and education are achieving results, but there is room for improvement.

Our government 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, 2020

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

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

ORSAR allows the Ontario government to monitor its progress in improving road safety year-by-year. The report provides valuable data and guides the government as it determines where more effort is required.

ORSAR is used by the Ministry of Transportation (MTO) for policy and program analysis and development, road safety research, public education, and performance measurement. ORSAR data is also used by road safety and injury prevention organizations, transportation associations, research institutions, police services and other ministries and governments.

To help the government address and meet new challenges, ORSAR provides valuable insights about long-term and emerging trends in Ontario and across other jurisdictions in North America.

To produce ORSAR, MTO collects data from several different sources, including police services, other ministries, and the Office of the Chief Coroner.

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 2020

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

In Ontario, the fatality rate per 10,000 licensed drivers in 2020 was 0.50, the lowest in North America. The actual number of fatalities in 2020 was 530, which is a 9.2% decrease from 2019.

The number of serious injuries on Ontario's roads in 2020 was 1,351, a decrease of 45.3% over the past decade.

Road Safety in Ontario: 2019 vs. 2020

Category	2019	2020
Number of Fatalities	584	530
Fatality Rate per 10,000 Licensed Drivers	0.55	0.50

Top Priority Road Safety Issues

Pedestrians

Pedestrians fatally injured decreased from 129 in 2019, to 116 in 2020, down 10%. Over the last decade, there has been a gradual increase in pedestrian fatalities as a proportion of all fatalities; in 2011, pedestrians represented 20% of all road users killed and in 2020, they represented 22%.

Large Truck Fatalities

There were 85 fatalities in collisions involving large trucks in 2020, down from 126 in 2019, a decrease of 32%. In addition, 3.5% of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver decreased from 95 in 2019 to 74 in 2020, down by 22%. Inattentive driving was a factor in 14% 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 108 in 2019 to 98 in 2020, down by 9%. Ontario's drinking and driving fatality rate was 0.09 per 10,000 licensed drivers, a reduction of 87% from 0.72 in 1988.

Drugs and Driving

The number of fatalities attributed to drugs other than alcohol increased from 64 in 2019 to 77 in 2020, up by 20%.

Speeding/Street Racing

The number of people killed in Ontario in speed-related collisions increased from 94 in 2019 to 110 in 2020, up by 17%.

Senior Driver Fatalities

Fatalities among senior drivers aged 80 and over decreased by 23% from 22 in 2019 to 17 in 2020. The number of licensed senior drivers (80+) has increased more than two-fold over the past 20 years, from approximately 137,000 in 1999 to more than 364,300 in 2020.

Young Driver Fatalities

Fatalities among young drivers ages 16–19 decreased from 14 in 2019 to 9 in 2020, down by 36%.

Occupant Protection (Seat Belts)

Although a Transport Canada survey shows Ontario has a 96% seatbelt usage rate, about one in every five vehicle occupants killed on our roads were unbelted. In 2020, 82 vehicle occupants were killed while not wearing seat belts, down from 89 in 2019, which is an 8% decrease.

Motorcyclists and Cyclists

Motorcycle rider fatalities increased from 60 in 2019 to 81 in 2020, up by 35%. Bicycling fatalities have remained the same at 23 in 2019 and in 2020.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Pedestrians	116	22%
Speed-Related	110	21%
Drinking and Driving	98	18%
Large Trucks	85	16%
Unbelted Occupants	82	15%
Motorcyclists	81	15%
Drug-Impaired	77	15%
Inattentive Driving	74	14%
Cyclists	23	4%
Senior Drivers	17	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 addressing. These include:

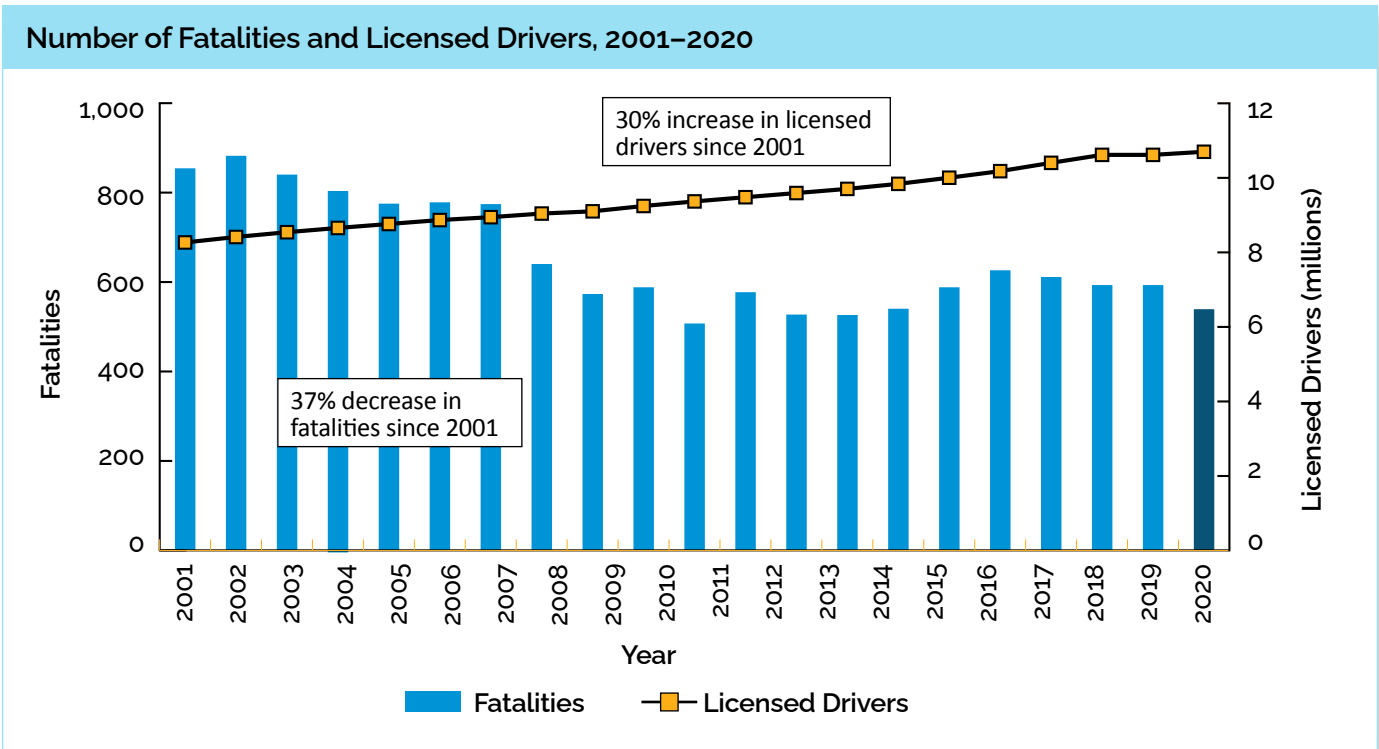
- drug-impaired driving as an emerging issue
- speeding and aggressive driving
- improving safety for people needing a tow and those working in the towing industry
- sharing the road with vulnerable road users, such as pedestrians and cyclists
- senior drivers and driver fitness given an aging population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

The statistics presented in this report may have been impacted by a variety of factors, including but not limited to the COVID-19 pandemic, 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.

ORSAR 2020 confirms Ontario continues to be a leader in road safety.

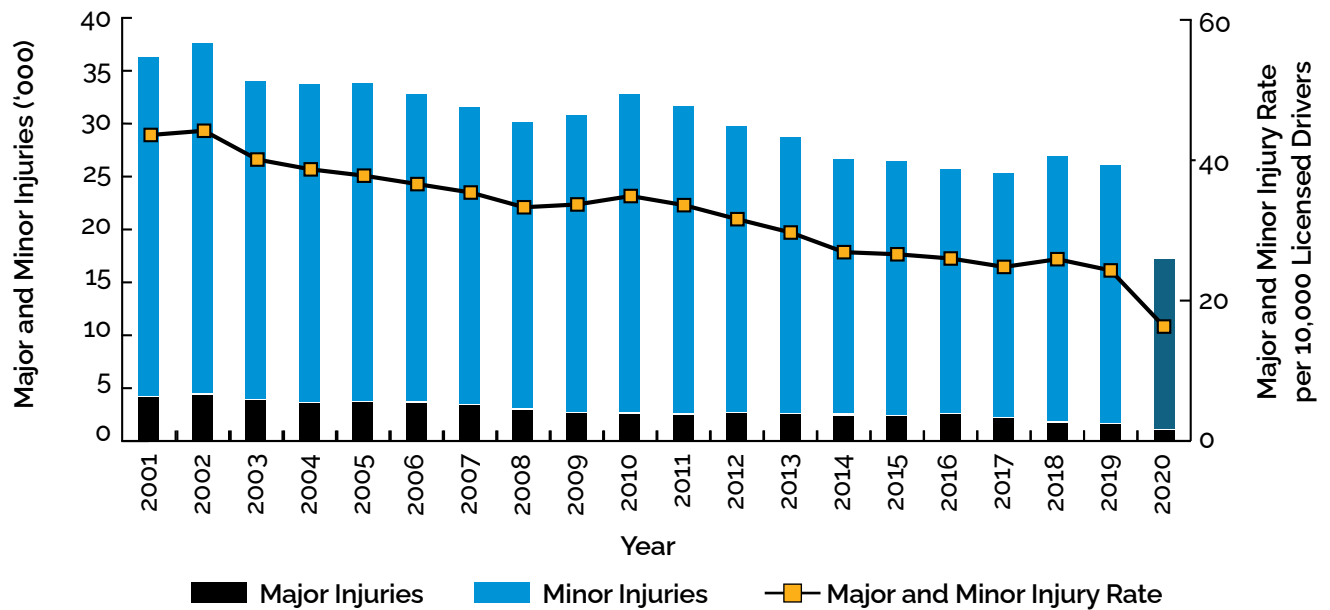
Our government will continue to promote public education around safe driving, work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices. Based on the findings of this year's report, we will strive to improve results and keep Ontario's roads among the safest in the world.

Key Road Safety Statistical Trends



Between 2001 and 2020, the number of licensed drivers increased by 30%. In contrast, the number of fatalities decreased by 37% over this 20-year period.

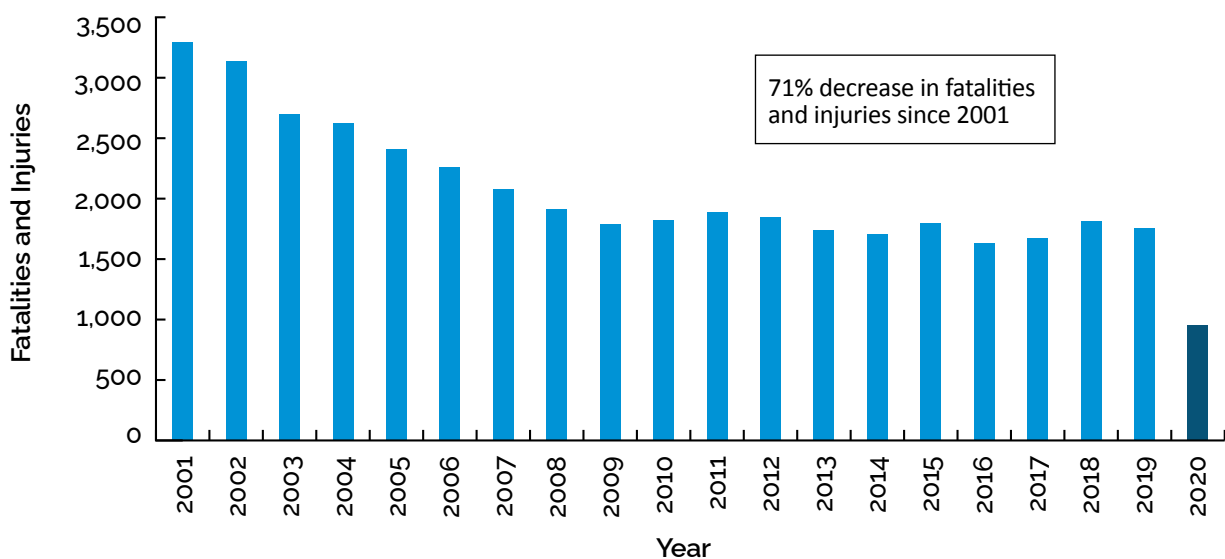
Number and Rate of Major and Minor Injuries, 2001–2020



In 2020, 31,792 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 49,991 fewer than in 2001.

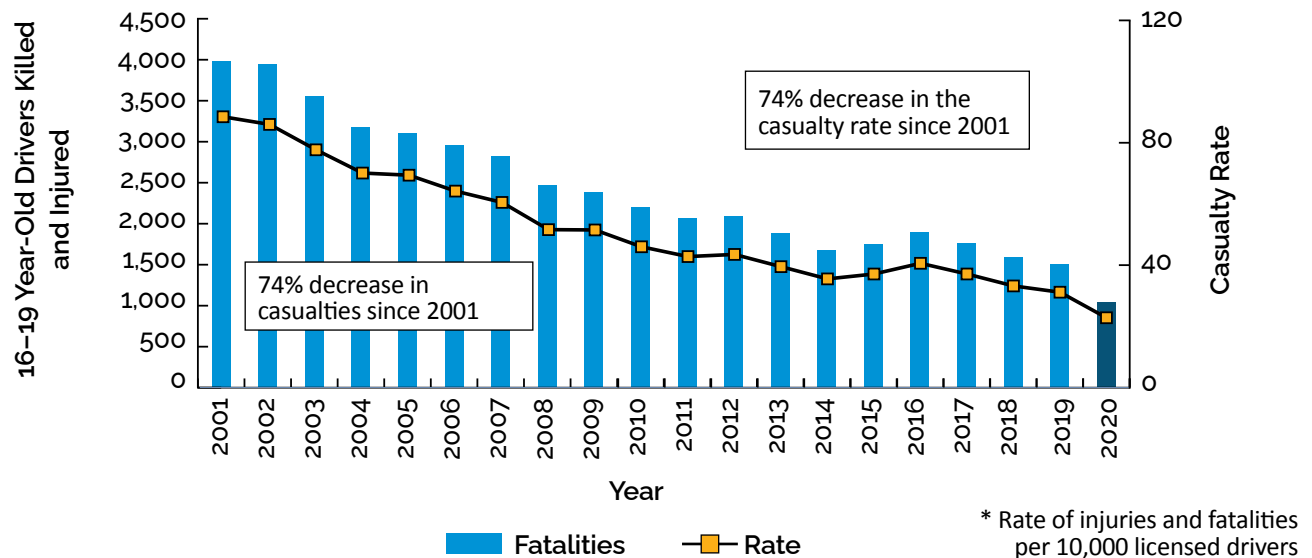
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 2001–2020



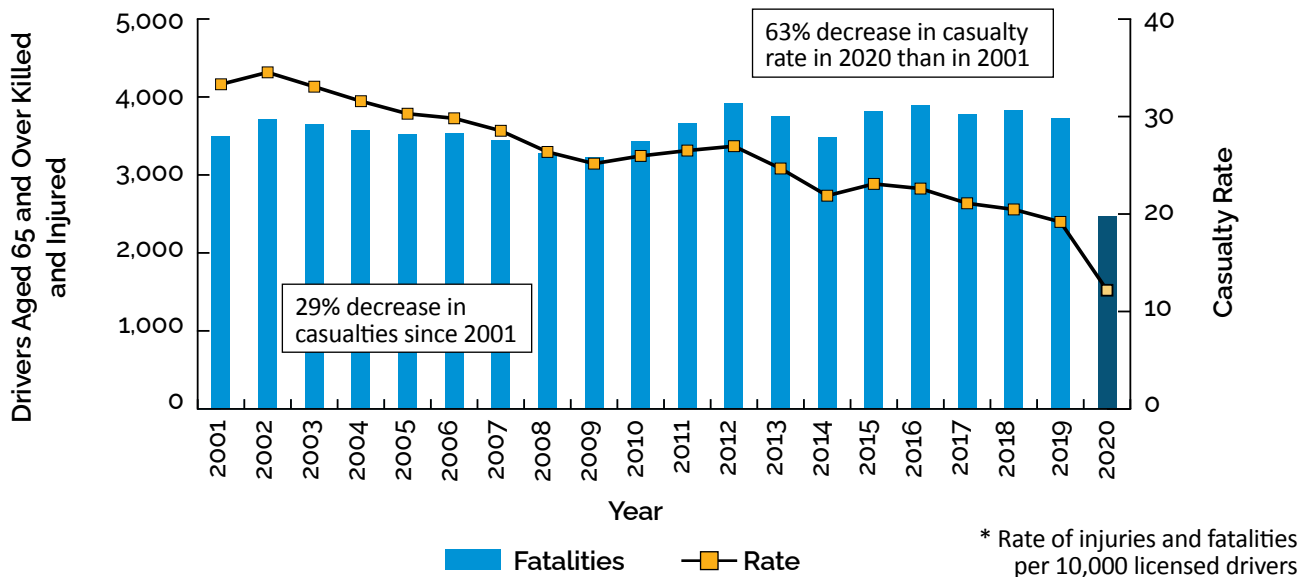
Between 2001 and 2020, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decrease of 71%.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 2001–2020



From 2001–2020, the number of 16–19 year-old driver casualties (deaths or injuries) declined, with a 74% decrease in the number killed/injured and a 74% decrease in the casualty rate. Over the same time period, the number of licensed drivers aged 16–19 increased by 2%, from 449,853 to 458,562.

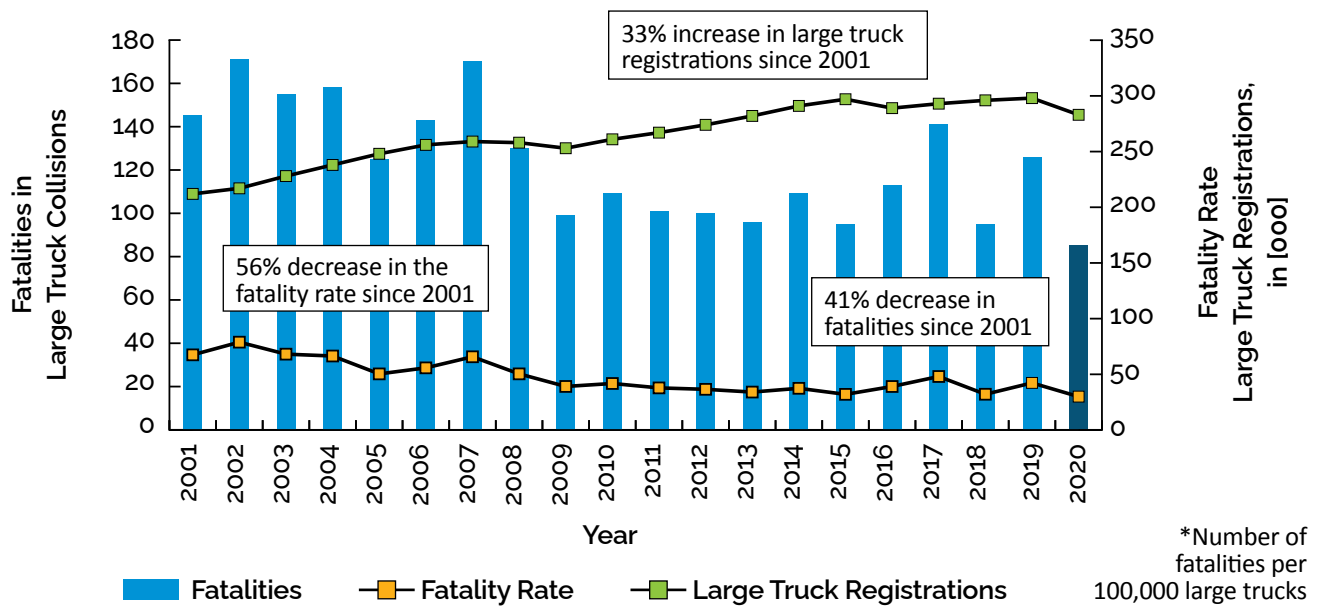
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 2001–2020



The number of drivers aged 65 and over killed and injured decreased by 29% between 2001 and 2020. The casualty rate per 10,000 licensed drivers has decreased by 63% from 2001 to 2020.

Large Trucks

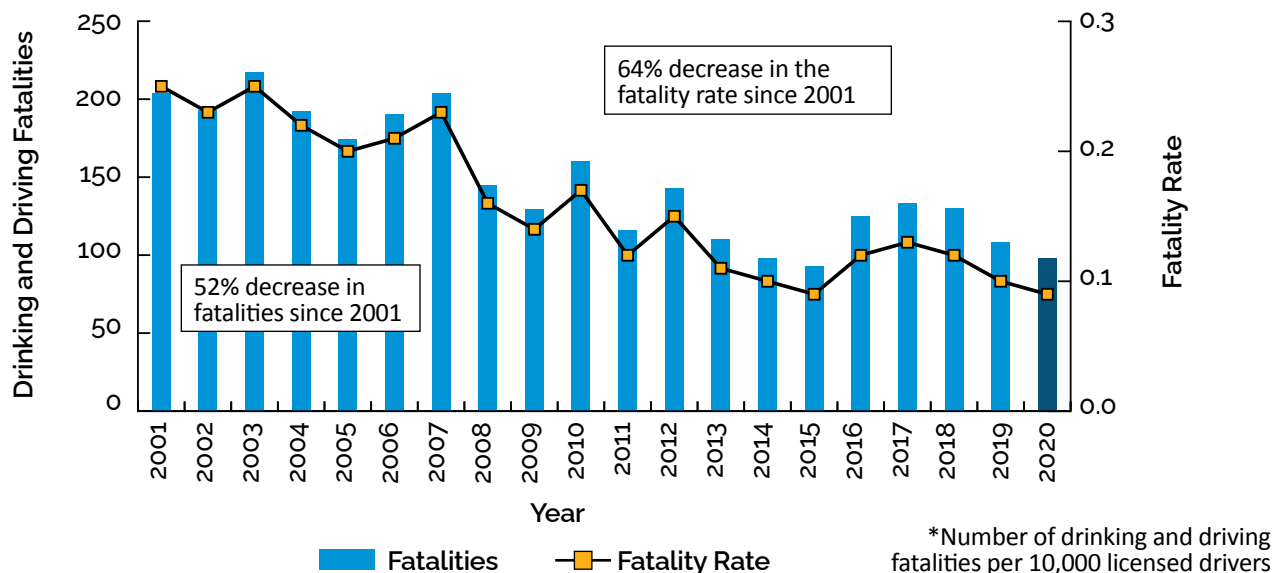
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 2001–2020



Between 2001 and 2020, the number of large trucks registered in Ontario increased by 33%. The number of large truck fatalities decreased by 41% from 145 in 2001 to 85 in 2020.

Drinking and Driving

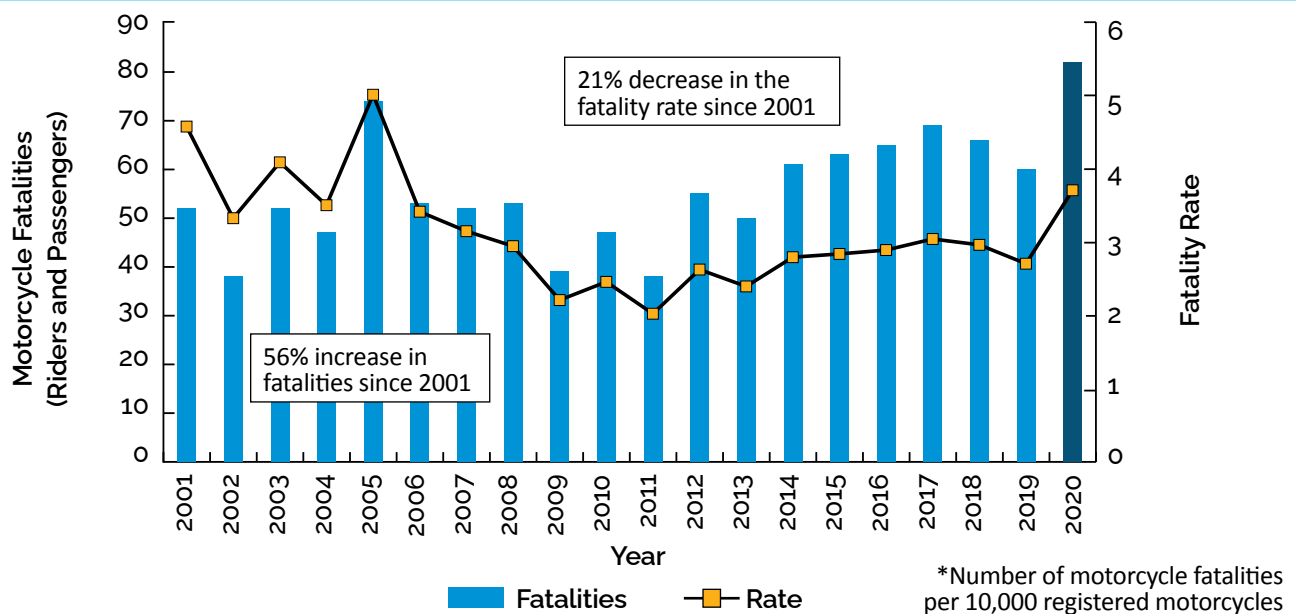
Number and Rate* of Drinking and Driving Fatalities, 2001–2020



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have decreased dramatically from 2001, by 52% and 64% respectively.

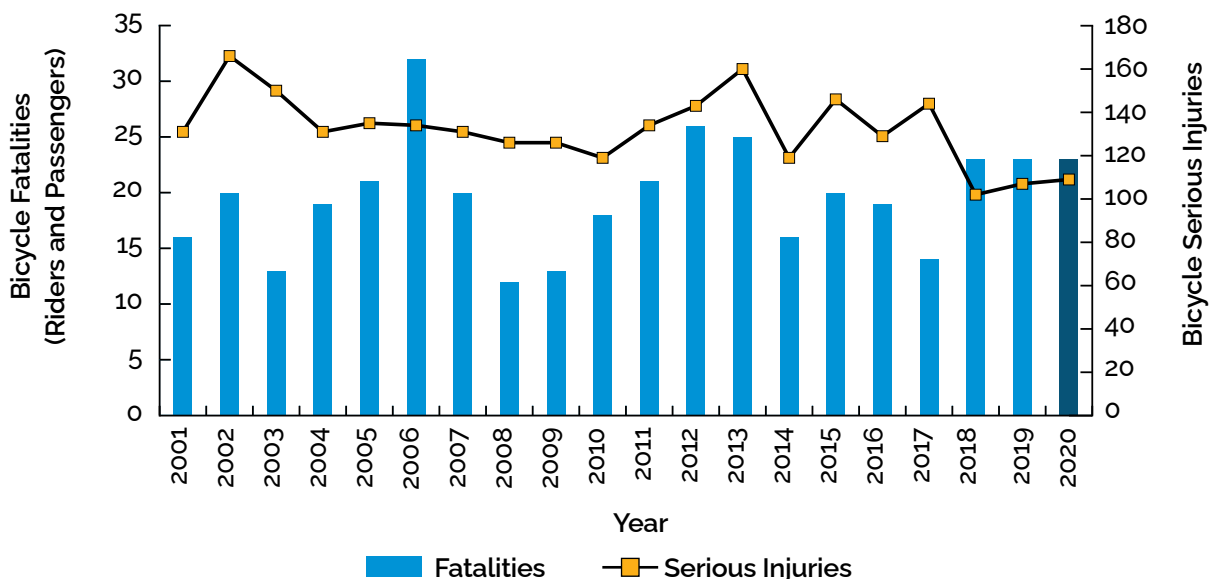
Vulnerable Road Users

Number and Rate* of Motorcycle Fatalities, 2001–2020



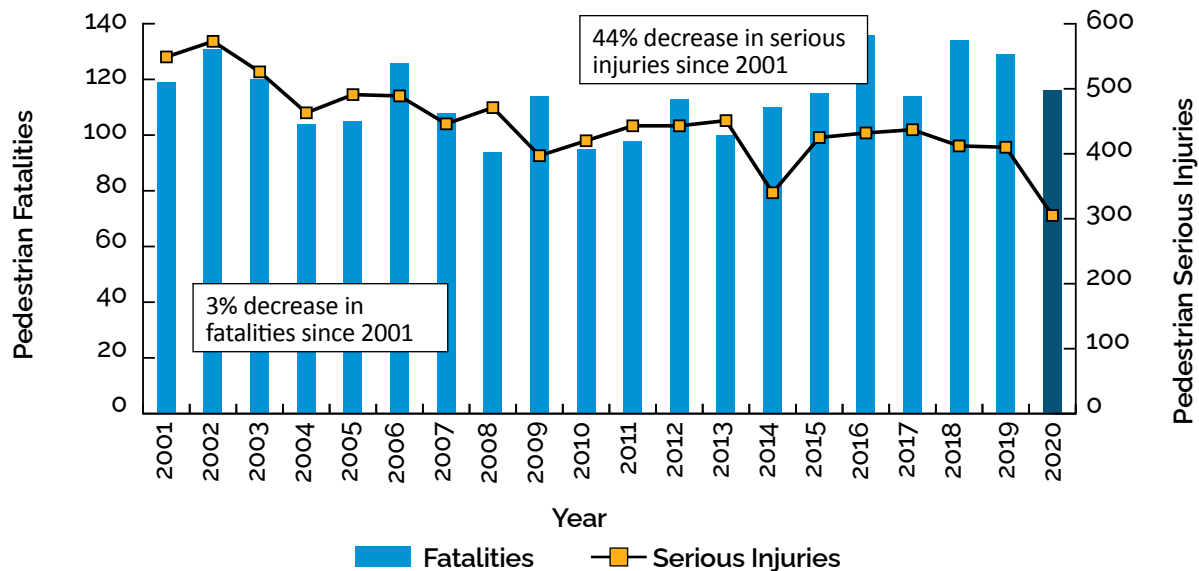
Motorcycle registrations decreased 6.8% from 239,569 in 2019 to 223,227 in 2020. In the same time period, motorcycle rider fatalities increased from 60 in 2019 to 81 in 2020. Over the long term, between 2001 and 2020, there has been a 21% decrease in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 2001–2020



Between 2001 and 2020, the number of bicycle rider fatalities increased by 44%. Serious injuries during this time decreased by 17%. There were 23 bicycle rider fatalities in 2020.

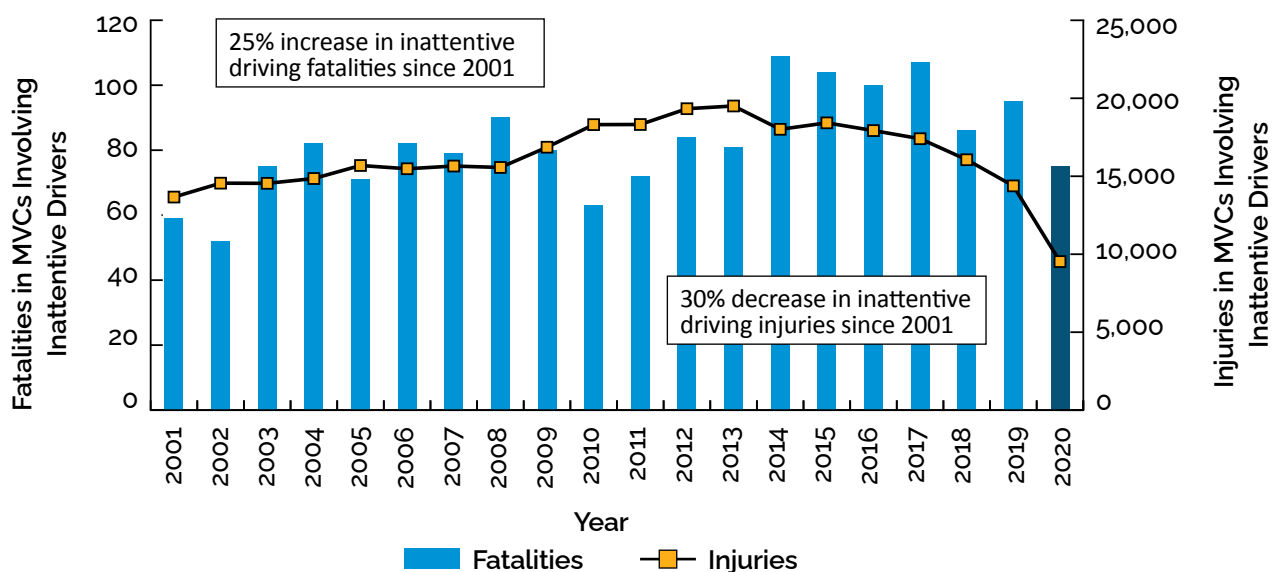
Number of Pedestrian Fatalities and Serious Injuries, 2001–2020



Between 2001 and 2020, the number of pedestrian fatalities was highest in 2016 with 136. The number of pedestrian fatalities decreased from 129 in 2019 to 116 in 2020. The number of pedestrians with serious injuries decreased by 25.6% in 2019 compared to 2020.

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 2001–2020



The number of fatalities in collisions involving an inattentive driver increased from 59 in 2001 to 74 in 2020; this represents an increase of 25%. During the same time period, the number of injuries in collisions involving an inattentive driver decreased from 13,665 in 2001 to 9,528 in 2020, a decrease of 30%.

* 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 multi-lane highway interchange with several overpasses. The highway is filled with cars and trucks. To the left, there are trees with yellow autumn foliage and a construction area with a yellow excavator. In the background, a city skyline is visible under a cloudy sky. A large, semi-transparent yellow shape is overlaid on the right side of the image, containing the text '1. Overview'.

1. Overview

1. Overview

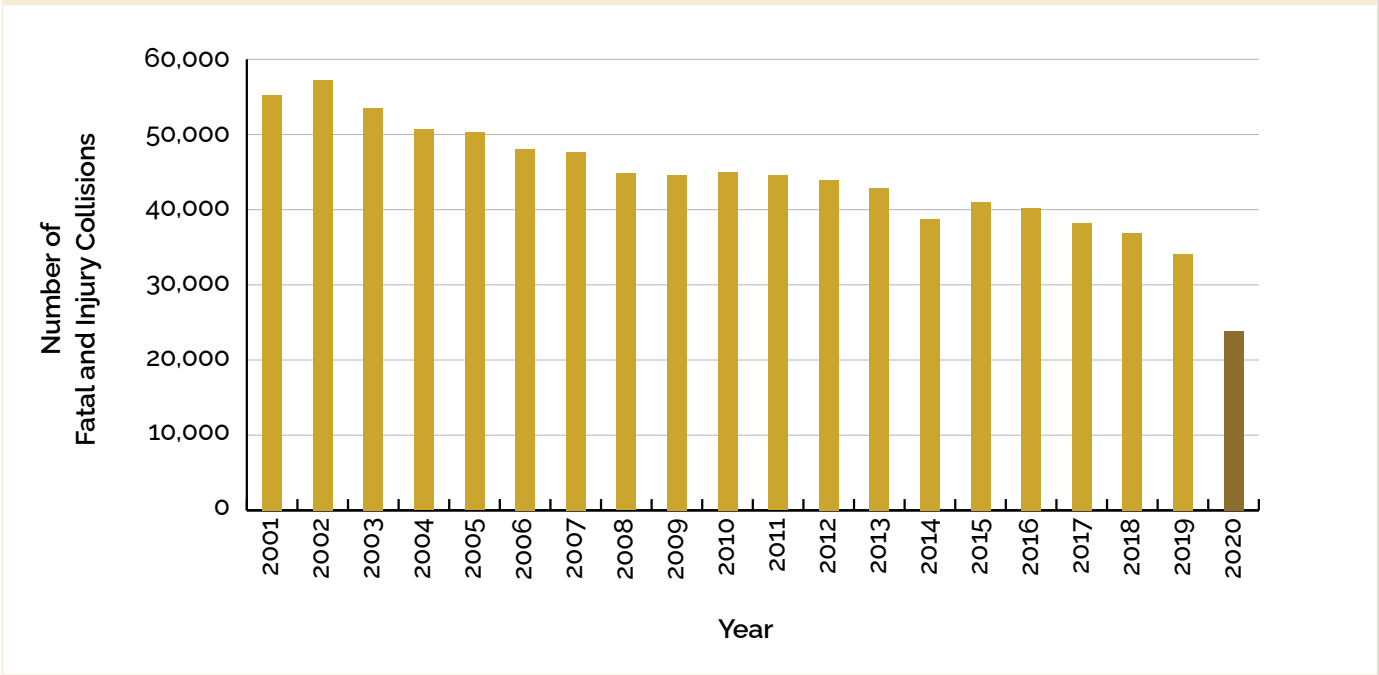
This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles.



The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2020, Ontario's fatality rate of 0.50 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, 2001–2020



1A Synopsis

Selected Statistics: 2020	
Total Reportable Collisions	147,756
Total Drivers Involved in Collisions	259,039
Total Vehicles Involved in Collisions	268,559
Fatal Collisions	498
Personal Injury Collisions	23,371
Property-Damage Collisions	123,887
Persons Killed	530
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	327
Drivers Killed (Impaired or Had Been Drinking)	70
Drivers Killed (Impaired by Drugs)	62
Passengers Killed	72
Pedestrians Killed	116
Other Road Users Killed	15
Persons Injured	31,792
Estimated Ontario Population (2020)	14,721,852
Licensed Drivers	10,706,382
Registered Motor Vehicles	10,015,019
Estimated Vehicle Kilometres Travelled (in millions)	142,054
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	3.60
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.37
Collision Rate per 100 Million Kilometres Travelled	104.01
Fatal Collision Rate per 100 Million Kilometres Travelled	0.35
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.50

1B Health Perspective

TABLE 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2020–2021

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	109	712
Fracture of neck and trunk	824	7,222
Fracture of upper limb	375	2,224
Fracture of lower limb	878	7,996
Fractures involving multiple body regions	3	39
Dislocation, sprains, and strains	62	392
Dislocations, sprains, and strains involving multiple body regions	1	1
Intracranial injury	642	9,270
Internal injury of chest, abdomen, and pelvis	386	2,922
Open wound of head, neck, or trunk	27	119
Open wound of upper limb	10	57
Open wound of lower limb	26	236
Open wounds involving multiple body regions	2	2
Other diagnosis	839	11,861
Total Admissions and Days	4,184	43,053

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 2020–2021

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	78	1,788
Spinal cord, spinal canal, and meninges	7	150
Nose, mouth, and pharynx	19	193
Chest wall, pleura, mediastinum, and diaphragm	0	0
Bone marrow and spleen	121	1,044
Kidney	3	54
Facial bones and joints	46	419
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,360	14,403
Repair joint structures (excluding head or facial bones)	4	4
Skin and subcutaneous tissue	38	439
Other diagnostic and therapeutic interventions	2,508	24,559
Sub-total of surgical admissions and days	4,184	43,053
No interventions performed—surgical procedures	1,212	8,817

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

2. The People



2. The People

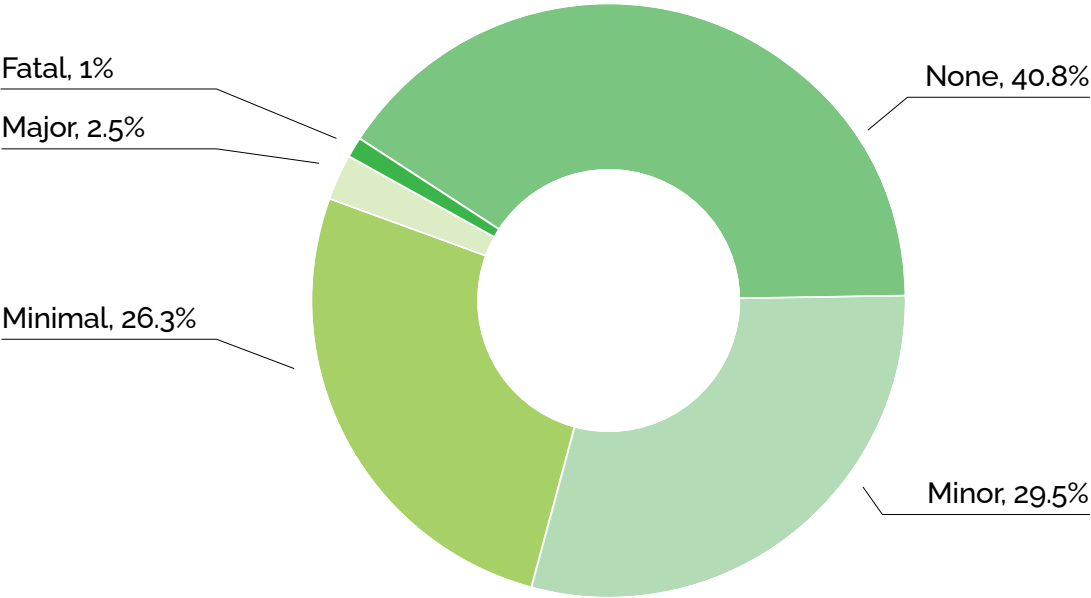
This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. 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 a decrease in the number of traffic fatalities from 584 in 2019 to 530 in 2020; the number of serious injuries decreased from 1,573 in 2019 to 1,351 in 2020. During the same time period, the number of licensed drivers increased by 88,470, from 10,617,912 in 2019 to 10,706,382 in 2020.

Out of 811 drivers involved in a fatal collision, 93 were drinking drivers, 68 drivers' ability was impaired by drugs, 75 drivers were coded as inattentive, and 107 were speeding (e.g., above speed limit or driving too fast for conditions). Despite about 96% of Ontario drivers using seat belts, 82 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, 2020



2A People in Collisions

TABLE 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2020

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	15,684	8,911	9,326	496	227	34,644
Passenger*	6,291	3,423	3,643	211	72	13,640
Pedestrian	40	1,017	1,438	305	116	2,916
Bicyclist	9	622	768	109	23	1,531
Bicycle Passenger	2	3	1	0	0	6
All-Terrain Vehicle Driver **	3	9	20	3	3	38
All-Terrain Vehicle Passenger **	0	3	3	0	0	6
Snow Vehicle Driver	0	1	2	0	0	3
Snow Vehicle Passenger	0	0	0	0	0	0
Motorcycle Driver	37	212	718	197	76	1,240
Motorcycle Passenger	3	17	61	9	5	95
Moped Driver	0	10	10	2	1	23
Moped Passenger	0	1	0	0	0	1
Hanger On	1	11	16	1	1	30
Other	217	96	99	18	6	436
Total	22,287	14,336	16,105	1,351	530	54,609

* 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, 2020

Category of Person	Age Groups																Total
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74	75+	UK	
Driver	0	0	0	0	0	0	9	6	25	42	27	31	37	22	28	0	227
Passenger*	3	4	3	3	2	3	2	3	8	14	3	1	7	3	14	0	73
Pedestrian	3	1	2	1	1	0	1	1	5	13	16	15	23	13	20	1	116
Bicyclist	0	0	1	1	0	1	0	0	1	4	2	7	3	1	2	0	23
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All-Terrain Vehicle Driver	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3
All-Terrain Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	1	0	0	7	21	8	14	12	10	2	0	76
Motorcycle Passenger	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	5
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	1	3	0	0	0	0	0	0	1	0	1	0	0	0	0	6
Total	6	6	10	5	3	5	12	10	48	97	56	72	83	50	66	1	530

* 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, 2020

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	1	0	13	30	248	380	380	432	1,785	4,143	3,140	3,008	2,717	1,493	924	39	18,733	
Passenger*	464	364	550	173	198	170	203	195	711	1,118	750	671	654	448	346	338	7,353	
Pedestrian	34	40	139	46	39	35	59	47	251	467	342	315	369	261	166	150	2,760	
Bicyclist	3	27	172	43	30	27	26	31	119	249	195	177	196	83	24	97	1,499	
Bicycle Passenger	0	0	1	0	0	1	1	0	3	0	0	0	0	0	0	1	7	
All-Terrain Vehicle Driver	0	0	5	3	1	1	4	0	6	6	3	1	1	1	0	0	32	
All-Terrain Vehicle Passenger	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	6	
Snow Vehicle Driver	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Motorcycle Driver	0	0	2	8	8	7	15	15	80	246	193	219	212	101	16	5	1,127	
Motorcycle Passenger	2	1	3	1	2	0	1	0	12	15	14	16	14	6	1	1	89	
Moped Driver	0	0	0	0	0	0	0	0	2	5	2	7	3	2	0	1	22	
Moped Passenger	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
Other	4	2	2	2	1	3	1	1	11	17	20	25	25	24	7	15	160	
Total	508	434	891	306	527	626	690	721	2,981	6,266	4,660	4,439	4,191	2,420	1,485	647	31,792	

* 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 2020*

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	637	26,238	130,469	157,344
Female	165	14,550	66,747	81,462
Unknown**	9	1,465	18,759	20,233
Total	811	42,253	215,975	259,039

* 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.

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, 2020

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	457	30,694	162,483	193,634
Had Been Drinking	14	309	783	1,106
Ability Impaired—Alcohol over 0.08	68	473	1,402	1,943
Ability Impaired—Alcohol	11	263	623	897
Ability Impaired—Drugs*	68	230	570	868
Fatigue	7	335	977	1,319
Medical/Physical Disability	20	447	522	989
Inattentive	75	7,006	22,944	30,025
Other**	62	676	2,600	3,338
Unknown***	29	1,820	23,071	24,920
Total	811	42,253	215,975	259,039

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

** Driver condition is not defined above.

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

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

Ability Impaired Alcohol over .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, 2020*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	
Under 16	219	4	2	0	111	15	351
16	411	3	3	1	139	15	572
17	2,337	16	7	9	659	74	3,102
18	2,971	17	23	9	784	106	3,910
19	3,517	27	56	19	867	105	4,591
20	4,010	35	59	26	962	113	5,205
21-24	18,476	183	267	127	4,171	555	23,779
25-34	44,066	329	685	285	8,245	1,273	54,883
35-44	34,395	202	345	161	5,824	1,099	42,026
45-54	32,695	130	249	118	5,089	965	39,246
55-64	28,900	96	165	100	4,624	851	34,736
65-74	14,230	40	69	36	2,779	458	17,612
75 & over	6,764	19	9	4	1,913	244	8,953
Unknown	643	5	4	2	372	19,047	20,073
Total	193,634	1,106	1,943	897	36,539	24,920	259,039

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

TABLE 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2020*

Recorded Occurrence	Number of Drivers	%
Normal	115	34.6
Had Been Drinking	9	2.7
Ability Impaired—Alcohol over 0.08	55	16.6
Ability Impaired—Alcohol	6	1.8
Ability Impaired—Drugs**	62	18.7
Fatigue	3	0.9
Medical/Physical Disability	18	5.4
Inattentive	18	5.4
Other	35	10.5
Unknown	11	3.3
Total	332	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, 2020

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	348	20,188	114,949	135,485
Following Too Close	13	3,053	17,403	20,469
Speed Too Fast	69	518	866	1,453
Speed Too Fast for Conditions	38	1,591	7,998	9,627
Speed Too Slow	1	31	157	189
Improper Turn	11	2,184	7,180	9,375
Disobey Traffic Control	32	2,251	3,596	5,879
Fail to Yield Right of Way	68	4,554	11,083	15,705
Improper Passing	5	328	1,691	2,024
Lost Control	119	3,622	12,420	16,161
Wrong Way on One Way Road	0	42	123	165
Improper Lane Change	18	740	6,305	7,063
Other*	84	1,954	10,551	12,589
Unknown	5	1,197	21,653	22,855
Total	811	42,253	215,975	259,039

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

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

TABLE 2.9: Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2020

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	134	337	8,164	7,858	14,023	30,516
Other Equipment*	21	74	808	766	1,170	2,839
Equipment Not Used	64	52	158	56	29	359
No Safety Equipment	0	4	11	7	20	42
Use Unknown	8	29	185	224	442	888
Total	227	496	9,326	8,911	15,684	34,644

* 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, 2020

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	35	136	2,842	2,697	4,885	10,595
Child Safety Seat Used Incorrectly	0	0	6	12	23	41
Child Safety Seat Used Correctly	4	3	139	163	592	901
Other Equipment**	11	21	306	254	455	1,047
Equipment Not Used	18	40	125	47	23	253
No Safety Equipment	0	3	116	95	107	321
Use Unknown	7	12	137	177	241	574
Total	75	215	3,671	3,445	6,326	13,732

* 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, 2016–2020

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2016	1	0	0	0	0	0	1
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

TABLE 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2020

Restraint Used	Injury Level		
	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	33.3	46.5	61.6
Child Restraint Used Incorrectly	0.0	2.9	2.1
Lap/Lap-Shoulder Belt	41.7	41.7	27.0
Not Available	0.0	0.7	0.8
Available/Not Used	8.3	1.1	0.0
Other	8.3	4.4	4.8
Unknown	8.3	2.9	3.8
Total	100	100	100

TABLE 2.13: Pedestrian Condition by Severity of Injury, 2020

Condition of Pedestrian	Killed	Injured
Normal	47	2,141
Had Been Drinking	4	71
Ability-Impaired Alcohol over .08	7	2
Ability-Impaired Alcohol	0	28
Ability-Impaired Drugs	16	31
Fatigue	0	3
Medical or Physical Defect	4	48
Inattentive	17	329
Other	21	101
Unknown	0	6
Total	116	2,760

TABLE 2.14: Apparent Pedestrian Action by Severity of Injury, 2020

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	19	1,427
Crossing Intersection Without Right of Way	25	339
Crossing Intersection No Traffic Control	16	111
Crossing Pedestrian Crossover	1	142
Crossing Marked Crosswalk Without Right of Way	3	56
Walking on Roadway With Traffic	10	71
Walking on Roadway Against Traffic	1	35
On Sidewalk or Shoulder	4	165
Playing or Working on Highway	2	31
Coming from Behind Parked Vehicle or Object	1	22
Running onto Roadway	7	124
Getting On/Off School Bus*	1	2
Getting On/Off Vehicle	1	26
Pushing/Working on Vehicle	2	11
Other	23	192
Unknown	0	6
Total	116	2,760

* Calendar Year

2B Putting The People In Context

TABLE 2.15: Category of Persons Killed and Injured, 1990–2020

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
1990	9,743,300	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	101,575	1,042.5
1991	10,084,900	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	90,519	897.6
1992	10,098,600	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	91,025	901.4
1993	10,813,200	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,149	842.9
1994	10,927,800	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	90,030	823.9
1995	11,100,000	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	89,572	807.0
1996	11,320,456	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	88,405	780.9
1997	11,500,329	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	85,527	743.7
1998	11,675,497	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	83,192	712.5
1999	11,513,700	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	84,062	730.1
2000	11,695,110	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	85,008	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

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

TABLE 2.16: Sex of Driver Population by Age Groups 2020*

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	239,431	466,316	1,013,103	908,383	897,869	947,917	1,048,654	5,521,673
Female	219,131	399,216	933,597	894,189	872,900	888,047	977,629	5,184,709
Total	458,562	865,532	1,946,700	1,802,572	1,770,769	1,835,964	2,026,283	10,706,382

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

TABLE 2.17: Driver Population by Age Groups, 1991–2020

Year	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
1991	319,584	627,931	1,673,502	1,501,765	1,018,365	736,652	696,432	6,574,231
1992	314,685	623,707	1,665,433	1,528,726	1,082,883	745,759	727,568	6,688,761
1993	326,389	621,934	1,655,573	1,566,083	1,136,365	758,840	758,244	6,823,428
1994	358,817	622,704	1,645,962	1,611,972	1,190,442	770,882	783,181	6,983,960
1995	360,847	614,094	1,621,989	1,659,749	1,240,072	782,871	806,396	7,086,018
1996	361,571	612,060	1,608,567	1,717,050	1,297,289	805,486	856,144	7,258,167
1997	394,512	624,532	1,611,708	1,789,110	1,360,555	837,606	919,584	7,537,607
1998	412,589	634,053	1,593,744	1,845,474	1,415,258	872,426	954,212	7,727,756
1999	426,643	642,808	1,576,673	1,895,323	1,475,588	907,235	994,044	7,918,314
2000	438,170	659,331	1,582,207	1,935,150	1,540,499	939,838	1,026,179	8,121,374
2001	449,853	671,424	1,580,758	1,946,713	1,577,920	990,745	1,049,203	8,266,616
2002	458,627	686,561	1,580,837	1,945,944	1,612,219	1,053,877	1,075,439	8,413,504
2003	457,049	704,720	1,575,345	1,940,896	1,653,604	1,105,726	1,104,215	8,541,555
2004	453,157	719,861	1,567,346	1,929,418	1,698,350	1,157,824	1,129,641	8,655,597
2005	447,954	727,529	1,557,476	1,912,898	1,748,335	1,206,374	1,161,644	8,762,210
2006	461,058	736,575	1,550,313	1,888,582	1,793,515	1,252,613	1,185,309	8,867,965
2007	466,979	739,555	1,547,980	1,851,780	1,835,315	1,296,295	1,207,493	8,945,397
2008	478,950	744,491	1,553,552	1,808,597	1,875,742	1,339,948	1,241,006	9,042,286
2009	462,718	746,486	1,554,266	1,763,704	1,906,532	1,388,094	1,280,138	9,101,938
2010	478,342	765,075	1,572,436	1,740,128	1,927,499	1,441,906	1,319,881	9,245,267
2011	482,743	777,981	1,591,669	1,722,950	1,931,679	1,477,896	1,382,691	9,367,609
2012	481,601	790,157	1,610,128	1,710,796	1,924,202	1,509,382	1,454,653	9,480,919
2013	478,625	797,813	1,631,668	1,697,225	1,916,064	1,549,142	1,521,952	9,592,489
2014	473,531	803,311	1,656,912	1,686,188	1,903,892	1,591,871	1,588,339	9,704,044
2015	470,988	810,225	1,691,690	1,681,667	1,889,058	1,641,338	1,654,505	9,839,471
2016	468,061	821,656	1,737,393	1,691,167	1,875,312	1,688,950	1,721,205	10,003,744
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

TABLE 2.18: Driver Licence Class by Sex, 2020*

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	127,104	2.30	2,636	0.05	129,740	1.21
AB	4,674	0.08	728	0.01	5,402	0.05
ABM	2,256	0.04	185	0.00	2,441	0.02
ABM1	12	0.00	4	0.00	16	0.00
ABM2	161	0.00	36	0.00	197	0.00
AC	35,666	0.65	1,130	0.02	36,796	0.34
ACM	11,751	0.21	234	0.00	11,985	0.11
ACM1	242	0.00	10	0.00	252	0.00
ACM2	1,658	0.03	62	0.00	1,720	0.02
AM	25,338	0.46	237	0.00	25,575	0.24
AM1	610	0.01	9	0.00	619	0.01
AM2	3,625	0.07	51	0.00	3,676	0.03
B	18,902	0.34	17,193	0.33	36,095	0.34
BM	4,755	0.09	1,007	0.02	5,762	0.05
BM1	36	0.00	24	0.00	60	0.00
BM2	319	0.01	190	0.00	509	0.00
C	12,122	0.22	1,977	0.04	14,099	0.13
CM	2,194	0.04	109	0.00	2,303	0.02
CM1	47	0.00	5	0.00	52	0.00
CM2	406	0.01	38	0.00	444	0.00
D	91,731	1.66	5,837	0.11	97,568	0.91
DE	76	0.00	11	0.00	87	0.00
DEM	20	0.00	2	0.00	22	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	2	0.00	0	0.00	2	0.00
DF	3,782	0.07	443	0.01	4,225	0.04
DFM	1,031	0.02	61	0.00	1,092	0.01
DFM1	19	0.00	1	0.00	20	0.00
DFM2	172	0.00	9	0.00	181	0.00
DM	26,989	0.49	653	0.01	27,642	0.26
DM1	317	0.01	13	0.00	330	0.00
DM2	2,843	0.05	135	0.00	2,978	0.03
E	1,135	0.02	1,545	0.03	2,680	0.03
EM	134	0.00	29	0.00	163	0.00
EM1	1	0.00	0	0.00	1	0.00
EM2	7	0.00	2	0.00	9	0.00
F	8,025	0.15	6,099	0.12	14,124	0.13

TABLE 2.18: Driver Licence Class by Sex, 2020* (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
FM	1,220	0.02	275	0.01	1,495	0.01
FM1	21	0.00	5	0.00	26	0.00
FM2	267	0.00	101	0.00	368	0.00
G	3,896,371	70.57	4,202,145	81.05	8,098,516	75.64
G1	335,718	6.08	440,519	8.50	776,237	7.25
G1M	127	0.00	32	0.00	159	0.00
G1M1	802	0.01	118	0.00	920	0.01
G1M2	1,356	0.02	351	0.01	1,707	0.02
G2	421,080	7.63	414,743	8.00	835,823	7.81
G2M	385	0.01	61	0.00	446	0.00
G2M1	821	0.01	112	0.00	933	0.01
G2M2	3,755	0.07	530	0.01	4,285	0.04
GM	412,281	7.47	69,963	1.35	482,244	4.50
GM1	6,082	0.11	1,402	0.03	7,484	0.07
GM2	51,748	0.94	13,342	0.26	65,090	0.61
M	682	0.01	155	0.00	837	0.01
M1	141	0.00	24	0.00	165	0.00
M2	654	0.01	126	0.00	780	0.01
Other	0	0.00	0	0.00	0	0.00
Total	5,521,673	100.00	5,184,709	100.00	10,706,382	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, 1935–2020

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1935	707,457	10,648	560	9,839
1936	755,765	11,388	546	10,251
1937	802,765	13,906	766	12,092
1938	866,729	13,715	640	11,683
1939	899,572	13,710	652	11,638
1940	937,551	16,921	716	13,715
1941	986,773	18,167	801	14,275
1942	961,883	13,490	567	10,205
1943	919,457	11,025	549	8,628
1944	905,650	11,004	498	8,373
1945	971,852	13,458	598	9,804
1946	1,087,445	17,356	688	12,228
1947	1,144,291	22,293	734	13,056
1948	1,209,408	27,406	740	14,970
1949	1,278,584	34,472	830	17,469
1950	1,366,388	43,681	791	19,940
1951	1,461,538	54,920	949	22,557
1952	1,556,559	58,515	1,010	23,643
1953	1,656,259	65,866	1,082	24,353
1954	1,747,567	62,509	1,045	24,607
1955	1,856,845	63,219	1,111	26,246
1956	1,967,789	71,399	1,180	28,626
1957	2,088,551	76,302	1,279	30,414
1958	2,176,417	76,884	1,112	30,106
1959	2,270,246	81,518	1,187	31,602
1960	2,355,567	87,186	1,166	34,436
1961	2,414,615	85,577	1,268	37,146
1962	2,469,425	94,231	1,383	41,766
1963	2,555,015	104,919	1,421	47,801
1964	2,694,023	111,232	1,424	54,560
1965	2,739,138	128,462	1,611	60,917
1966	2,821,648	139,781	1,596	65,210
1967	3,004,654	145,008	1,719	67,280
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

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2020 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1974	3,972,980	204,271	1,748	98,673
1975	4,160,623	213,689	1,800	97,034
1976	4,315,925	211,865	1,511	83,736
1977	4,562,903	218,567	1,420	95,664
1978	4,725,546	186,363	1,450	94,979
1979	4,858,351	197,196	1,560	101,321
1980	4,993,531	196,501	1,508	101,367
1981	5,123,177	198,372	1,445	100,321
1982	5,247,198	187,943	1,138	92,815
1983	5,380,259	181,999	1,204	91,706
1984	5,513,911	194,782	1,132	97,230
1985	5,660,422	189,750	1,191	109,169
1986	5,817,799	187,286	1,102	108,839
1987	5,978,105	203,431	1,229	121,089
1988	6,118,112	228,398	1,237	118,158
1989	6,290,424	247,038	1,286	120,652
1990	6,448,883	220,188	1,120	101,575
1991	6,574,231	213,669	1,102	90,519
1992	6,688,761	224,249	1,090	91,025
1993	6,823,428	228,834	1,135	91,149
1994	6,983,960	226,996	999	90,030
1995	7,086,018	219,085	999	89,572
1996	7,258,167	215,024	929	88,445
1997	7,537,607	221,500	899	85,527
1998	7,727,756	213,356	854	83,192
1999	7,918,314	221,962	868	84,062
2000	8,121,374	240,630	849	85,009
2001	8,266,616	234,004	845	81,782
2002	8,413,504	244,642	873	84,192
2003	8,541,555	246,463	831	77,879
2004	8,655,597	231,548	799	73,008
2005	8,762,210	230,258	766	71,850
2006	8,867,965	216,247	769	68,793
2007	8,945,397	233,487	765	67,175
2008	9,042,286	229,196	631	62,743
2009	9,101,938	216,315	564	62,562
2010	9,245,267	215,533	579	64,514
2011	9,367,609	177,039	498	62,019
2012	9,480,919	172,868	568	61,001

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2020 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
2013	9,592,489	188,999	518	59,570
2014	9,704,044	217,557	517	54,081
2015	9,839,471	221,411	531	56,759
2016	10,003,744	208,404	579	55,493
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

TABLE 2.20: Driver Age Groups—Number Licensed, Collision Involvement and Percent Involved in Collisions, 2020*

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	59	22	81	N/A	N/A	N/A
16	41,589	39,762	81,351	298	202	500	0.72	0.51	0.61
17	56,041	52,275	108,316	1,833	1,208	3,041	3.27	2.31	2.81
18	65,076	59,260	124,336	2,398	1,460	3,858	3.68	2.46	3.10
19	76,725	67,834	144,559	2,955	1,582	4,537	3.85	2.33	3.14
20	85,128	72,729	157,857	3,420	1,717	5,137	4.02	2.36	3.25
21–24	381,188	326,487	707,675	15,690	7,805	23,495	4.12	2.39	3.32
25–34	1,013,103	933,597	1,946,700	35,904	18,373	54,277	3.54	1.97	2.79
35–44	908,383	894,189	1,802,572	26,767	14,781	41,548	2.95	1.65	2.30
45–54	897,869	872,900	1,770,769	25,209	13,539	38,748	2.81	1.55	2.19
55–64	947,917	888,047	1,835,964	23,191	11,029	34,220	2.45	1.24	1.86
65–74	661,213	627,989	1,289,202	11,508	5,910	17,418	1.74	0.94	1.35
75 & over	387,441	349,640	737,081	5,669	3,216	8,885	1.46	0.92	1.21
Unknown**	0	0	0	29,369	0	29,369	N/A	N/A	N/A
Total	5,521,673	5,184,709	10,706,382	184,270	80,844	265,114	3.34	1.56	2.48

* 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.

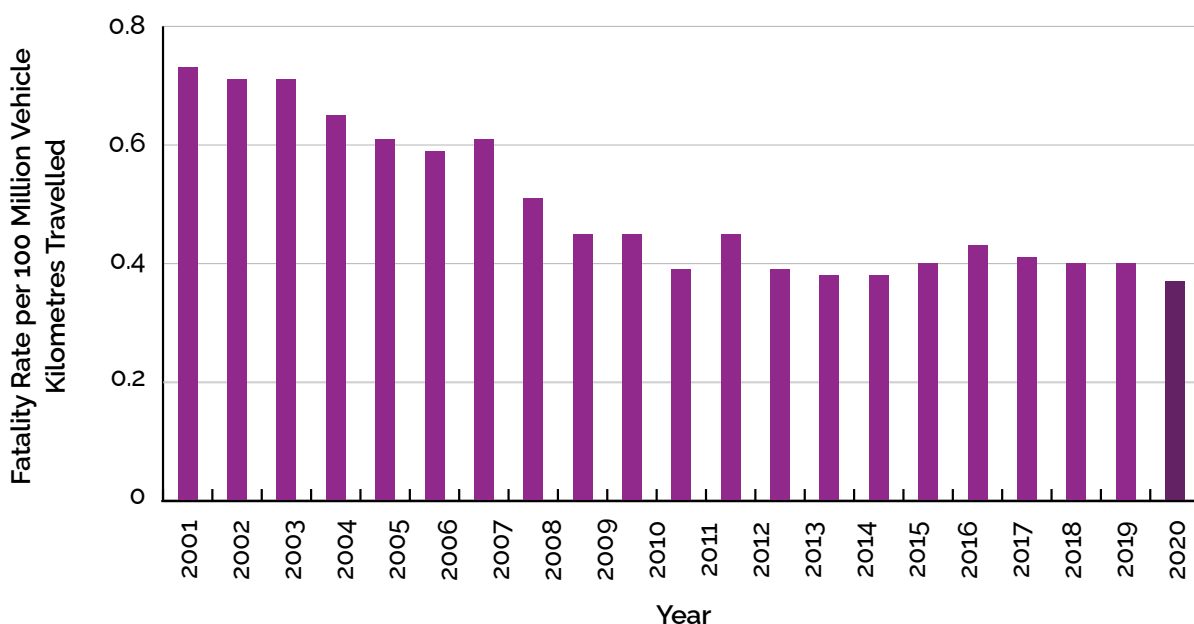


The number of fatal collisions decreased from 545 in 2019 to 498 in 2020, down by 47. The number of injury collisions decreased from 33,602 in 2019 to 23,371 in 2020, down by 10,231. The number of property damage collisions for 2020 was 123,887.

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 kilometers travelled in Ontario decreased from 0.40 in 2019 to 0.37 in 2020.

FIGURE 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 2001–2020



3A Types of Collisions

TABLE 3.1: Class of Collision 1988–2020

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
1988	1,076	76,724	150,598	228,398
1989	1,106	77,852	168,080	247,038
1990	959	65,912	153,317	220,188
1991	956	59,242	153,471	213,669
1992	942	58,889	164,418	224,249
1993	987	58,932	168,915	228,834
1994	875	58,525	167,596	226,996
1995	860	58,273	159,952	219,085
1996	816	57,791	156,417	215,024
1997	807	56,121	164,572	221,500
1998	768	55,441	157,147	213,356
1999	763	55,764	165,435	221,962
2000	737	57,279	182,614	240,630
2001	733	54,479	178,792	234,004
2002	770	56,516	187,356	244,642
2003	754	52,757	192,952	246,463
2004	718	49,948	180,882	231,548
2005	684	49,584	179,990	230,258
2006	692	47,411	168,144	216,247
2007	683	47,014	185,790	233,487
2008	574	44,219	184,403	229,196
2009	516	44,054	171,745	216,315
2010	534	44,430	170,569	215,533
2011	466	44,076	132,497	177,039
2012	505	43,484	128,879	172,868
2013	470	42,408	146,121	188,999
2014	484	38,240	178,833	217,557
2015	479	40,508	180,424	221,411
2016	527	39,685	168,192	208,404
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

TABLE 3.2: Collision Rate per One Million Kilometres Travelled, 1988–2020

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1999	2.5	2010	1.66*
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*

* 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, 2020

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	478	32,676	178,777	211,931
Unattended Vehicles	7	420	9,155	9,582
Pedestrian	112	2,508	152	2,772
Cyclist	23	1,464	428	1,915
Railway Train	0	3	16	19
Street Car	0	6	22	28
Farm Tractor	1	21	88	110
Domestic Animal	0	31	570	601
Wild Animal	2	282	10,432	10,716
Other Moveable Objects	7	343	1,068	1,418
Sub-total	630	37,754	200,708	239,092
Fixed Objects:				
Cable Guide Rail	1	53	344	398
Concrete Guide Rail	2	296	1,356	1,654
Steel Guide Rail	4	153	897	1,054
Pole (Utility Tower)	7	333	1,610	1,950
Pole (Sign/Parking Meter)	1	96	1,110	1,207
Fence/Noise Barrier	2	26	241	269
Culvert	0	36	67	103
Bridge Support	1	16	81	98
Rock Face	1	22	74	97

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2020 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Snow Bank or Drift	1	42	272	315
Ditch	17	386	1,644	2,047
Curb	10	204	851	1,065
Crash Cushion	2	24	60	86
Building or Wall	1	21	169	191
Water Course	0	2	9	11
Construction Marker	1	7	50	58
Tree, Shrub, or Stump	6	141	627	774
Other Fixed Object	3	75	759	837
Sub-total	60	1,933	10,221	12,214
Other Events:				
Ran Off Road	59	1,312	4,432	5,803
Skidding/Sliding	41	1,226	5,515	6,782
Jack-knifing	0	10	99	109
Load Spill	0	3	39	42
Fire/Explosion	0	1	66	67
Submersion	0	2	5	7
Rollover	7	155	336	498
Debris on Road	4	70	1,184	1,258
Debris off Vehicle	3	79	1,219	1,301
Other Non-Collision Event	17	289	1,080	1,386
Sub-total	131	3,147	13,975	17,253
Total	821	42,834	224,904	268,559

TABLE 3.4: Initial Impact Type by Class of Collision, 2020

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	85	679	1,359	2,123
Angle	42	3,065	8,370	11,477
Rear End	32	5,053	32,074	37,159
Sideswipe	16	1,342	16,324	17,682
Turning Movement	54	5,293	22,042	27,389
With Unattended Motor Vehicle	4	292	7,389	7,685
Single Motor Vehicle	265	7,519	33,035	40,819
Other	0	128	3,294	3,422
Unknown	0	0	0	0
Total	498	23,371	123,887	147,756

3B Time and Environment

TABLE 3.5: Month of Occurrence by Class of Collision, 2020

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	37	7.4	2,401	10.3	15,663	12.6	18,101	12.3
February	25	5.0	2,323	9.9	15,495	12.5	17,843	12.1
March	18	3.6	1,438	6.2	8,215	6.6	9,671	6.5
April	17	3.4	761	3.3	4,178	3.4	4,956	3.4
May	44	8.8	1,348	5.8	6,390	5.2	7,782	5.3
June	54	10.8	1,930	8.3	8,722	7.0	10,706	7.2
July	46	9.2	2,260	9.7	9,409	7.6	11,715	7.9
August	62	12.4	2,332	10.0	9,774	7.9	12,168	8.2
September	59	11.8	2,278	9.7	10,022	8.1	12,359	8.4
October	56	11.2	2,172	9.3	11,191	9.0	13,419	9.1
November	49	9.8	2,239	9.6	12,588	10.2	14,876	10.1
December	31	6.2	1,889	8.1	12,240	9.9	14,160	9.6
Total	498	100.0	23,371	100.0	123,887	100.0	147,756	100.0

TABLE 3.6: Day of Week by Class of Collision, 2020

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	62	12.4	3,174	13.6	16,794	13.6	20,030	13.6
Tuesday	74	14.9	3,277	14.0	18,022	14.5	21,373	14.5
Wednesday	76	15.3	3,564	15.2	18,985	15.3	22,625	15.3
Thursday	64	12.9	3,606	15.4	20,130	16.2	23,800	16.1
Friday	83	16.7	4,020	17.2	21,406	17.3	25,509	17.3
Saturday	74	14.9	3,089	13.2	15,529	12.5	18,692	12.7
Sunday	65	13.1	2,641	11.3	13,021	10.5	15,727	10.6
Total	498	100.0	23,371	100.0	123,887	100.0	147,756	100.0

TABLE 3.7: Hour of Occurrence by Class of Collision, 2020

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	19	3.8	366	1.6	2,113	1.7	2,498	1.7
1 to 2 a.m.	9	1.8	251	1.1	1,650	1.3	1,910	1.3
2 to 3 a.m.	13	2.6	202	0.9	1,406	1.1	1,621	1.1
3 to 4 a.m.	6	1.2	186	0.8	1,223	1.0	1,415	1.0
4 to 5 a.m.	7	1.4	171	0.7	1,421	1.1	1,599	1.1
5 to 6 a.m.	10	2.0	312	1.3	2,393	1.9	2,715	1.8
Sub-total	64	12.9	1,488	6.4	10,206	8.2	11,758	8.0
6 to 7 a.m.	21	4.2	726	3.1	4,389	3.5	5,136	3.5
7 to 8 a.m.	17	3.4	859	3.7	5,053	4.1	5,929	4.0
8 to 9 a.m.	15	3.0	934	4.0	6,009	4.9	6,958	4.7
9 to 10 a.m.	14	2.8	967	4.1	5,326	4.3	6,307	4.3
10 to 11 a.m.	22	4.4	1,003	4.3	5,398	4.4	6,423	4.3
11 to 12 noon	23	4.6	1,250	5.3	6,346	5.1	7,619	5.2
Sub-total	112	22.5	5,739	24.6	32,521	26.3	38,372	26.0
Hour of Occurrence P.M.								
12 to 1 p.m.	18	3.6	1,485	6.4	7,513	6.1	9,016	6.1
1 to 2 p.m.	28	5.6	1,521	6.5	7,364	5.9	8,913	6.0
2 to 3 p.m.	25	5.0	1,676	7.2	8,396	6.8	10,097	6.8
3 to 4 p.m.	29	5.8	1,894	8.1	9,945	8.0	11,868	8.0
4 to 5 p.m.	29	5.8	1,880	8.0	9,709	7.8	11,618	7.9
5 to 6 p.m.	34	6.8	1,964	8.4	10,000	8.1	11,998	8.1
Sub-total	163	32.7	10,420	44.6	52,927	42.7	63,510	43.0
6 to 7 p.m.	38	7.6	1,587	6.8	7,792	6.3	9,417	6.4
7 to 8 p.m.	27	5.4	1,239	5.3	5,938	4.8	7,204	4.9
8 to 9 p.m.	20	4.0	952	4.1	4,708	3.8	5,680	3.8
9 to 10 p.m.	30	6.0	776	3.3	3,973	3.2	4,779	3.2
10 to 11 p.m.	25	5.0	658	2.8	3,260	2.6	3,943	2.7
11 to 12 midnight	19	3.8	512	2.2	2,562	2.1	3,093	2.1
Sub-total	159	31.9	5,724	24.5	28,233	22.8	34,116	23.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	498	100.0	23,371	100.0	123,887	100.0	147,756	100.0

TABLE 3.8: Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2020

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	1	1	0	0	0	0	0	1	0
Victoria Day	9	7	4	0	2	1	1	8	7
Canada Day	3	2	1	1	1	0	0	3	2
Civic Holiday	2	1	1	1	0	0	0	2	1
Labour Day	4	4	1	0	2	0	0	4	3
Thanksgiving Day	9	7	6	3	7	1	0	11	13
Christmas/Boxing Day	1	0	2	1	0	0	0	1	2

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

TABLE 3.9: Light Condition by Class of Collision, 2020

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	275	55.2	16,346	69.9	84,104	67.9	100,725	68.2
Dawn	4	0.8	462	2.0	3,139	2.5	3,605	2.4
Dusk	11	2.2	774	3.3	4,647	3.8	5,432	3.7
Darkness	207	41.6	5,781	24.7	31,856	25.7	37,844	25.6
Other	1	0.2	8	0.0	141	0.1	150	0.1
Total	498	100.0	23,371	100.0	123,887	100.0	147,756	100.0

TABLE 3.10: Visibility by Class of Collision, 2020

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	422	84.7	19,570	83.7	100,398	81.0	120,390	81.5
Rain	46	9.2	1,912	8.2	8,766	7.1	10,724	7.3
Snow	19	3.8	1,450	6.2	11,747	9.5	13,216	8.9
Freezing Rain	0	0.0	74	0.3	592	0.5	666	0.5
Drifting Snow	3	0.6	125	0.5	877	0.7	1,005	0.7
Strong Wind	1	0.2	67	0.3	364	0.3	432	0.3
Fog, Mist, Smoke, or Dust	4	0.8	121	0.5	694	0.6	819	0.6
Other	3	0.6	52	0.2	449	0.4	504	0.3
Total	498	100.0	23,371	100.0	123,887	100.0	147,756	100.0

3C The Collision Location

TABLE 3.11: Road Jurisdiction by Class of Collision, 2020

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	205	14,195	68,058	82,458
Provincial Highway	122	3,956	25,948	30,026
Township	50	998	5,600	6,648
County or District	66	1,138	5,843	7,047
Regional Municipality	54	3,023	18,214	21,291
Federal	1	54	183	238
Other	0	7	41	48
Total	498	23,371	123,887	147,756

TABLE 3.12: Road Jurisdiction for All Collisions, 2011–2020

Road Jurisdiction*	Year									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Municipal	100,183	97,951	106,385	129,316	134,198	123,544	121,796	123,330	130,052	82,458
Provincial	36,857	34,411	39,500	39,978	38,872	38,174	39,781	41,913	43,334	30,026
Township	6,358	6,296	6,442	6,128	6,182	6,788	6,933	7,356	7,630	6,648
County or District	11,852	11,178	11,524	12,066	9,918	9,447	9,171	9,060	8,814	7,047
Regional Municipality	21,318	22,562	24,677	29,470	31,600	29,926	30,892	32,710	31,457	21,291
Federal	385	393	395	490	530	447	415	418	431	238
Other	86	77	76	109	111	78	97	65	75	48
Total	177,039	172,868	188,999	217,557	221,411	208,404	209,085	214,852	221,793	147,756

* Collisions may not be comparable across the different years due to transfer of highways between jurisdictions.

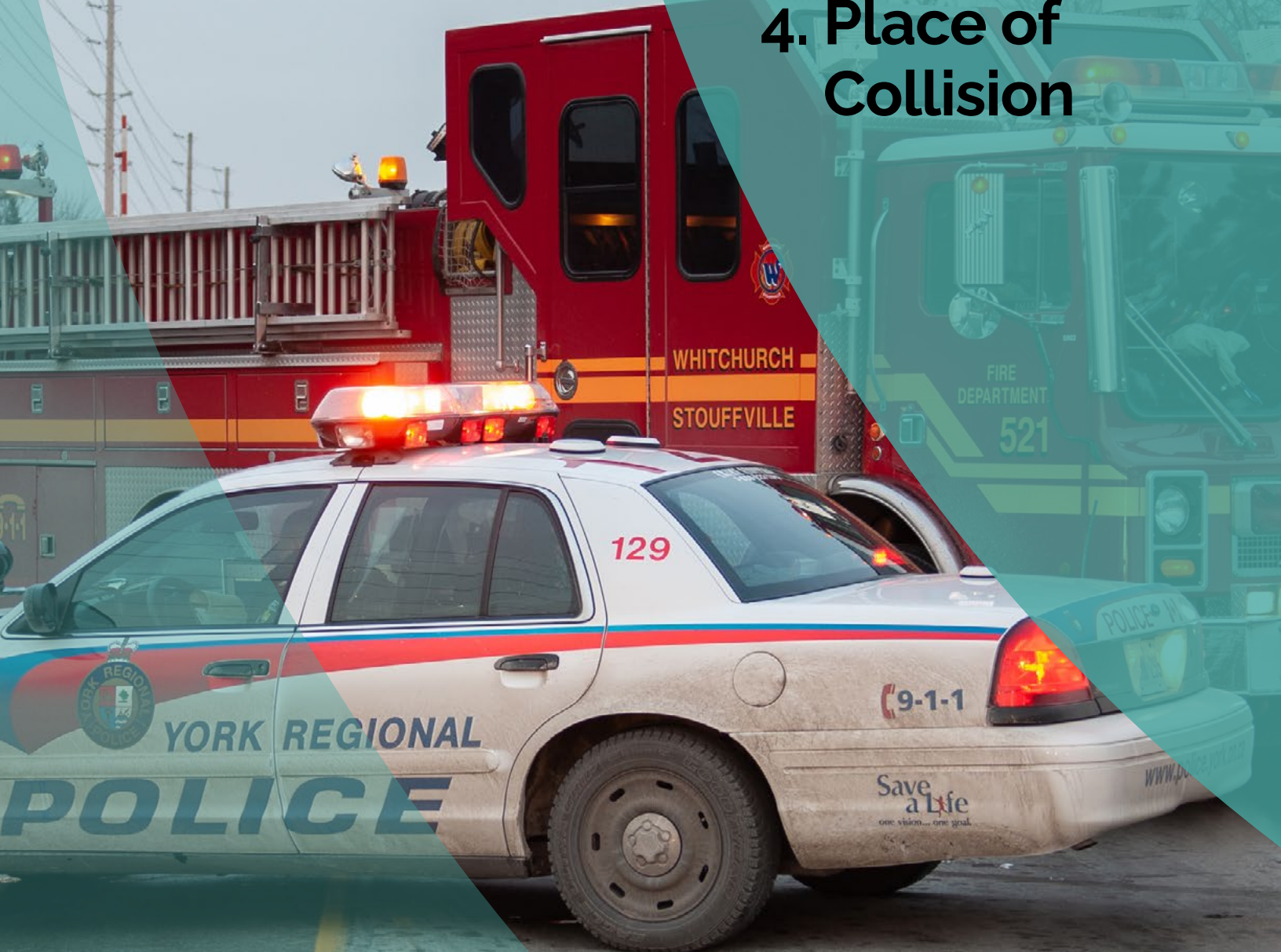
TABLE 3.13: Collision Location by Class of Collision, 2020

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	305	61.2	9,338	40.0	63,838	51.5	73,481	49.7
Intersection Related	67	13.5	5,663	24.2	25,659	20.7	31,389	21.2
At Intersection	94	18.9	6,794	29.1	23,385	18.9	30,273	20.5
At/Near Private Drive	24	4.8	1,444	6.2	10,077	8.1	11,545	7.8
At Railway	0	0.0	22	0.1	125	0.1	147	0.1
Underpass or Tunnel	1	0.2	14	0.1	70	0.1	85	0.1
Overpass or Bridge	2	0.4	47	0.2	302	0.2	351	0.2
Other	5	1.0	49	0.2	431	0.3	485	0.3
Total	498	100.0	23,371	100.0	123,887	100.0	147,756	100.0

TABLE 3.14: Road Surface Condition by Class of Collision, 2020

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	398	79.9	17,793	76.1	89,621	72.3	107,812	73.0
Wet	70	14.1	3,669	15.7	18,058	14.6	21,797	14.8
Loose Snow	12	2.4	694	3.0	6,266	5.1	6,972	4.7
Slush	4	0.8	343	1.5	2,947	2.4	3,294	2.2
Packed Snow	3	0.6	321	1.4	3,067	2.5	3,391	2.3
Ice	6	1.2	420	1.8	3,432	2.8	3,858	2.6
Mud	0	0.0	2	0.0	18	0.0	20	0.0
Loose Sand or Gravel	1	0.2	79	0.3	244	0.2	324	0.2
Spilled Liquid	0	0.0	6	0.0	12	0.0	18	0.0
Other	4	0.8	44	0.2	222	0.2	270	0.2
Total	498	100.0	23,371	100.0	123,887	100.0	147,756	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, 2020

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	147,750	498	23,371	123,881	530	31,792	10,003,712*
Algoma							
Blind River T	13	0	4	9	0	6	
Elliot Lake C	55	0	5	50	0	6	
Huron Shores M	9	0	2	7	0	2	
Macdonald, Meredith & Aberdeen Addl TP	1	0	0	1	0	0	
Sault Ste. Marie C	784	5	86	693	5	119	
Provincial Highway	243	4	35	204	5	51	
Other Areas	60	0	7	53	0	7	
Algoma Total	1,165	9	139	1,017	10	191	124,262
Brant							
Brantford C	1,185	5	166	1,014	6	224	
Provincial Highway	189	1	35	153	1	52	
Other Areas	468	5	103	360	9	156	
Brant Total	1,842	11	304	1,527	16	432	114,798
Bruce							
Arran-Elderslie M	62	4	13	45	4	17	
Brockton M	155	1	12	142	2	22	
Huron-Kinloss TP	52	0	5	47	0	6	
Kincardine M	118	0	11	107	0	14	
Saugeen Shores T	157	0	28	129	0	38	
South Bruce Peninsula T	62	0	7	55	0	9	
Provincial Highway	202	1	29	172	1	43	
Other Areas	139	0	15	124	0	24	
Bruce Total	947	6	120	821	7	173	79,363
Chatham-Kent							
Provincial Highway	141	3	17	121	4	26	
Other Areas	1,165	7	176	982	7	251	
Chatham-Kent Total	1,306	10	193	1,103	11	277	94,633
Cochrane							
Black River-Matheson TP	8	0	2	6	0	3	
Cochrane T	27	0	4	23	0	6	
Hearst T	27	0	4	23	0	4	
Iroquois Falls T	24	0	4	20	0	4	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kapuskasing T	51	0	4	47	0	5	
Timmins C	482	2	65	415	2	83	
Provincial Highway	221	0	29	192	0	45	
Other Areas	11	0	3	8	0	6	
Cochrane Total	851	2	115	734	2	156	93,757
Dufferin							
Amaranth TP	84	0	20	64	0	30	
East Garafraxa TP	77	1	14	62	1	24	
East Luther Grand Valley TP	34	0	6	28	0	11	
Melancthon TP	55	0	7	48	0	11	
Mono T	80	1	9	70	1	13	
Mulmur TP	78	0	17	61	0	24	
Orangeville T	204	0	16	188	0	20	
Shelburne T	78	0	9	69	0	11	
Provincial Highway	161	1	26	134	1	43	
Other Areas	0	0	0	0	0	0	
Dufferin Total	851	3	124	724	3	187	60,596
Durham							
Ajax T	695	4	145	546	4	204	
Brock TP	130	1	17	112	1	29	
Clarington M	487	3	112	372	3	161	
Oshawa C	1,480	1	309	1,170	1	386	
Pickering C	631	0	149	482	0	212	
Scugog TP	168	0	28	140	0	40	
Uxbridge TP	174	4	47	123	4	67	
Whitby T	893	2	197	694	2	276	
Provincial Highway	1,596	10	239	1,347	10	352	
Other Areas	0	0	0	0	0	0	
Durham Total	6,254	25	1,243	4,986	25	1,727	501,215
Elgin							
Aylmer T	38	0	6	32	0	6	
Bayham M	80	1	13	66	1	21	
Central Elgin M	193	1	32	160	1	45	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Dutton-Dunwich M	34	0	1	33	0	1	
Malahide TP	116	1	22	93	1	26	
Southwold TP	74	2	9	63	2	17	
St. Thomas C	213	1	34	178	1	53	
West Elgin M	35	0	5	30	0	6	
Provincial Highway	196	0	37	159	0	59	
Other Areas	0	0	0	0	0	0	
Elgin Total	979	6	159	814	6	234	88,855
Essex							
Amherstburg T	183	1	31	151	1	41	
Essex T	151	0	23	128	0	32	
Kingsville T	176	0	26	150	0	35	
Lakeshore T	340	4	61	275	4	80	
LaSalle T	162	0	39	123	0	53	
Leamington M	252	0	38	214	0	51	
Tecumseh T	180	0	28	152	0	38	
Windsor C	2,798	4	1,125	1,669	5	1,480	
Provincial Highway	273	4	54	215	4	86	
Other Areas	0	0	0	0	0	0	
Essex Total	4,515	13	1,425	3,077	14	1,896	299,914
Frontenac							
Central Frontenac TP	73	1	9	63	1	13	
Frontenac Islands TP	14	0	1	13	0	2	
Kingston C	1,241	3	200	1,038	3	266	
North Frontenac TP	24	1	7	16	1	9	
South Frontenac TP	238	0	24	214	0	29	
Provincial Highway	206	2	32	172	2	40	
Other Areas	0	0	0	0	0	0	
Frontenac Total	1,796	7	273	1,516	7	359	124,563
Grey							
Chatsworth TP	60	0	3	57	0	4	
Georgian Bluffs TP	106	1	18	87	1	30	
Grey Highlands M	137	1	20	116	1	29	
Hanover T	69	0	12	57	0	13	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Meaford M	79	0	10	69	0	14	
Owen Sound C	279	0	45	234	0	57	
Southgate TP	73	1	11	61	1	13	
The Blue Mountains T	105	1	24	80	2	41	
West Grey M	280	1	36	243	1	49	
Provincial Highway	279	0	39	240	0	55	
Other Areas	0	0	0	0	0	0	
Grey Total	1,467	5	218	1,244	6	305	88,300
Haldimand-Norfolk							
Provincial Highway	227	1	65	161	1	113	
Other Areas	1,118	5	211	902	6	310	
Haldimand-Norfolk Total	1,345	6	276	1,063	7	423	116,321
Haliburton							
Algonquin Highlands TP	11	0	1	10	0	1	
Dysart et al TP	95	0	11	84	0	19	
Highlands East M	48	2	14	32	2	18	
Minden Hills TP	99	1	4	94	1	6	
Provincial Highway	140	1	12	127	1	18	
Other Areas	0	0	0	0	0	0	
Haliburton Total	393	4	42	347	4	62	26,473
Halton							
Burlington C	1,217	4	187	1,026	4	239	
Halton Hills T	431	1	60	370	1	83	
Milton T	951	2	153	796	2	190	
Oakville T	1,130	2	143	985	2	179	
Provincial Highway	1,964	2	213	1,749	2	308	
Other Areas	0	0	0	0	0	0	
Halton Total	5,693	11	756	4,926	11	999	419,591
Hamilton							
Hamilton C	4,862	13	995	3,854	13	1,389	
Provincial Highway	827	1	94	732	1	154	
Other Areas	0	0	0	0	0	0	
Hamilton Total	5,689	14	1,089	4,586	14	1,543	361,736

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hastings							
Bancroft T	39	0	6	33	0	7	
Belleville C	599	2	100	497	2	131	
Centre Hastings M	21	0	3	18	0	3	
Deseronto T	6	0	2	4	0	2	
Faraday TP	16	0	4	12	0	4	
Hastings Highlands M	40	0	0	40	0	0	
Madoc TP	13	0	0	13	0	0	
Marmora and Lake M	23	0	3	20	0	3	
Stirling-Rawdon TP	37	0	6	31	0	9	
Tweed M	55	0	4	51	0	5	
Tyendinaga TP	97	0	21	76	0	33	
Provincial Highway	454	6	55	393	6	78	
Other Areas	493	2	62	429	2	87	
Hastings Total	1,893	10	266	1,617	10	362	140,521
Huron							
Ashfield-Colborne-Wawanosh TP	89	1	5	83	1	5	
Bluewater M	53	0	11	42	0	18	
Central Huron M	64	0	10	54	0	17	
Goderich T	39	1	6	32	1	9	
Howick TP	56	2	6	48	2	10	
Huron East M	85	3	8	74	3	16	
Morris-Turnberry M	86	2	2	82	2	3	
North Huron TP	41	0	4	37	0	4	
South Huron M	76	1	24	51	1	36	
Provincial Highway	142	0	19	123	0	28	
Other Areas	0	0	0	0	0	0	
Huron Total	731	10	95	626	10	146	58,519
Kawartha Lakes							
Kawartha Lakes C	742	2	139	601	2	201	
Provincial Highway	212	1	41	170	1	66	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	954	3	180	771	3	267	80,820

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kenora							
Dryden C	87	0	6	81	0	7	
Kenora C	114	1	9	104	1	11	
Red Lake M	12	1	1	10	1	1	
Sioux Lookout M	25	0	3	22	0	6	
Provincial Highway	331	2	46	283	3	55	
Other Areas	87	1	12	74	1	19	
Kenora Total	656	5	77	574	6	99	59,086
Lambton							
Brooke-Alvinston TP	49	0	1	48	0	2	
Dawn-Euphemia TP	39	0	1	38	0	2	
Enniskillen TP	66	0	6	60	0	10	
Petrolia T	28	0	6	22	0	8	
Plympton-Wyoming T	71	1	11	59	1	13	
Point Edward V	18	0	1	17	0	1	
Sarnia C	758	3	101	654	3	130	
St. Clair TP	159	4	19	136	4	25	
Warwick TP	41	1	5	35	1	8	
Provincial Highway	197	0	22	175	0	26	
Other Areas	74	0	9	65	0	9	
Lambton Total	1,500	9	182	1,309	9	234	107,293
Lanark							
Beckwith TP	42	0	5	37	0	11	
Carleton Place T	68	0	8	60	0	11	
Lanark Highlands TP	85	1	11	73	1	15	
Mississippi Mills T	137	0	10	127	0	11	
Montague TP	30	0	4	26	0	7	
Perth T	67	0	13	54	0	18	
Smiths Falls ST	127	0	15	112	0	21	
Tay Valley TP	72	0	4	68	0	4	
Provincial Highway	164	1	23	140	1	35	
Other Areas	72	1	10	61	1	13	
Lanark Total	864	3	103	758	3	146	72,229

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Leeds & Grenville							
Athens TP	25	0	2	23	0	3	
Augusta TP	55	0	11	44	0	15	
Brockville C	182	1	20	161	1	30	
Edwardsburgh/Cardinal TP	53	0	7	46	0	13	
Elizabethtown-Kitley TP	85	0	17	68	0	22	
Front of Yonge TP	14	0	0	14	0	0	
Gananoque ST	47	0	5	42	0	5	
Leeds and the Thousand Islands TP	85	0	11	74	0	13	
Merrickville-Wolford V	30	0	4	26	0	5	
North Grenville M	115	1	16	98	1	22	
Prescott ST	17	0	3	14	0	6	
Rideau Lakes TP	112	0	12	100	0	14	
Provincial Highway	285	5	30	250	5	48	
Other Areas	5	0	0	5			
Leeds & Grenville Total	1,110	7	138	965	7	196	101,588
Lennox & Addington							
Addington Highlands TP	10	0	2	8	0	3	
Greater Napanee T	169	1	15	153	1	24	
Loyalist TP	88	1	10	77	1	13	
Stone Mills TP	81	1	6	74	1	6	
Provincial Highway	145	1	19	125	1	27	
Other Areas	0	0	0	0	0	0	
Lennox & Addington Total	493	4	52	437	4	73	40,583
Manitoulin							
Central Manitoulin M	7	0	0	7	0	0	
Provincial Highway	118	1	15	102	1	20	
Other Areas	59	1	9	49	1	14	
Manitoulin Total	184	2	24	158	2	34	18,020
Middlesex							
Adelaide-Metcalf TP	72	0	6	66	0	12	
London C	5,146	12	625	4,509	12	876	
Lucan Biddulph TP	20	1	2	17	1	3	
Middlesex Centre M	312	5	51	256	5	90	
North Middlesex M	102	1	18	83	1	25	
Southwest Middlesex M	109	0	13	96	0	15	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Strathroy-Caradoc TP	196	0	27	169	0	37	
Provincial Highway	380	1	36	343	1	55	
Other Areas	217	3	18	196	4	28	
Middlesex Total	6,554	23	796	5,735	24	1,141	336,960
Muskoka							
Bracebridge T	143	0	17	126	0	25	
Georgian Bay TP	18	0	2	16	0	4	
Gravenhurst T	87	0	15	72	0	23	
Huntsville T	165	0	16	149	0	18	
Lake Of Bays TP	29	0	5	24	0	14	
Muskoka Lakes TP	123	1	5	117	1	7	
Provincial Highway	384	2	43	339	2	66	
Other Areas	6	0	0	6	0	0	
Muskoka Total	955	3	103	849	3	157	74,846
Niagara							
Fort Erie T	195	0	34	161	0	44	
Grimsby T	166	0	29	137	0	38	
Lincoln T	190	2	26	162	2	34	
Niagara Falls C	893	6	119	768	6	160	
Niagara-On-The-Lake T	151	1	24	126	1	43	
Pelham T	100	1	12	87	1	16	
Port Colborne C	107	0	21	86	0	29	
St. Catharines C	1,221	2	178	1,041	2	211	
Thorold C	181	1	28	152	1	39	
Wainfleet TP	21	0	3	18	0	3	
Welland C	438	0	67	371	0	87	
West Lincoln TP	135	1	25	109	1	36	
Provincial Highway	904	1	123	780	1	168	
Other Areas	0	0	0	0	0	0	
Niagara Total	4,702	15	689	3,998	15	908	375,525
Nipissing							
Bonfield TP	9	0	1	8	0	1	
East Ferris TP	23	0	2	21	0	2	
Mattawa T	7	0	1	6	0	1	
North Bay C	576	1	95	480	1	123	
West Nipissing M	96	0	10	86	0	10	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Provincial Highway	443	2	61	380	2	78	
Other Areas	34	0	5	29	0	9	
Nipissing Total	1,188	3	175	1,010	3	224	93,271
Northumberland							
Alnwick-Haldimand TP	92	0	21	71	0	30	
Brighton M	86	0	13	73	0	22	
Cobourg T	167	1	13	153	1	14	
Cramahe TP	51	1	9	41	1	12	
Hamilton TP	95	0	19	76	0	28	
Port Hope M	123	1	18	104	1	26	
Trent Hills M	142	1	17	124	1	22	
Provincial Highway	240	0	27	213	0	33	
Other Areas	11	0	3	8	0	4	
Northumberland Total	1,007	4	140	863	4	191	89,652
Ottawa							
Ottawa C	8,334	15	1,566	6,753	15	2,042	
Provincial Highway	1,255	2	159	1,094	2	195	
Other Areas	0	0	0	0	0	0	
Ottawa Total	9,589	17	1,725	7,847	17	2,237	605,170
Oxford							
East Zorra-Tavistock TP	70	1	13	56	1	22	
Ingersoll T	73	1	9	63	1	10	
Norwich TP	160	1	27	132	1	45	
Tillsonburg T	114	0	8	106	0	10	
Woodstock C	423	0	59	364	0	72	
Zorra TP	132	4	23	105	5	27	
Provincial Highway	317	2	41	274	2	56	
Other Areas	201	2	23	176	2	28	
Oxford Total	1,490	11	203	1,276	12	270	108,554
Parry Sound							
Magnetawan M	6	0	1	5	0	4	
Mcdougall M	15	0	0	15	0	0	
Nipissing TP	8	0	2	6	0	3	
Parry Sound T	51	0	4	47	0	5	
Perry TP	8	0	0	8	0	0	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Powassan M	11	0	3	8	0	4	
Provincial Highway	514	6	64	444	6	88	
Other Areas	135	1	18	116	1	28	
Parry Sound Total	748	7	92	649	7	132	65,708
Peel							
Brampton C	4,576	20	599	3,957	23	769	
Caledon T	803	2	96	705	2	137	
Mississauga C	4,407	13	544	3,850	16	657	
Provincial Highway	3,096	9	434	2,653	11	642	
Other Areas	0	0	0	0	0	0	
Peel Total	12,882	44	1,673	11,165	52	2,205	888,917
Perth							
North Perth M	124	2	20	102	2	27	
Perth East TP	181	0	33	148	0	49	
Perth South TP	79	1	11	67	1	20	
St. Marys ST	38	0	7	31	0	9	
Stratford C	284	0	53	231	0	74	
West Perth M	82	2	11	69	2	20	
Provincial Highway	182	0	32	150	0	49	
Other Areas	0	0	0	0	0	0	
Perth Total	970	5	167	798	5	248	68,125
Peterborough							
Asphodel-Norwood TP	35	0	3	32	0	3	
Cavan-Monaghan TP	58	1	4	53	1	6	
Douro-Dummer TP	61	0	7	54	0	12	
Galway-Cavendish-Harvey TP	81	1	13	67	1	16	
Havelock-Belmont-Methuen TP	50	0	7	43	0	12	
North Kawartha TP	27	1	3	23	1	3	
Otonabee-South Monaghan TP	60	1	12	47	1	17	
Peterborough C	917	2	139	776	2	184	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Smith-Ennismore-Lakefield TP	143	0	21	122	0	30	
Provincial Highway	262	2	52	208	3	81	
Other Areas	2	0	0	2	0	0	
Peterborough Total	1,696	8	261	1,427	9	364	129,730
Prescott & Russell							
Alfred and Plantagenet TP	97	1	23	73	1	38	
Casselman V	17	0	2	15	0	2	
Clarence-Rockland C	164	0	38	126	0	49	
East Hawkesbury TP	23	0	2	21	0	3	
Hawkesbury T	124	0	18	106	0	29	
Russell TP	93	0	18	75	0	22	
The Nation M	111	1	27	83	1	37	
Provincial Highway	116	0	22	94	0	31	
Other Areas	50	3	9	38	3	15	
Prescott & Russell Total	795	5	159	631	5	226	103,342
Prince Edward							
Provincial Highway	46	0	7	39	0	13	
Other Areas	253	1	29	223	1	38	
Prince Edward Total	299	1	36	262	1	51	26,170
Rainy River							
Atikokan T	12	0	2	10	0	2	
Fort Frances T	84	0	4	80	0	5	
Provincial Highway	163	1	9	153	1	9	
Other Areas	36	0	5	31	0	9	
Rainy River Total	295	1	20	274	1	25	25,161
Renfrew							
Admaston-Bromley TP	34	0	3	31	0	5	
Arnprior T	62	0	3	59	0	4	
Bonnechere Valley TP	30	0	1	29	0	1	
Brudenell, Lyndoch and Raglan TP	32	0	1	31	0	1	
Deep River T	7	0	1	6	0	1	
Greater Madawaska TP	35	0	7	28	0	8	
Horton TP	27	0	2	25	0	4	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Laurentian Hills T	7	0	1	6	0	1	
Laurentian Valley TP	85	0	12	73	0	18	
Madawaska Valley TP	43	0	5	38	0	5	
McNab-Braeside TP	37	1	8	28	1	9	
North Algona Wilberforce TP	32	0	2	30	0	2	
Pembroke C	140	0	19	121	0	25	
Petawawa T	82	1	11	70	1	15	
Renfrew T	36	0	1	35	0	1	
Whitewater Region TP	48	0	4	44	0	4	
Provincial Highway	427	4	41	382	4	62	
Other Areas	28	0	3	25	0	3	
Renfrew Total	1,192	6	125	1,061	6	169	112,100
Simcoe							
Adjala-Tosorontio TP	161	1	29	131	1	44	
Barrie C	1,614	8	202	1,404	8	285	
Bradford West Gwillimbury T	326	2	37	287	2	57	
Clearview TP	215	2	42	171	2	55	
Collingwood T	217	0	28	189	0	34	
Essa TP	216	1	39	176	1	63	
Innisfil T	390	1	67	322	1	105	
Midland T	173	0	29	144	0	40	
New Tecumseth T	287	2	44	241	2	69	
Orillia C	345	0	57	288	0	70	
Oro-Medonte TP	178	0	23	155	0	35	
Penetanguishene T	43	0	6	37	0	8	
Ramara TP	68	0	15	53	0	18	
Severn TP	133	1	16	116	1	22	
Tay TP	43	1	4	38	1	4	
Tiny TP	109	3	15	91	3	22	
Wasaga Beach T	169	1	26	142	1	29	
Provincial Highway	1,381	6	168	1,207	6	263	
Other Areas	253	1	44	208	1	64	
Simcoe Total	6,321	30	891	5,400	30	1,287	458,574

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (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	525	2	87	436	2	123	
North Dundas TP	108	2	20	86	2	30	
North Glengarry TP	104	0	7	97	0	7	
North Stormont TP	63	1	11	51	1	13	
South Dundas TP	84	1	8	75	1	13	
South Glengarry TP	87	1	11	75	1	15	
South Stormont TP	88	0	6	82	0	7	
Provincial Highway	198	3	20	175	3	34	
Other Areas	6	0	3	3	0	5	
Stormont, Dundas & Glengarry Total	1,263	10	173	1,080	10	247	103,492
Sudbury							
Chapleau TP	12	0	1	11	0	1	
Espanola T	27	0	2	25	0	2	
French River M	7	0	0	7	0	0	
Greater Sudbury C	1,565	3	178	1,384	4	260	
Markstay-Warren M	6	0	0	6	0	0	
Provincial Highway	427	3	78	346	6	118	
Other Areas	42	0	8	34	0	10	
Sudbury Total	2,086	6	267	1,813	10	391	202,807
Thunder Bay							
Greenstone M	13	0	1	12	0	1	
Manitouwadge TP	3	0	0	3	0	0	
Marathon T	13	0	2	11	0	2	
Neebing M	8	0	0	8	0	0	
Nipigon TP	5	0	1	4	0	1	
Oliver Paipoonge M	31	0	3	28	0	3	
Shuniah M	18	0	0	18	0	0	
Terrace Bay TP	2	0	0	2	0	0	
Thunder Bay C	1,392	1	177	1,214	1	232	
Provincial Highway	1,368	16	170	1,182	18	235	
Other Areas	138	1	20	117	1	26	
Thunder Bay Total	2,991	18	374	2,599	20	500	150,872

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Timiskaming							
Englehart T	5	0	0	5	0	0	
Kirkland Lake T	61	0	1	60	0	1	
Temiskaming Shores C	66	1	10	55	2	18	
Provincial Highway	192	1	27	164	1	38	
Other Areas	42	0	4	38	0	6	
Timiskaming Total	366	2	42	322	3	63	41,244
Toronto							
Toronto C	23,627	39	3,980	19,608	39	5,247	
Provincial Highway	5,712	8	727	4,977	8	978	
Other Areas	0	0	0	0	0	0	
Toronto Total	29,339	47	4,707	24,585	47	6,225	1,271,782
Waterloo							
Cambridge C	1,516	0	187	1,329	0	242	
Kitchener C	2,162	6	257	1,899	6	345	
North Dumfries TP	77	3	15	59	3	22	
Waterloo C	1,324	2	147	1,175	3	194	
Wellesley TP	73	0	17	56	0	24	
Wilmot TP	86	2	13	71	2	16	
Woolwich TP	176	2	44	130	2	54	
Provincial Highway	807	4	103	700	4	144	
Other Areas	0	0	0	0	0	0	
Waterloo Total	6,221	19	783	5,419	20	1,041	406,527
Wellington							
Centre Wellington TP	274	2	39	233	2	63	
Erin T	104	2	12	90	2	24	
Guelph C	1,246	2	241	1,003	2	338	
Guelph/Eramosa TP	186	0	27	159	0	36	
Mapleton TP	111	1	19	91	1	23	
Minto T	94	0	13	81	0	16	
Puslinch TP	135	1	19	115	1	30	
Wellington North TP	106	0	11	95	0	14	
Provincial Highway	541	0	74	467	0	103	
Other Areas	0	0	0	0	0	0	
Wellington Total	2,797	8	455	2,334	8	647	186,318

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
York							
Aurora T	269	0	50	219	0	64	
East Gwillimbury T	243	0	58	185	0	89	
Georgina T	238	1	74	163	1	104	
King TP	278	3	60	215	3	93	
Markham T	1,696	3	373	1,320	3	482	
Newmarket T	366	1	82	283	1	102	
Richmond Hill T	1,011	3	235	773	3	330	
Vaughan C	2,426	6	515	1,905	7	679	
Whitchurch Stouffville T	241	2	63	176	2	86	
Provincial Highway	1,758	1	212	1,545	1	293	
Other Areas	0	0	0	0	0	0	
York Total	8,526	20	1,722	6,784	21	2,322	805,829

* This number does not match the vehicle population in Table 5.5; it does not include 11,307 vehicles that are not associated with a county or region in Ontario.

Legend:

C = City

T = Town

TP = Township

M = Municipality

ST = Separated Town

V = Village

Other Areas:

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

Table 4.1 is not comparable to previous years.

The figures above do not include 6 Property Damage Only collisions whose locations were unknown.

5. The Vehicle



5. The Vehicle

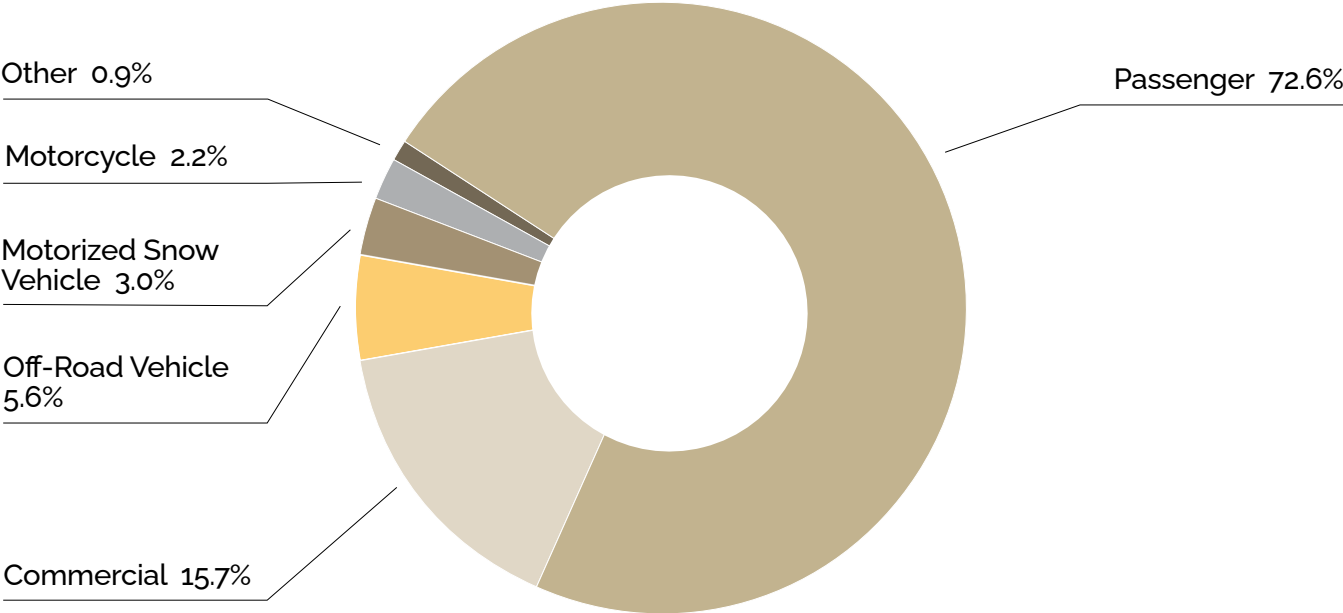
This section examines the types of vehicles involved in motor vehicle collisions in Ontario.



In 2020, passenger vehicles made up about 72.6% of the vehicle population in Ontario; they also represented 76.3% of all vehicles involved in collisions.

Only about 1.1% of all motor vehicles involved in collisions had apparent mechanical defects.

FIGURE 5 Vehicle Population by Vehicle Class in Ontario, 2020



5A Vehicles in Collisions

TABLE 5.1: Vehicles Involved in Collisions, 2020

Type of Vehicle	Number of Vehicles Involved in Collisions			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	436	31,108	165,297	196,841
Passenger Van	21	1,440	6,742	8,203
Motorcycle & Moped	90	1,199	589	1,878
Pick-up Truck	127	4,158	25,428	29,713
Delivery Van	11	564	3,270	3,845
Tow Truck	4	85	387	476
Truck	86	1,586	10,148	11,820
Bus	5	350	1,265	1,620
School Vehicle	2	59	510	571
Off-Road Vehicle	3	40	36	79
Snowmobile	0	3	11	14
Snow Plow	2	26	294	322
Emergency Vehicle	5	181	1,093	1,279
Farm Vehicle	2	48	178	228
Construction Equipment	1	21	138	160
Motor Home	0	9	55	64
Railway Train	0	3	17	20
Street Car	0	32	46	78
Bicycle	24	1,571	492	2,087
Other	1	53	294	348
Other Non-Motor Vehicle	1	103	955	1,059
Unknown	0	195	7,659	7,854
Total	821	42,834	224,904	268,559

TABLE 5.2: Condition of Vehicle by Class of Collision, 2020

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	769	40,864	203,282	244,915
Service Brakes Defective	1	34	160	195
Steering Defective	1	15	95	111
Tire Puncture or Blow Out	1	42	244	287
Tire Tread Insufficient	4	33	104	141
Headlamps Defective	1	7	59	67
Other Lamps or Reflectors Defective	0	11	21	32
Engine Controls Defective	1	17	49	67
Wheels or Suspension Defective	2	30	185	217
Vision Obscured	0	2	24	26
Trailer Hitch Defective	0	1	10	11
Other Defects	11	266	1,571	1,848
Unknown	30	1,512	19,100	20,642
Total	821	42,834	224,904	268,559

TABLE 5.3: Model Year of Vehicle by Class of Collision, 2020

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2021	3	72	499	574
2020	33	1,684	10,047	11,764
2019	55	3,259	19,683	22,997
2018	44	3,216	19,372	22,632
2017	53	3,125	17,984	21,162
2016	52	2,897	16,235	19,184
2015	56	2,856	15,788	18,700
2014	39	2,513	13,372	15,924
2013	38	2,371	13,079	15,488
2012	36	2,253	11,431	13,720
2011	38	1,980	10,291	12,309
2010 and earlier	343	13,934	63,740	78,017
Unknown	31	2,674	13,383	16,088
Total	821	42,834	224,904	268,559

TABLE 5.4: Insurance Status of Vehicle by Class of Collision, 2020

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	755	40,776	207,693	249,224
Not Insured	41	579	1,645	2,265
Unknown	25	1,479	15,566	17,070
Total	821	42,834	224,904	268,559

5B Putting the Vehicle in Context

TABLE 5.5: Vehicle Population by Type of Vehicle, 2020

Vehicle Class	Vehicle Population
Passenger	7,271,636
Motorcycle	223,277
Moped	413
Commercial*	1,572,121
Bus	21,003
School Bus	12,461
Motorized Snow Vehicle	301,321
Off-Road Vehicle	559,763
Road Building Machinery	0
Permanent Apparatus	2,545
Farm Trucks	50,479
Total	10,015,019

* Excludes vehicles registered under the PRORATE-P program (81,605 vehicles).

TABLE 5.6: Selected Types of Vehicles by Model Year, 2021 and earlier

Vehicle Class	Model Year											
	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011 and earlier	Total
Passenger	68,316	438,427	555,376	581,279	579,466	526,311	531,007	465,272	462,480	412,458	2,651,244	7,271,636
Motorcycle	306	5,114	8,457	9,446	8,895	8,621	8,870	8,937	8,708	8,118	147,805	223,277
Moped	0	0	2	3	1	5	1	2	8	1	390	413
Commercial*	20,309	128,044	163,309	139,364	129,968	111,263	88,372	79,183	67,238	66,080	632,015	1,625,145
Bus	665	1,669	3,017	2,546	2,872	2,436	2,007	2,152	2,603	2,277	11,220	33,464
Motorized Snow Vehicle	5,782	7,826	7,307	8,341	8,055	9,651	7,815	5,655	4,923	5,294	230,672	301,321
Off-Road Vehicle	6,294	19,478	21,368	23,438	21,326	19,889	15,462	18,625	17,048	15,932	380,903	559,763
Total	101,672	600,558	758,836	764,417	750,583	678,176	653,534	579,826	563,008	510,160	4,054,249	10,015,019

* Excludes vehicles registered under the PRORATE-P program (81,605 vehicles).

TABLE 5.7: Vehicle Damage Level by Class of Collision, 2020

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	42	3,349	8,171	11,562
Light	99	9,410	80,968	90,477
Moderate	126	12,017	80,826	92,969
Severe	153	10,325	25,419	35,897
Demolished	375	4,996	5,736	11,107
Unknown	26	2,737	23,784	26,547
Total	821	42,834	224,904	268,559

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, 2011–2020

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2011	36	1,326	2	478
2012	54	1,338	1	478
2013	47	1,250	3	431
2014	56	1,177	5	313
2015	57	1,583	6	159
2016	60	1,498	5	156
2017	65	1,372	4	141
2018	64	1,211	2	89
2019	57	1,119	3	84
2020	76	1,127	5	87

* Excludes hangers on, moped drivers and passengers.

TABLE 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2020

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	11.4
Under 25 Years Old	11.4
Alcohol Used	
Ability Impaired Alcohol > .08	13.0
Had Been Drinking	1.2
Unknown	3.4
Helmet Not Worn (Fatalities)	3.5
Motorcycle Driver Error	
Speed Too Fast/Lost Control	51.0
Other Error	18.2
Single Vehicle Collisions	44.0
Day/Night	77/21
Weekend	42.7

6B School Vehicles

TABLE 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2015/2016–2019/2020

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
2015/2016	828,508	1,037
2016/2017	836,032	1,064
2017/2018	850,747	1,075
2018/2019	853,788	1,135
2019/2020	865,486*	815

* This number may be impacted due to the COVID-19 pandemic.

TABLE 6.4: Collisions Involving School Vehicles by Type and Nature of Collision, 2019–2020

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2015/2016–2019/2020)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	0	27	62	674	763	4,817
School Van	0	2	1	5	8	65
Other School Vehicles	0	2	5	31	38	225
Total	0	31	68	710	809	5,107

TABLE 6.5: Pupil Injury by Collision Event and Vehicle Type, 2019–2020 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five Year Total (2015/2016– 2019/2020)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	30	0	2	0	32	0	343
School Van	0	0	0	2	0	0	0	2	0	15
Other School Vehicles	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	32	0	2	0	34	0	364

6C Large Trucks

TABLE 6.6: Number of Persons Killed in Collisions Involving Trucks, 2016–2020

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2016	37	32.7	113	19.5
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
Total	203	36.3	560	19.2

TABLE 6.7: Number of Trucks in All Classes of Collisions, 2020

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	25	689	4,552	5,266
Straight Truck & Trailer	9	91	493	593
Tractor Only	3	123	1,222	1,348
Tractor & Semi-Trailer	41	573	3,028	3,642
"A-C" Train Double	1	16	78	95
"B" Train Double	1	17	71	89
Other/Unknown	10	162	1,091	1,263
Total	90	1,671	10,535	12,296

TABLE 6.8: Registered Trucks, 2020

Driver Licence Required	Registered Trucks
G	1,423,219
D	31,482
A*	252,049**
Total	1,706,750

* Tractor/Trailer combination only.

** Includes vehicles registered under the PRORATE-P program (78,872 vehicles).

TABLE 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2020

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	0
Driving Properly	60
Collisions	
Single Vehicle	36
Weather Condition—Clear	81
Daylight	68
Vehicles	
Vehicle Defect Present*	3.5

* Excludes unknown category.

6D Off-Road Vehicles

TABLE 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2016–2020

Location	Killed					Injured				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
On-Highway	15	8	9	10	13	91	117	127	107	152
Off-Highway	15	13	6	13	16	125	116	147	150	193
Total	30	21	15	23	29	216	233	274	257	345

* 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*, 2016–2020

Location	Killed					Injured				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
On-Highway	0	1	2	0	0	47	42	44	47	48
Off-Highway	1	1	2	3	3	72	54	49	50	80
Total	1	2	4	3	3	119	96	93	97	128

* 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*, 2016–2020

Location	Killed					Injured				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
On-Highway	0	0	0	0	0	9	3	0	0	3
Off-Highway	0	0	0	0	0	4	1	3	5	4
Total	0	0	0	0	0	13	4	3	5	7

* 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, 2016–2020

Year	Vehicles Registered
2016	462,636
2017	485,596
2018	507,718
2019	530,137
2020	559,763

TABLE 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2020

Factors	%
Drivers Under 25 Years of Age	36
Alcohol Used	18
Speeding	14
Helmet Not Worn	32
Daytime	73
Two-Wheeled	19
Three-Wheeled	1
Four-Wheeled	79

6E Motorized Snow Vehicles

TABLE 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location—Riding Seasons 2015/2016–2019/2020

Location	Killed					Injured				
	15/16	16/17	17/18	18/19	19/20	15/16	16/17	17/18	18/19	19/20
On-Highway	1	7	2	1	2	19	31	34	35	31
Off-Highway	10	19	16	12	12	90	112	117	137	117
Total	11	26	18	13	14	109	143	151	172	148

* 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 2015/2016–2019/2020

Location	Killed					Injured				
	15/16	16/17	17/18	18/19	19/20	15/16	16/17	17/18	18/19	19/20
On-Highway	0	0	0	0	0	2	10	3	5	3
Off-Highway	1	2	0	2	1	12	14	12	14	15
Total	1	2	0	2	1	14	24	15	19	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 2015/2016–2019/2020

Location	Killed					Injured				
	15/16	16/17	17/18	18/19	19/20	15/16	16/17	17/18	18/19	19/20
On-Highway	0	0	0	0	0	0	3	0	1	0
Off-Highway	1	0	0	0	0	2	3	2	5	2
Total	1	0	0	0	0	2	6	2	6	2

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

TABLE 6.16: Registered Motorized Snow Vehicles, 2016–2020

Year	Registered Motorized Snow Vehicles
2016	304,590
2017	309,199
2018	294,836
2019	303,717
2020	301,321

TABLE 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions—Riding Season 2019–2020

Factors	%
Unlicensed Operators	8
Rider Error; Speed Too Fast	24
Alcohol Used	10
Surface Condition; Icy or Packed Snow	56

6F Bicycles

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

TABLE 6.18: Bicyclists* Killed and Injured, 2016–2020

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2016	19	2,302	0	99
2017	14	1,932	0	61
2018	23	1,693	0	56
2019	23	1,587	0	46
2020	23	1,499	0	7

* Includes hangers on.

TABLE 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2020

Light Condition	Age Groups						Total
	0–5	6–15	16–30	31–60	61+	Unknown	
Daylight	4	210	450	627	202	153	1,646
Dawn	0	2	6	20	4	3	35
Dusk	0	7	22	28	3	7	67
Dark	0	29	130	122	23	32	336
Other	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	4	248	608	797	232	195	2,084

TABLE 6.20: Selected Factors Relevant to All Bicycle Collisions, 2020

Factors	%
Driving Properly (Bicyclist)	57
Driving Properly (Motor Vehicle Driver)	43
Intersection Related	69
Going Ahead (Bicyclist)	86
Alcohol Related (Bicyclist)	2
No Apparent Vehicle Defect (Bicycle)	97
Clear Visibility	95
Weekend	23

7. Conviction, Offence and Suspension Data



7. Conviction, Offence and Suspension Data

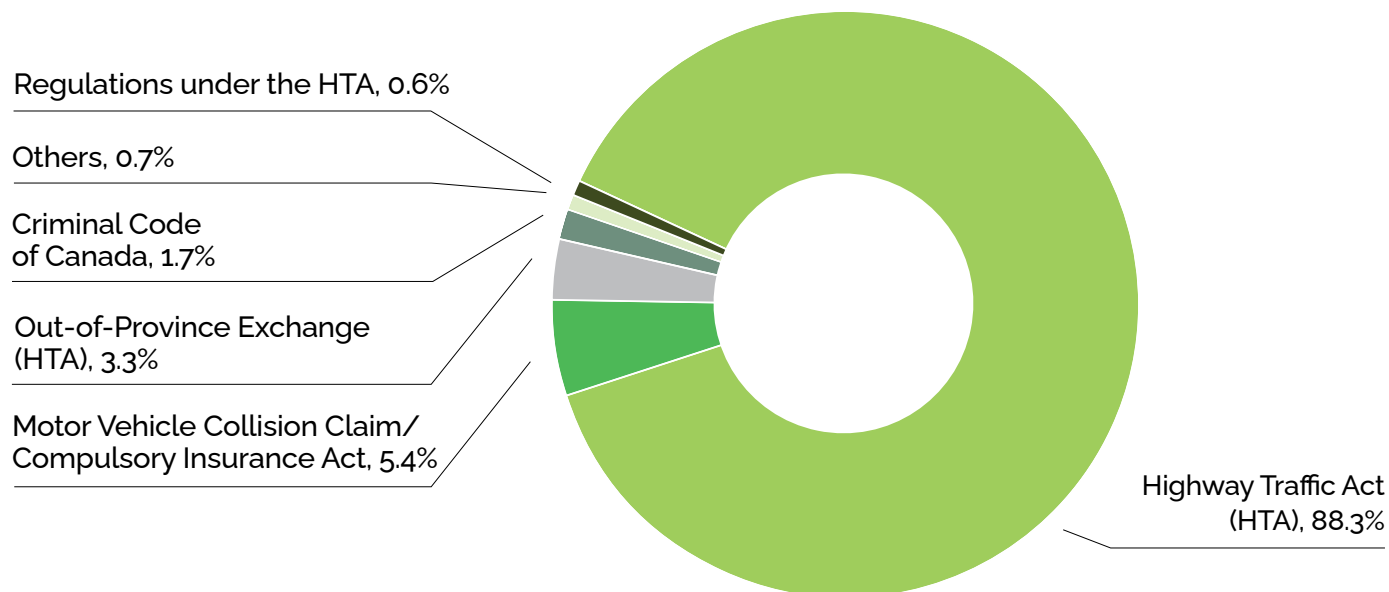
This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.



In 2020, nearly 88.3% of motor vehicle convictions were related to *Highway Traffic Act* (HTA) offences and 1.7% were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, failing to remain).

In the last decade, the number of Administrative Driver's Licence Suspensions (ADLS) for drinking and driving has dropped from approximately 15,904 to approximately 12,252 occurrences annually.

FIGURE 7 Motor Vehicle Convictions in Ontario by Type, 2020



7A Conviction Data

TABLE 7.1: Summary of Motor Vehicle-Related Convictions, 2020

Convictions*	Number
Highway Traffic Act (HTA)	453,934
Regulations under the HTA	3,139
Criminal Code of Canada (CCC)**	8,811
Municipal By-Law***	0
Motor Vehicle Collision Claim/Compulsory Insurance Act	27,525
Motorized Snow Vehicles Act	1,010
Off-Road Vehicles Act	877
Out-of-Province Exchange (HTA)	17,115
Others****	1,629
Total	514,040

* Includes manually recorded convictions.

** This figure does not include 125 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, 2020

Convictions	Number
Equipment	14,332
Administrative*	61,865
Seat Belt (Driver & Passenger)**	3,944
Other Non-Pointable Convictions ***	17,231
Speeding	288,043
Other Pointable Convictions (2–4 pts)	60,757
Other Pointable Convictions (5–7 pts)	4,847
Driving While Suspended	2,915
Total	453,934

* 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, 2020*

Convictions	Number
Alcohol Related**	6,278
Criminal Negligence	6
Fail to Remain at Collision	250
Fail to Stop for Police Officer	401
Driving While Disqualified	1,410
Dangerous Driving	907
Blood/Drug Content in Excess of 5NGS	0
Blood/Drug Content in Excess of 2NGS	0
Drug > 2.5 NGS and Blood Alcohol > 50 MGS	0
Motor Manslaughter	0
Total	9,252

* Does not include 125 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** 2011–2020

Conviction Type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Criminal Negligence	4	2	1	0	0	0	0	1	0	0
Fail to Remain	353	185	222	164	144	144	151	149	169	80
Dangerous Driving	856	566	513	453	464	479	540	557	506	413
Impaired Driving	5,710	4,222	3,892	3,413	3,422	3,387	3,359	3,229	2,784	1,547
Driving/Drug more than 2.5NGS and BAC more than 50mgs in blood-CCC	0	0	0	0	0	0	0	1	5	1
Driving/Drug more than 2NGS in blood-CCC	0	0	0	0	0	0	0	0	1	0
Driving/Drug more than 5NGS in blood-CCC	0	0	0	0	0	0	0	1	23	10
Blood/Alcohol over .08	6,117	4,942	4,367	4,382	4,171	3,955	3,905	3,897	4,568	2,186
Fail to Provide Breath Sample	934	598	530	472	426	423	419	382	395	199
Fail to Stop for Police Officer								293	277	245
Driving While Disqualified	2,138	1,291	1,222	1,085	1,043	1,053	980	996	1,113	634
Motor Manslaughter	0	0	2	0	0	0	0	0	0	0
Undefined	341	283	248	232	245	230	295	0	0	0
Total	16,453	12,089	10,997	10,201	9,915	9,671	9,649	9,506	9,841	5,315

* 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, 2011–2020

Suspensions	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
January	1,154	1,071	994	911	996	1,017	990	912	885	993
February	1,219	1,230	1,028	895	1,039	1,009	1,009	965	886	1,053
March	1,332	1,236	1,339	1,104	1,199	1,060	1,076	1,062	1,139	827
April	1,304	1,284	1,117	1,078	1,124	1,130	1,152	979	1,045	599
May	1,342	1,212	1,233	1,244	1,221	1,212	989	1,072	1,114	899
June	1,360	1,265	1,273	1,149	1,146	1,150	1,044	1,109	1,261	979
July	1,475	1,338	1,175	1,156	1,319	1,181	1,219	1,139	1,274	1,229
August	1,281	1,393	1,235	1,354	1,190	1,171	1,129	1,072	1,281	1,228
September	1,303	1,359	1,179	1,061	1,073	1,034	1,059	1,044	1,125	1,210
October	1,354	1,285	1,173	1,154	1,201	1,144	1,043	1,002	1,126	1,151
November	1,313	1,314	1,155	1,237	1,199	1,104	1,056	1,017	1,124	1,019
December	1,467	1,523	1,174	1,302	1,227	1,240	1,271	1,239	1,244	1,065
Total	15,904	15,510	14,075	13,645	13,934	13,452	13,037	12,612	13,504	12,252

* 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, 2020

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	4	0	0	0
19	13	0	0	0
20–24	35	1	33	0
25–34	20	1	74	4
35–44	14	0	57	1
45–54	9	0	17	1
55–64	2	0	15	1
65–74	1	0	5	1
75 +	0	0	1	0
Total	98	2	202	8

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](#) 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.

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Student Transportation

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