

Ontario Road Safety Annual Report 2021

Ministry of Transportation

Ontario 



Ontario Road Safety Annual Report 2021

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Foreword

Foreword

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

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



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

Ontario's road safety milestones for 2021 include:

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

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

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

—*Ontario Road Safety Annual Report, 2021*

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

The Ontario Road Safety Annual Report (ORSAR) provides valuable insights about long-term and emerging road safety trends in Ontario and across other jurisdictions in North America. As technology, vehicles, and people's attitudes evolve over time, so do transportation needs and demands. With shifting economic and demographic factors, new road safety challenges can arise.

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

ORSAR is used by the Ministry of Transportation (MTO) for policy and

program analysis and development, road safety research, public education, and performance measurement. ORSAR data is also used by road safety and injury prevention organizations, transportation associations, research institutions, police services and other ministries and governments.

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

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

Key Road Safety Findings for Ontario in 2021

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

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

unique circumstances of the reporting year when interpreting the data.

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

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

Road Safety in Ontario: 2020 vs. 2021

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

Top Priority Road Safety Issues

Pedestrians

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

Large Truck Fatalities

There were 107 fatalities in collisions involving large trucks in 2021, up from 85 in 2020, an increase of 26 per cent. In addition, 1.9 per cent of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver increased from 75 in 2020 to 83 in 2021, up 11 per cent. Inattentive driving was a factor in 15 per cent of all fatalities on Ontario roads in 2020.

Drinking and Driving

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

Drugs and Driving

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

Speeding/Street Racing

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

Senior Driver Fatalities

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

Young Driver Fatalities

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

Occupant Protection (Seat Belts)

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

Motorcyclists and Cyclists

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

At a Glance: Situations with the Highest Road Fatalities

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

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

Looking Ahead: Next Steps

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

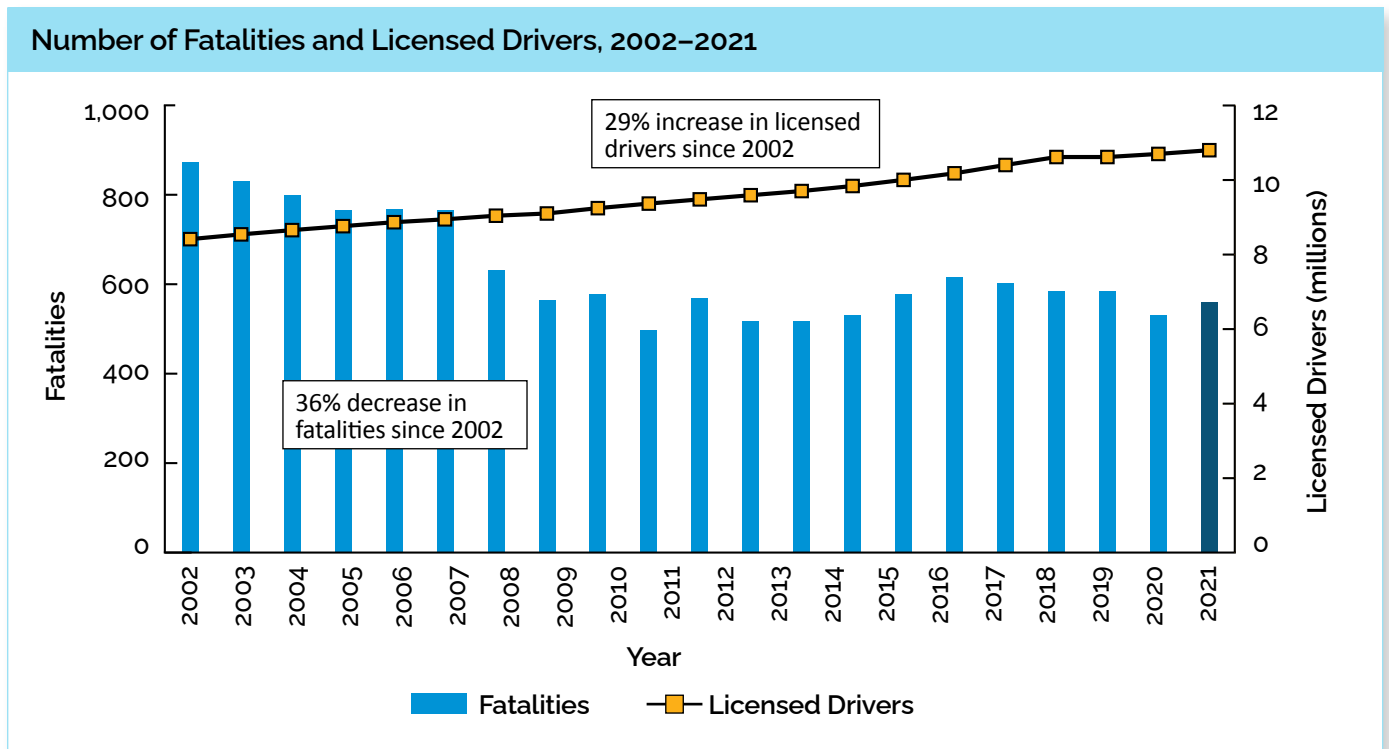
- drug-impaired driving as an emerging issue
- speeding and aggressive driving
- improving safety for people needing a tow and those working in the towing industry
- sharing the road with vulnerable road users, such as pedestrians, cyclists and micromobility users
- senior drivers and driver fitness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

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

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

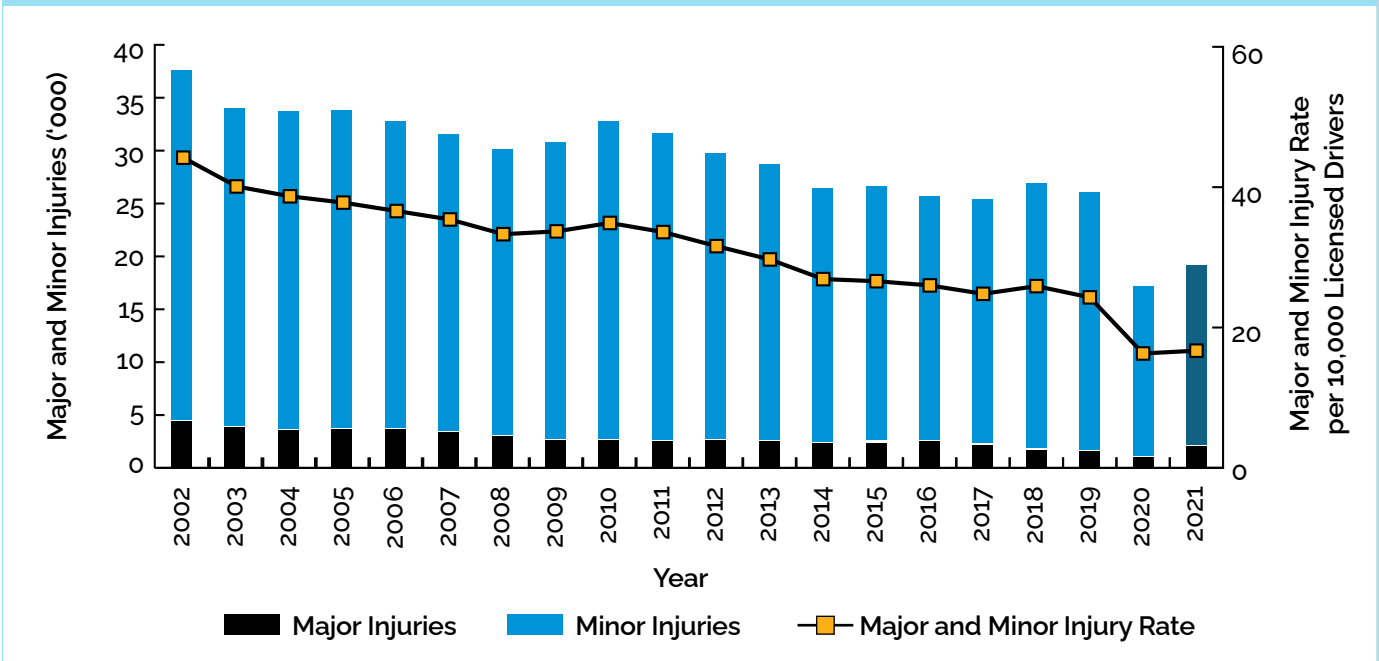


Key Road Safety Statistical Trends



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

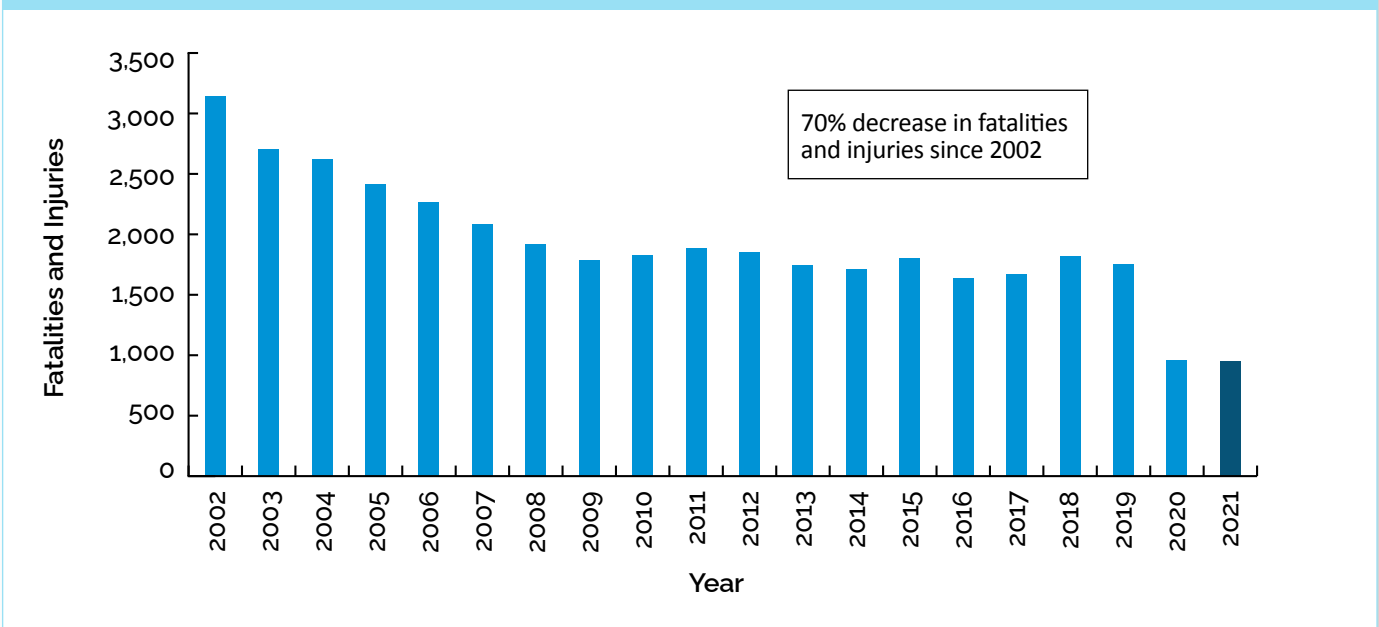
Number and Rate of Major and Minor Injuries, 2002–2021



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

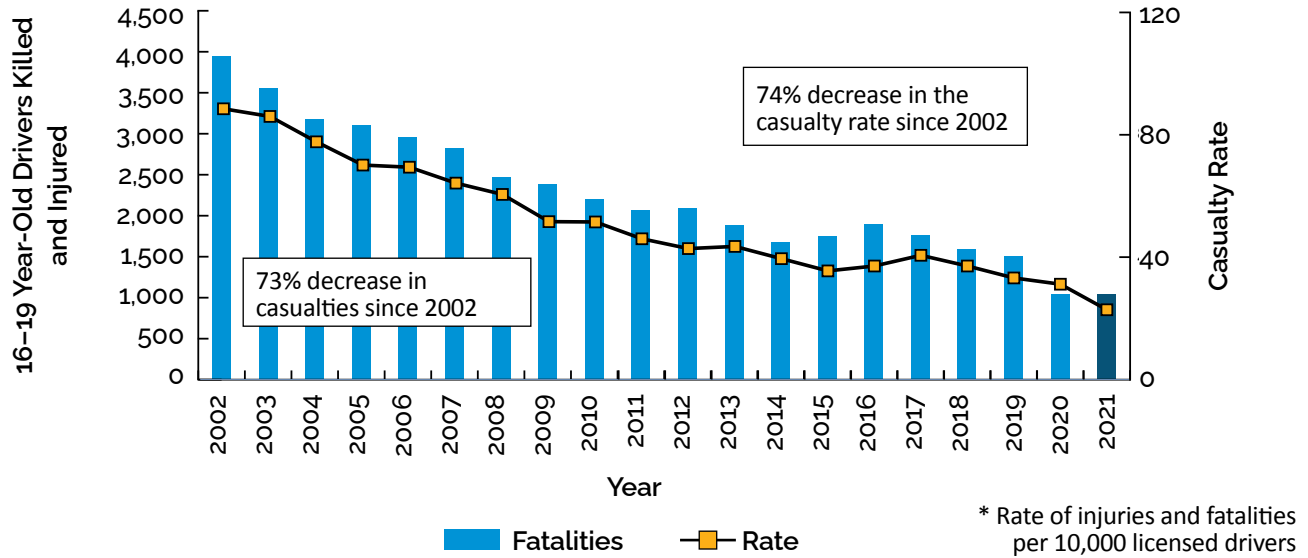
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 2002–2021



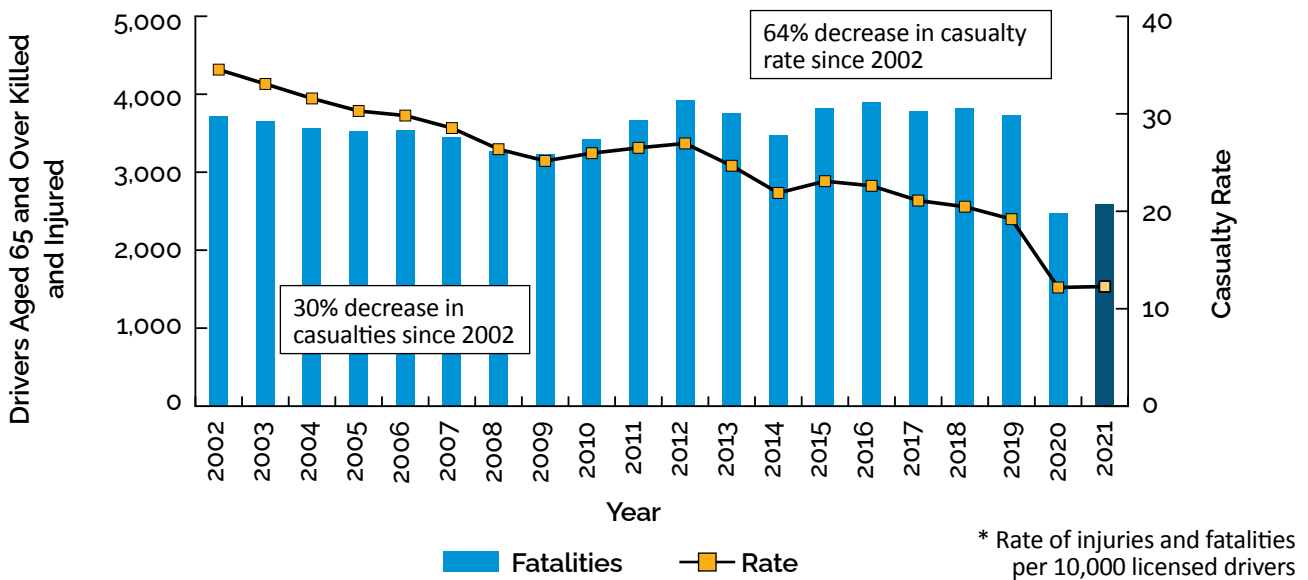
Between 2002 and 2021, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decrease of 70 per cent.

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



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

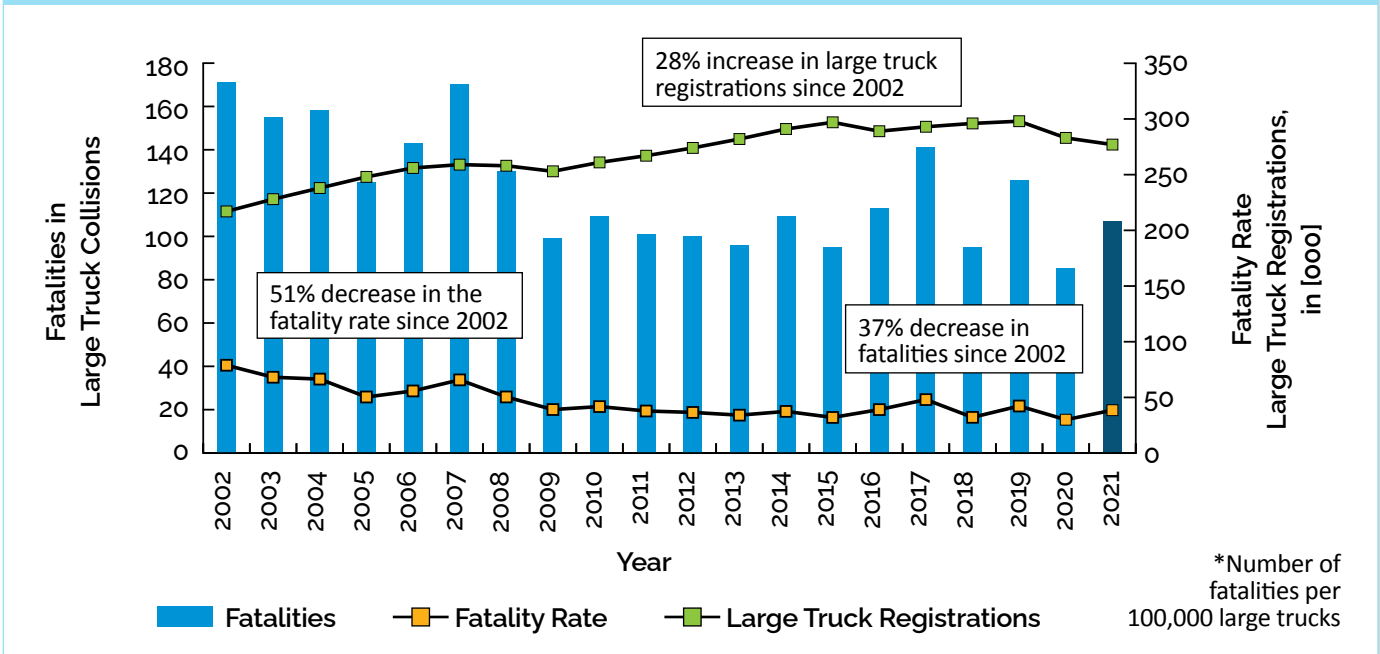
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 2002–2021



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

Large Trucks

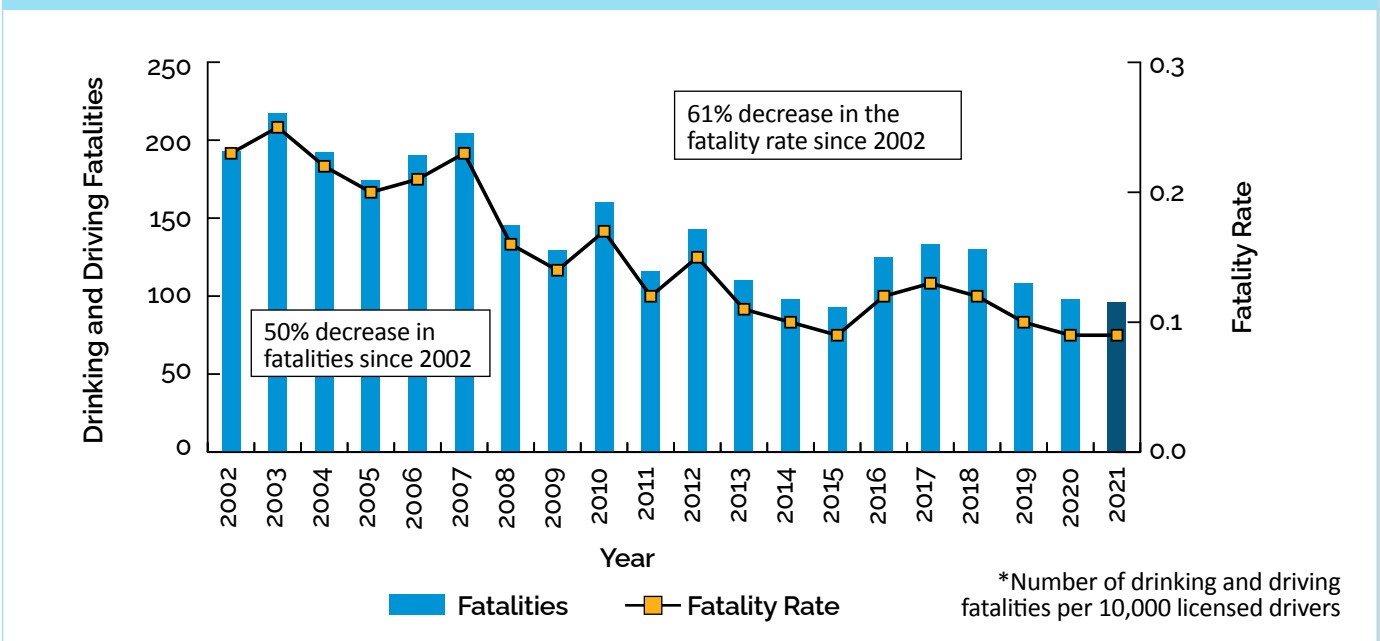
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 2002–2021



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

Drinking and Driving

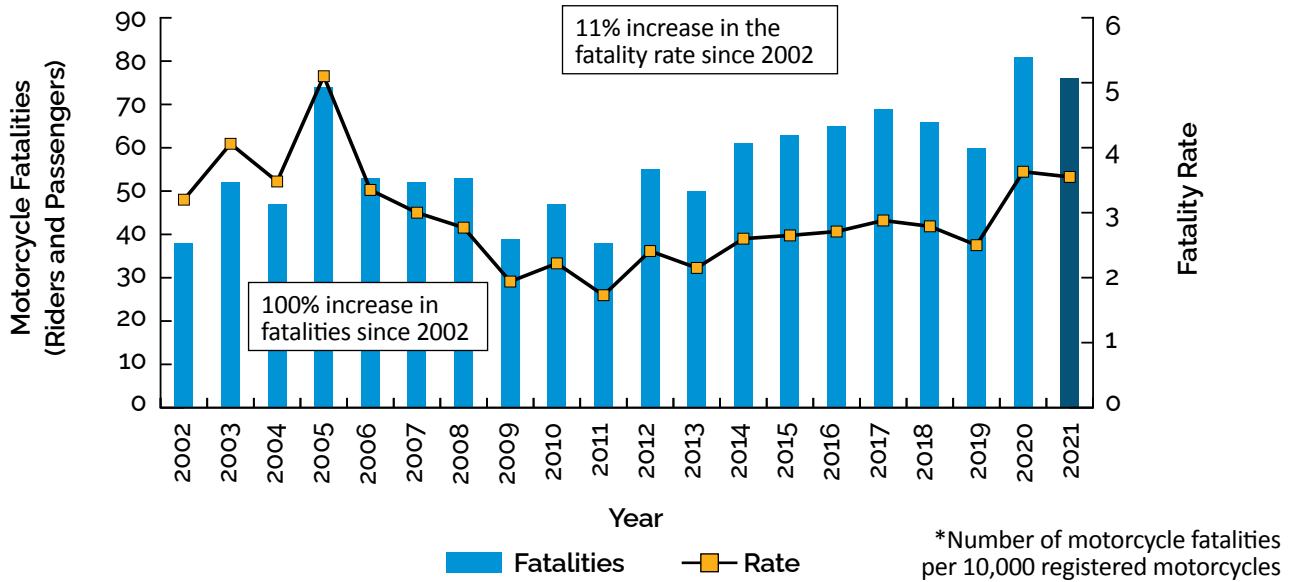
Number and Rate* of Drinking and Driving Fatalities, 2002–2021



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

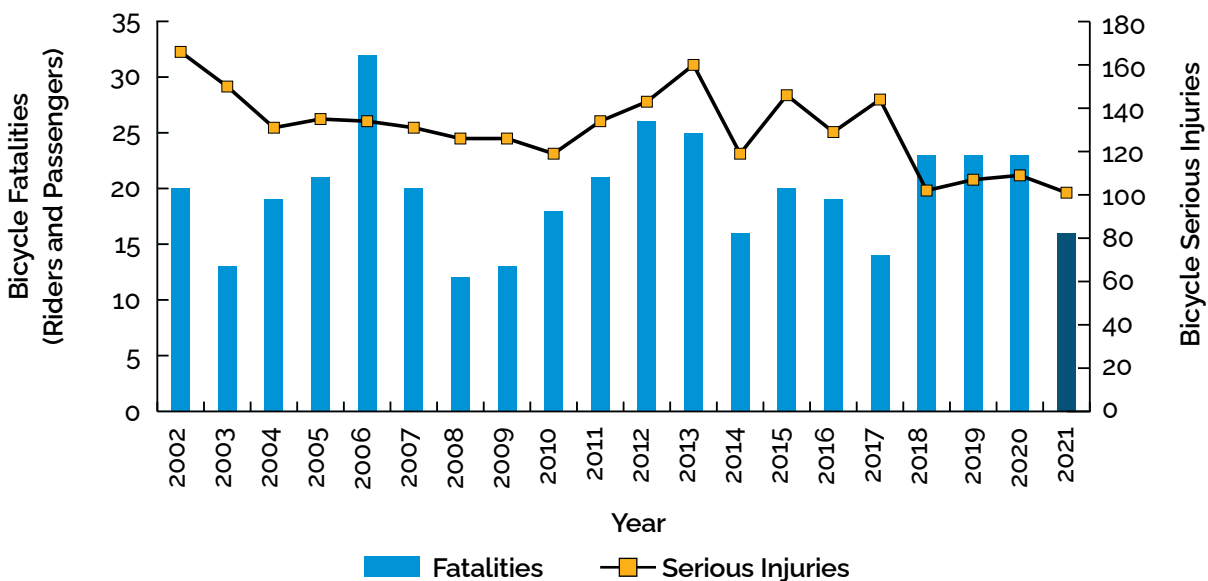
Vulnerable Road Users

Number and Rate* of Motorcycle Fatalities, 2002–2021



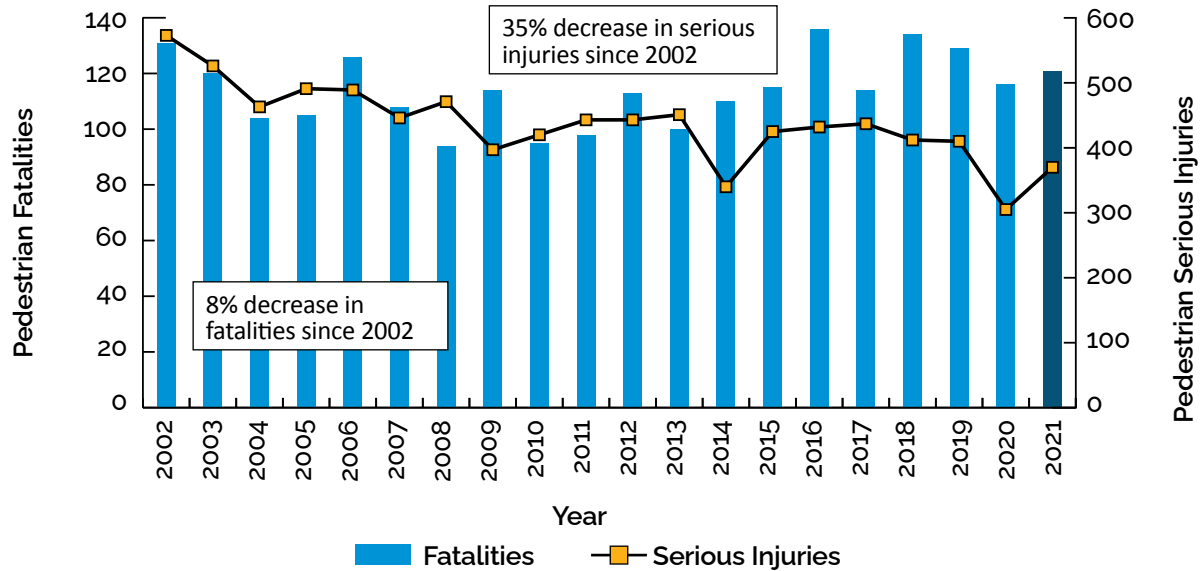
Motorcycle registrations decreased 4.2 per cent from 223,227 in 2020 to 213,941 in 2021. In the same time period, motorcycle rider fatalities decreased from 81 in 2020 to 76 in 2021. Over the long term, between 2002 and 2021, there has been an 11 per cent increase in the fatality rate per 10,000 motorcycle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

Number of Bicycle Fatalities and Serious Injuries, 2002–2021



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

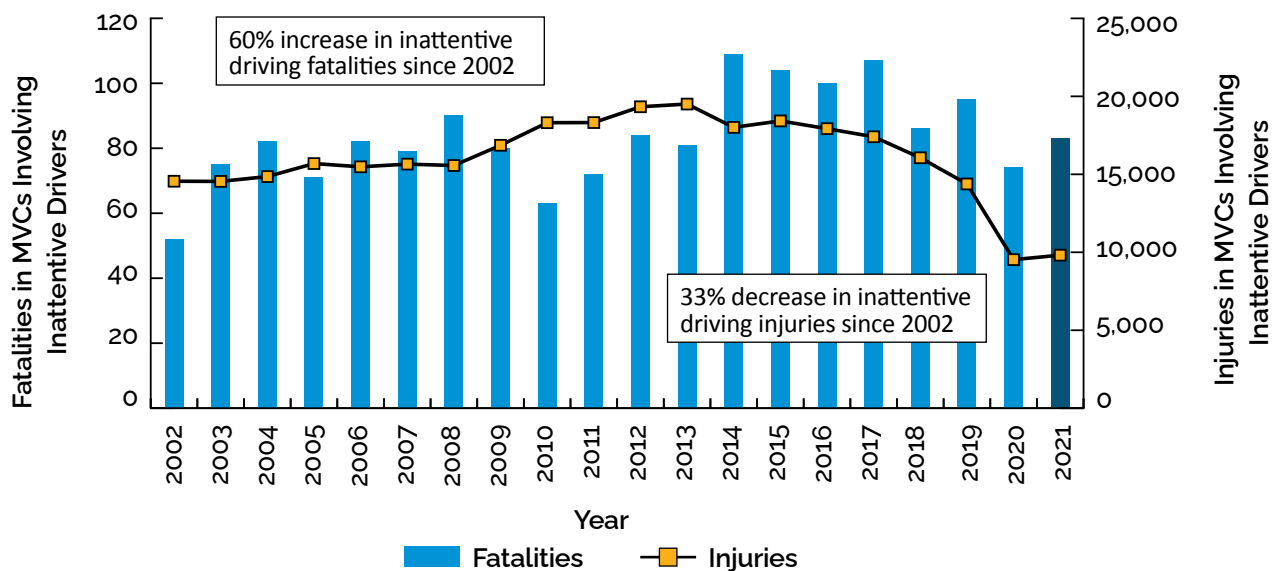
Number of Pedestrian Fatalities and Serious Injuries, 2002–2021



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

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 2002–2021



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

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



1. Overview

1. Overview

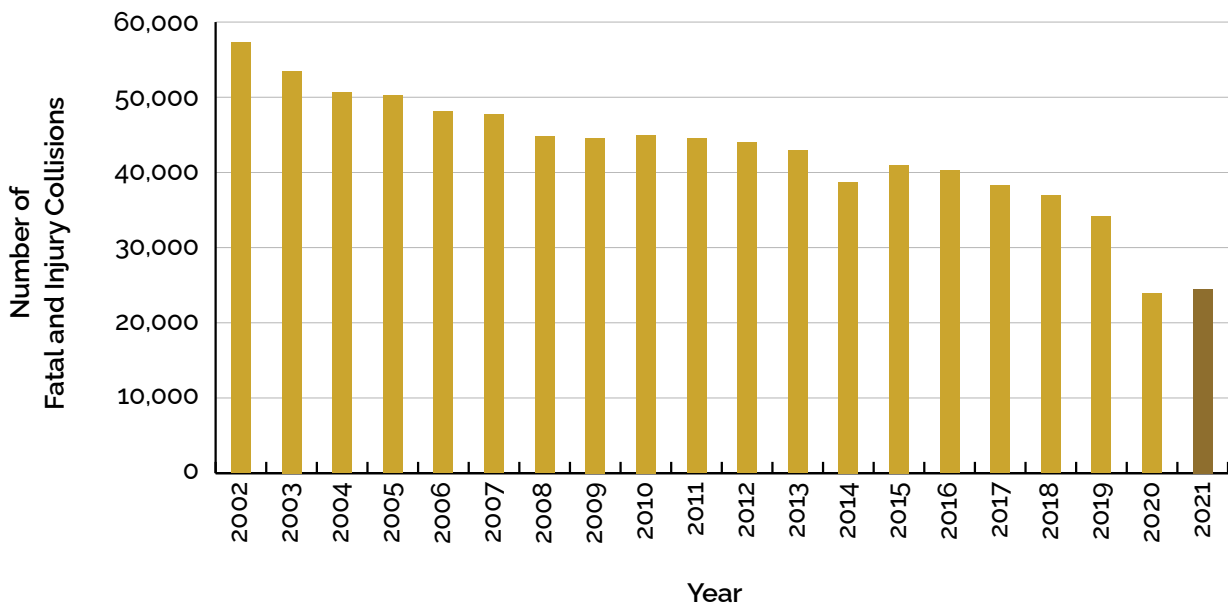
This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles.



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

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

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



1A Synopsis

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

1B Health Perspective

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

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

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

TABLE 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2021–2022

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

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

2. The People



2. The People

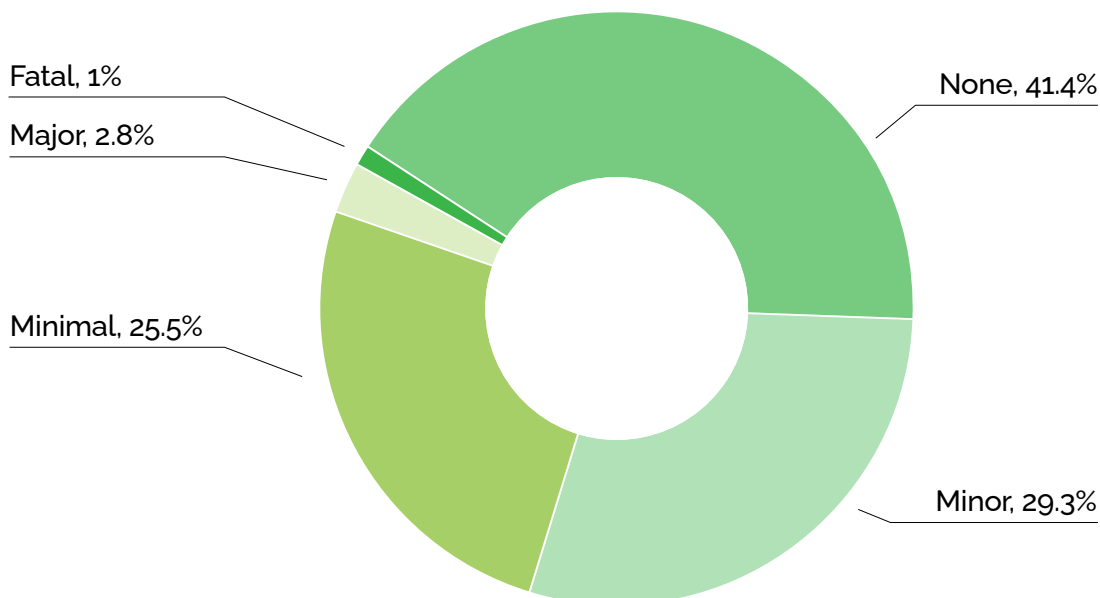
This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage.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



There was an increase in the number of traffic fatalities from 530 in 2020 to 561 in 2021; the number of serious injuries increased from 1,351 in 2020 to 1,555 in 2021. During the same time period, the number of licensed drivers increased by 170,877, from 10,706,382 in 2020 to 10,877,259 in 2021.

Out of 859 drivers involved in a fatal collision, 89 were drinking drivers, 81 drivers' ability was impaired by drugs, 85 drivers were coded as inattentive, and 119 were speeding (e.g., above speed limit or driving too fast for conditions). Despite about 96 per cent of Ontario drivers using seat belts, 67 vehicle occupants who were fatally injured were not using seat belts at the time of the collision.

FIGURE 2 Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2021



2A People in Collisions

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

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

* Includes bus passengers

** In this table, all-terrain vehicles include two-wheel, three-wheel, and four-wheel vehicles. HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Fatal: Person killed immediately or within 30 days of the motor vehicle collision.

Major: Person admitted to hospital. Also includes person admitted for observation.

Minor: Person went to hospital and was treated in the emergency room but was not admitted.

Minimal: Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaint of pain.

None: Uninjured person.

TABLE 2.2: Category of Persons Killed by Age Groups, 2021

| Category of Person | Age Groups | | | | | | | | | | | | | | | | Total |
|-------------------------------|------------|----------|----------|----------|----------|-----------|----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| | 0-4 | 5-9 | 10-15 | 16 | 17 | 18 | 19 | 20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+ | UK | |
| Driver | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 5 | 24 | 59 | 31 | 39 | 44 | 25 | 21 | 0 | 257 |
| Passenger* | 4 | 2 | 2 | 1 | 1 | 3 | 3 | 2 | 11 | 11 | 8 | 3 | 9 | 11 | 9 | 1 | 81 |
| Pedestrian | 2 | 1 | 2 | 0 | 2 | 2 | 1 | 1 | 5 | 21 | 18 | 11 | 11 | 23 | 20 | 1 | 121 |
| Bicyclist | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 6 | 2 | 1 | 0 | 0 | 16 |
| Bicycle Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All-Terrain Vehicle Driver | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| All-Terrain Vehicle Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Snow Vehicle Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| Snow Vehicle Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle Driver | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 15 | 11 | 13 | 18 | 4 | 2 | 0 | 73 |
| Motorcycle Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 4 |
| Moped Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moped Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 6 | 4 | 8 | 3 | 4 | 11 | 7 | 10 | 47 | 108 | 73 | 72 | 87 | 65 | 54 | 2 | 561 |

* Includes hangers on

UK = Unknown

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

TABLE 2.3: Category of Persons Injured by Age Groups, 2021

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

* Includes hangers on

UK = Unknown

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

TABLE 2.4: Sex of Driver by Class of Collision 2021*

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

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

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

Fatal Collision: A motor vehicle collision in which at least one person sustains bodily injury resulting in death within 30 days of the collision.

Personal Injury Collision: A motor vehicle collision in which at least one person involved sustains bodily injury not resulting in death.

Property Damage: A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to motor vehicle or its load.

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

See Appendix for further explanation of Collision Self-Reporting.

TABLE 2.5: Driver Condition by Class of Collision, 2021

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

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

** Driver condition is not defined above.

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

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

Ability Impaired—Alcohol over .08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of .08 grams of alcohol per 100 millilitres of blood.

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

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

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

TABLE 2.6: Driver Age by Driver Condition in all Collisions, 2021*

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

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

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

| Recorded Occurrence | Number of Drivers | % |
|------------------------------------|-------------------|--------------|
| Normal | 110 | 31.1 |
| Had Been Drinking | 7 | 2.0 |
| Ability Impaired—Alcohol over 0.08 | 56 | 15.8 |
| Ability Impaired—Alcohol | 3 | 0.8 |
| Ability Impaired—Drugs** | 73 | 20.6 |
| Fatigue | 6 | 1.7 |
| Medical/Physical Disability | 11 | 3.1 |
| Inattentive | 32 | 9.0 |
| Other | 44 | 12.4 |
| Unknown | 12 | 3.4 |
| Total | 354 | 100.0 |

* Total includes drivers of all vehicle types killed in HTA-reportable collisions.

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

TABLE 2.8: Apparent Driver Action by Class of Collision, 2021

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

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

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

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

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

* Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.10: Seat Belt Usage by Severity of Passenger* Injury in Fatal and Personal Injury Collisions, 2021

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

* Includes hangers on and excludes passengers in parked vehicles.

** Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.11: Restraint Use for Children (0–4 Years) Killed in Collisions, 2017–2021

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

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

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

TABLE 2.13: Pedestrian Condition by Severity of Injury, 2021

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

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

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

* Calendar Year

2B Putting The People In Context

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

| Year | Ontario Population (Est.)** | | Driver | | Passenger* | | Pedestrian | | All Others | | Persons Killed In All Classes | | Persons Injured In All Classes | | Rate Per 100,000 |
|------|-----------------------------|---------|--------|---------|------------|---------|------------|---------|------------|---------|-------------------------------|------------------|--------------------------------|------------------|------------------|
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Number | Rate Per 100,000 | Number | Rate Per 100,000 | |
| 1992 | 10,098,600 | 548 | 49,259 | 317 | 30,567 | 140 | 5,177 | 85 | 6,022 | 1,090 | 10.8 | 91,025 | 901.4 | | |
| 1993 | 10,813,200 | 595 | 49,628 | 296 | 30,584 | 146 | 5,181 | 98 | 5,756 | 1,135 | 10.5 | 91,149 | 842.9 | | |
| 1994 | 10,927,800 | 508 | 49,632 | 273 | 29,570 | 127 | 5,344 | 91 | 5,484 | 999 | 9.1 | 90,030 | 823.9 | | |
| 1995 | 11,100,000 | 527 | 49,916 | 276 | 29,440 | 126 | 5,261 | 70 | 4,955 | 999 | 9.0 | 89,572 | 807.0 | | |
| 1996 | 11,320,456 | 459 | 49,614 | 270 | 28,997 | 144 | 5,336 | 55 | 4,458 | 928 | 8.2 | 88,405 | 780.9 | | |
| 1997 | 11,500,329 | 474 | 47,861 | 224 | 27,915 | 133 | 5,154 | 68 | 4,597 | 899 | 7.8 | 85,527 | 743.7 | | |
| 1998 | 11,675,497 | 437 | 47,088 | 222 | 26,422 | 121 | 4,978 | 74 | 4,704 | 854 | 7.3 | 83,192 | 712.5 | | |
| 1999 | 11,513,700 | 452 | 47,943 | 221 | 26,774 | 132 | 4,894 | 63 | 4,451 | 868 | 7.5 | 84,062 | 730.1 | | |
| 2000 | 11,695,110 | 437 | 48,068 | 243 | 27,206 | 112 | 5,190 | 57 | 4,544 | 849 | 7.3 | 85,008 | 726.9 | | |
| 2001 | 11,966,960 | 430 | 45,758 | 224 | 26,510 | 119 | 5,063 | 72 | 4,451 | 845 | 7.1 | 81,782 | 683.4 | | |
| 2002 | 12,027,900 | 450 | 47,909 | 227 | 26,742 | 131 | 4,990 | 65 | 4,551 | 873 | 7.3 | 84,192 | 700.0 | | |
| 2003 | 12,293,700 | 425 | 44,212 | 216 | 24,563 | 120 | 4,758 | 70 | 4,346 | 831 | 6.8 | 77,879 | 633.5 | | |
| 2004 | 12,407,300 | 433 | 41,608 | 191 | 22,396 | 104 | 4,505 | 71 | 4,499 | 799 | 6.4 | 73,008 | 588.4 | | |
| 2005 | 12,558,669 | 377 | 41,199 | 183 | 21,268 | 105 | 4,709 | 101 | 4,674 | 766 | 6.1 | 71,850 | 572.1 | | |
| 2006 | 12,705,328 | 383 | 39,633 | 169 | 20,005 | 126 | 4,729 | 91 | 4,426 | 769 | 6.1 | 68,793 | 541.5 | | |
| 2007 | 12,803,861 | 396 | 38,913 | 186 | 19,112 | 108 | 4,636 | 75 | 4,505 | 765 | 6.0 | 67,166 | 524.6 | | |
| 2008 | 12,932,297 | 343 | 36,219 | 124 | 17,679 | 94 | 4,454 | 70 | 4,391 | 631 | 4.9 | 62,743 | 485.2 | | |
| 2009 | 13,072,700 | 277 | 35,403 | 113 | 18,224 | 114 | 4,522 | 60 | 4,413 | 564 | 4.3 | 62,562 | 478.6 | | |
| 2010 | 13,223,800 | 299 | 35,959 | 115 | 19,152 | 95 | 4,621 | 70 | 4,782 | 579 | 4.4 | 64,514 | 487.9 | | |
| 2011 | 13,263,500 | 237 | 35,517 | 92 | 16,835 | 98 | 4,857 | 71 | 4,810 | 498 | 3.8 | 62,019 | 467.6 | | |
| 2012 | 13,410,100 | 236 | 35,254 | 127 | 16,044 | 113 | 4,604 | 92 | 5,099 | 568 | 4.2 | 61,001 | 454.9 | | |
| 2013 | 13,551,000 | 246 | 35,163 | 92 | 15,575 | 100 | 4,290 | 80 | 4,542 | 518 | 3.8 | 59,570 | 439.6 | | |
| 2014 | 13,685,200 | 251 | 32,105 | 71 | 13,742 | 110 | 4,053 | 85 | 4,181 | 517 | 3.8 | 54,081 | 395.2 | | |
| 2015 | 13,789,600 | 237 | 32,630 | 91 | 14,465 | 115 | 4,641 | 88 | 5,023 | 531 | 3.9 | 56,759 | 411.6 | | |
| 2016 | 13,976,320 | 254 | 32,044 | 98 | 14,287 | 136 | 4,694 | 91 | 4,468 | 579 | 4.1 | 55,493 | 397.1 | | |
| 2017 | 14,072,615 | 316 | 31,045 | 90 | 13,141 | 114 | 4,317 | 97 | 3,916 | 617 | 4.4 | 52,419 | 372.5 | | |
| 2018 | 14,318,545 | 271 | 30,354 | 104 | 12,886 | 134 | 4,353 | 93 | 3,380 | 602 | 4.2 | 50,973 | 356.0 | | |
| 2019 | 14,638,247 | 270 | 28,035 | 97 | 11,773 | 129 | 3,973 | 88 | 3,246 | 584 | 4.0 | 47,027 | 321.3 | | |
| 2020 | 14,721,852 | 227 | 18,733 | 72 | 7,277 | 116 | 2,760 | 115 | 3,022 | 530 | 3.6 | 31,792 | 216.0 | | |
| 2021 | 14,942,272 | 257 | 19,181 | 81 | 7,389 | 121 | 2,777 | 102 | 3,160 | 561 | 3.8 | 32,507 | 217.6 | | |

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

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

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

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

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

| Year | Age Groups | | | | | | | Total |
|------|------------|---------|-----------|-----------|-----------|-----------|-----------|------------|
| | 16–19 | 20–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ | |
| 1992 | 314,685 | 623,707 | 1,665,433 | 1,528,726 | 1,082,883 | 745,759 | 727,568 | 6,688,761 |
| 1993 | 326,389 | 621,934 | 1,655,573 | 1,566,083 | 1,136,365 | 758,840 | 758,244 | 6,823,428 |
| 1994 | 358,817 | 622,704 | 1,645,962 | 1,611,972 | 1,190,442 | 770,882 | 783,181 | 6,983,960 |
| 1995 | 360,847 | 614,094 | 1,621,989 | 1,659,749 | 1,240,072 | 782,871 | 806,396 | 7,086,018 |
| 1996 | 361,571 | 612,060 | 1,608,567 | 1,717,050 | 1,297,289 | 805,486 | 856,144 | 7,258,167 |
| 1997 | 394,512 | 624,532 | 1,611,708 | 1,789,110 | 1,360,555 | 837,606 | 919,584 | 7,537,607 |
| 1998 | 412,589 | 634,053 | 1,593,744 | 1,845,474 | 1,415,258 | 872,426 | 954,212 | 7,727,756 |
| 1999 | 426,643 | 642,808 | 1,576,673 | 1,895,323 | 1,475,588 | 907,235 | 994,044 | 7,918,314 |
| 2000 | 438,170 | 659,331 | 1,582,207 | 1,935,150 | 1,540,499 | 939,838 | 1,026,179 | 8,121,374 |
| 2001 | 449,853 | 671,424 | 1,580,758 | 1,946,713 | 1,577,920 | 990,745 | 1,049,203 | 8,266,616 |
| 2002 | 458,627 | 686,561 | 1,580,837 | 1,945,944 | 1,612,219 | 1,053,877 | 1,075,439 | 8,413,504 |
| 2003 | 457,049 | 704,720 | 1,575,345 | 1,940,896 | 1,653,604 | 1,105,726 | 1,104,215 | 8,541,555 |
| 2004 | 453,157 | 719,861 | 1,567,346 | 1,929,418 | 1,698,350 | 1,157,824 | 1,129,641 | 8,655,597 |
| 2005 | 447,954 | 727,529 | 1,557,476 | 1,912,898 | 1,748,335 | 1,206,374 | 1,161,644 | 8,762,210 |
| 2006 | 461,058 | 736,575 | 1,550,313 | 1,888,582 | 1,793,515 | 1,252,613 | 1,185,309 | 8,867,965 |
| 2007 | 466,979 | 739,555 | 1,547,980 | 1,851,780 | 1,835,315 | 1,296,295 | 1,207,493 | 8,945,397 |
| 2008 | 478,950 | 744,491 | 1,553,552 | 1,808,597 | 1,875,742 | 1,339,948 | 1,241,006 | 9,042,286 |
| 2009 | 462,718 | 746,486 | 1,554,266 | 1,763,704 | 1,906,532 | 1,388,094 | 1,280,138 | 9,101,938 |
| 2010 | 478,342 | 765,075 | 1,572,436 | 1,740,128 | 1,927,499 | 1,441,906 | 1,319,881 | 9,245,267 |
| 2011 | 482,743 | 777,981 | 1,591,669 | 1,722,950 | 1,931,679 | 1,477,896 | 1,382,691 | 9,367,609 |
| 2012 | 481,601 | 790,157 | 1,610,128 | 1,710,796 | 1,924,202 | 1,509,382 | 1,454,653 | 9,480,919 |
| 2013 | 478,625 | 797,813 | 1,631,668 | 1,697,225 | 1,916,064 | 1,549,142 | 1,521,952 | 9,592,489 |
| 2014 | 473,531 | 803,311 | 1,656,912 | 1,686,188 | 1,903,892 | 1,591,871 | 1,588,339 | 9,704,044 |
| 2015 | 470,988 | 810,225 | 1,691,690 | 1,681,667 | 1,889,058 | 1,641,338 | 1,654,505 | 9,839,471 |
| 2016 | 468,061 | 821,656 | 1,737,393 | 1,691,167 | 1,875,312 | 1,688,950 | 1,721,205 | 10,003,744 |
| 2017 | 474,413 | 834,220 | 1,784,989 | 1,709,735 | 1,849,234 | 1,734,881 | 1,792,552 | 10,180,024 |
| 2018 | 480,401 | 859,161 | 1,848,423 | 1,744,830 | 1,821,128 | 1,780,896 | 1,868,146 | 10,402,985 |
| 2019 | 481,866 | 878,168 | 1,916,955 | 1,784,351 | 1,795,017 | 1,817,916 | 1,943,639 | 10,617,912 |
| 2020 | 458,562 | 865,532 | 1,946,700 | 1,802,572 | 1,770,769 | 1,835,964 | 2,026,283 | 10,706,382 |
| 2021 | 462,864 | 883,885 | 1,996,539 | 1,833,495 | 1,757,563 | 1,837,034 | 2,105,879 | 10,877,259 |

TABLE 2.18: Driver Licence Class by Sex, 2021*

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

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

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

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

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

| Year | Licensed Drivers | Total Collisions | Persons Killed | Persons Injured |
|------|------------------|------------------|----------------|-----------------|
| 1936 | 755,765 | 11,388 | 546 | 10,251 |
| 1937 | 802,765 | 13,906 | 766 | 12,092 |
| 1938 | 866,729 | 13,715 | 640 | 11,683 |
| 1939 | 899,572 | 13,710 | 652 | 11,638 |
| 1940 | 937,551 | 16,921 | 716 | 13,715 |
| 1941 | 986,773 | 18,167 | 801 | 14,275 |
| 1942 | 961,883 | 13,490 | 567 | 10,205 |
| 1943 | 919,457 | 11,025 | 549 | 8,628 |
| 1944 | 905,650 | 11,004 | 498 | 8,373 |
| 1945 | 971,852 | 13,458 | 598 | 9,804 |
| 1946 | 1,087,445 | 17,356 | 688 | 12,228 |
| 1947 | 1,144,291 | 22,293 | 734 | 13,056 |
| 1948 | 1,209,408 | 27,406 | 740 | 14,970 |
| 1949 | 1,278,584 | 34,472 | 830 | 17,469 |
| 1950 | 1,366,388 | 43,681 | 791 | 19,940 |
| 1951 | 1,461,538 | 54,920 | 949 | 22,557 |
| 1952 | 1,556,559 | 58,515 | 1,010 | 23,643 |
| 1953 | 1,656,259 | 65,866 | 1,082 | 24,353 |
| 1954 | 1,747,567 | 62,509 | 1,045 | 24,607 |
| 1955 | 1,856,845 | 63,219 | 1,111 | 26,246 |
| 1956 | 1,967,789 | 71,399 | 1,180 | 28,626 |
| 1957 | 2,088,551 | 76,302 | 1,279 | 30,414 |
| 1958 | 2,176,417 | 76,884 | 1,112 | 30,106 |
| 1959 | 2,270,246 | 81,518 | 1,187 | 31,602 |
| 1960 | 2,355,567 | 87,186 | 1,166 | 34,436 |
| 1961 | 2,414,615 | 85,577 | 1,268 | 37,146 |
| 1962 | 2,469,425 | 94,231 | 1,383 | 41,766 |
| 1963 | 2,555,015 | 104,919 | 1,421 | 47,801 |
| 1964 | 2,694,023 | 111,232 | 1,424 | 54,560 |
| 1965 | 2,739,138 | 128,462 | 1,611 | 60,917 |
| 1966 | 2,821,648 | 139,781 | 1,596 | 65,210 |
| 1967 | 3,004,654 | 145,008 | 1,719 | 67,280 |
| 1968 | 3,128,509 | 155,127 | 1,586 | 71,520 |
| 1969 | 3,247,979 | 169,395 | 1,683 | 74,902 |
| 1970 | 3,422,892 | 141,609 | 1,535 | 75,126 |
| 1971 | 3,563,197 | 158,831 | 1,769 | 84,650 |
| 1972 | 3,688,541 | 189,494 | 1,934 | 95,181 |
| 1973 | 3,841,628 | 193,021 | 1,959 | 97,790 |
| 1974 | 3,972,980 | 204,271 | 1,748 | 98,673 |

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

| Year | Licensed Drivers | Total Collisions | Persons Killed | Persons Injured |
|------|------------------|------------------|----------------|-----------------|
| 1975 | 4,160,623 | 213,689 | 1,800 | 97,034 |
| 1976 | 4,315,925 | 211,865 | 1,511 | 83,736 |
| 1977 | 4,562,903 | 218,567 | 1,420 | 95,664 |
| 1978 | 4,725,546 | 186,363 | 1,450 | 94,979 |
| 1979 | 4,858,351 | 197,196 | 1,560 | 101,321 |
| 1980 | 4,993,531 | 196,501 | 1,508 | 101,367 |
| 1981 | 5,123,177 | 198,372 | 1,445 | 100,321 |
| 1982 | 5,247,198 | 187,943 | 1,138 | 92,815 |
| 1983 | 5,380,259 | 181,999 | 1,204 | 91,706 |
| 1984 | 5,513,911 | 194,782 | 1,132 | 97,230 |
| 1985 | 5,660,422 | 189,750 | 1,191 | 109,169 |
| 1986 | 5,817,799 | 187,286 | 1,102 | 108,839 |
| 1987 | 5,978,105 | 203,431 | 1,229 | 121,089 |
| 1988 | 6,118,112 | 228,398 | 1,237 | 118,158 |
| 1989 | 6,290,424 | 247,038 | 1,286 | 120,652 |
| 1990 | 6,448,883 | 220,188 | 1,120 | 101,575 |
| 1991 | 6,574,231 | 213,669 | 1,102 | 90,519 |
| 1992 | 6,688,761 | 224,249 | 1,090 | 91,025 |
| 1993 | 6,823,428 | 228,834 | 1,135 | 91,149 |
| 1994 | 6,983,960 | 226,996 | 999 | 90,030 |
| 1995 | 7,086,018 | 219,085 | 999 | 89,572 |
| 1996 | 7,258,167 | 215,024 | 929 | 88,445 |
| 1997 | 7,537,607 | 221,500 | 899 | 85,527 |
| 1998 | 7,727,756 | 213,356 | 854 | 83,192 |
| 1999 | 7,918,314 | 221,962 | 868 | 84,062 |
| 2000 | 8,121,374 | 240,630 | 849 | 85,009 |
| 2001 | 8,266,616 | 234,004 | 845 | 81,782 |
| 2002 | 8,413,504 | 244,642 | 873 | 84,192 |
| 2003 | 8,541,555 | 246,463 | 831 | 77,879 |
| 2004 | 8,655,597 | 231,548 | 799 | 73,008 |
| 2005 | 8,762,210 | 230,258 | 766 | 71,850 |
| 2006 | 8,867,965 | 216,247 | 769 | 68,793 |
| 2007 | 8,945,397 | 233,487 | 765 | 67,175 |
| 2008 | 9,042,286 | 229,196 | 631 | 62,743 |
| 2009 | 9,101,938 | 216,315 | 564 | 62,562 |
| 2010 | 9,245,267 | 215,533 | 579 | 64,514 |
| 2011 | 9,367,609 | 177,039 | 498 | 62,019 |
| 2012 | 9,480,919 | 172,868 | 568 | 61,001 |
| 2013 | 9,592,489 | 188,999 | 518 | 59,570 |

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

| Year | Licensed Drivers | Total Collisions | Persons Killed | Persons Injured |
|------|------------------|------------------|----------------|-----------------|
| 2014 | 9,704,044 | 217,557 | 517 | 54,081 |
| 2015 | 9,839,471 | 221,411 | 531 | 56,759 |
| 2016 | 10,003,744 | 208,404 | 579 | 55,493 |
| 2017 | 10,180,024 | 209,085 | 617 | 52,419 |
| 2018 | 10,402,985 | 214,852 | 602 | 50,973 |
| 2019 | 10,617,912 | 221,793 | 584 | 47,027 |
| 2020 | 10,706,382 | 147,756 | 530 | 31,792 |
| 2021 | 10,877,259 | 153,751 | 561 | 32,507 |

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

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

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

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

A photograph of a car accident scene. A silver car is heavily damaged, with its front end crumpled and its front wheel partially obscured by debris. A yellow truck is visible in the background. The image is overlaid with a large, semi-transparent purple shape that contains the text '3. The Collision'.

3. The Collision

3. The Collision

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

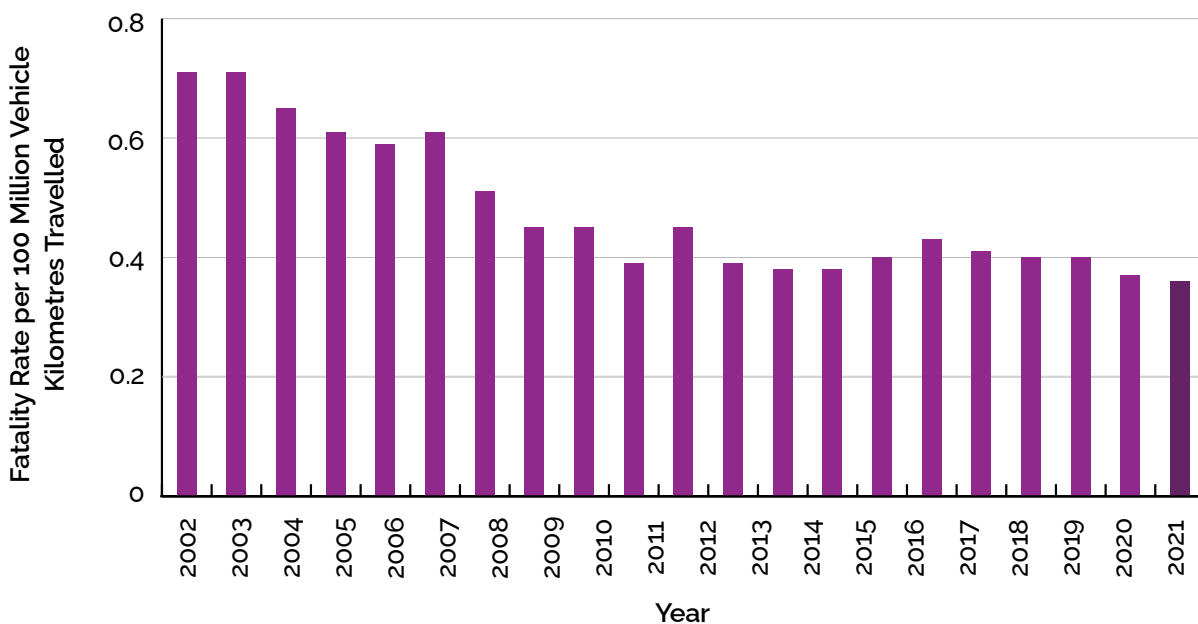


The number of fatal collisions increased from 498 in 2020 to 519 in 2021, up by 21. The number of injury collisions increased from 23,371 in 2020 to 23,960 in 2021, up by 589. The number of property-damage collisions for 2021 was 153,751.

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

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

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



3A Types of Collisions

TABLE 3.1: Class of Collision 1989–2021

| Year | Class of Collision | | | Total |
|------|--------------------|-----------------|-----------------|---------|
| | Fatal | Personal Injury | Property Damage | |
| 1989 | 1,106 | 77,852 | 168,080 | 247,038 |
| 1990 | 959 | 65,912 | 153,317 | 220,188 |
| 1991 | 956 | 59,242 | 153,471 | 213,669 |
| 1992 | 942 | 58,889 | 164,418 | 224,249 |
| 1993 | 987 | 58,932 | 168,915 | 228,834 |
| 1994 | 875 | 58,525 | 167,596 | 226,996 |
| 1995 | 860 | 58,273 | 159,952 | 219,085 |
| 1996 | 816 | 57,791 | 156,417 | 215,024 |
| 1997 | 807 | 56,121 | 164,572 | 221,500 |
| 1998 | 768 | 55,441 | 157,147 | 213,356 |
| 1999 | 763 | 55,764 | 165,435 | 221,962 |
| 2000 | 737 | 57,279 | 182,614 | 240,630 |
| 2001 | 733 | 54,479 | 178,792 | 234,004 |
| 2002 | 770 | 56,516 | 187,356 | 244,642 |
| 2003 | 754 | 52,757 | 192,952 | 246,463 |
| 2004 | 718 | 49,948 | 180,882 | 231,548 |
| 2005 | 684 | 49,584 | 179,990 | 230,258 |
| 2006 | 692 | 47,411 | 168,144 | 216,247 |
| 2007 | 683 | 47,014 | 185,790 | 233,487 |
| 2008 | 574 | 44,219 | 184,403 | 229,196 |
| 2009 | 516 | 44,054 | 171,745 | 216,315 |
| 2010 | 534 | 44,430 | 170,569 | 215,533 |
| 2011 | 466 | 44,076 | 132,497 | 177,039 |
| 2012 | 505 | 43,484 | 128,879 | 172,868 |
| 2013 | 470 | 42,408 | 146,121 | 188,999 |
| 2014 | 484 | 38,240 | 178,833 | 217,557 |
| 2015 | 479 | 40,508 | 180,424 | 221,411 |
| 2016 | 527 | 39,685 | 168,192 | 208,404 |
| 2017 | 566 | 37,677 | 170,842 | 209,085 |
| 2018 | 556 | 36,331 | 177,965 | 214,852 |
| 2019 | 545 | 33,602 | 187,646 | 221,793 |
| 2020 | 498 | 23,371 | 123,887 | 147,756 |
| 2021 | 519 | 23,960 | 129,272 | 153,751 |

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

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

* Based on Statistics Canada estimates of Vehicle Kilometres Travelled.

** Based on Westbay Research Inc. estimates for CCMTA.

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

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

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

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

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

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

3B Time and Environment

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

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

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

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

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

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

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

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

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

TABLE 3.9: Light Condition by Class of Collision, 2021

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

TABLE 3.10: Visibility by Class of Collision, 2021

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

3C The Collision Location

TABLE 3.11: Road Jurisdiction by Class of Collision, 2021

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

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

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

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

TABLE 3.13: Collision Location by Class of Collision, 2021

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

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

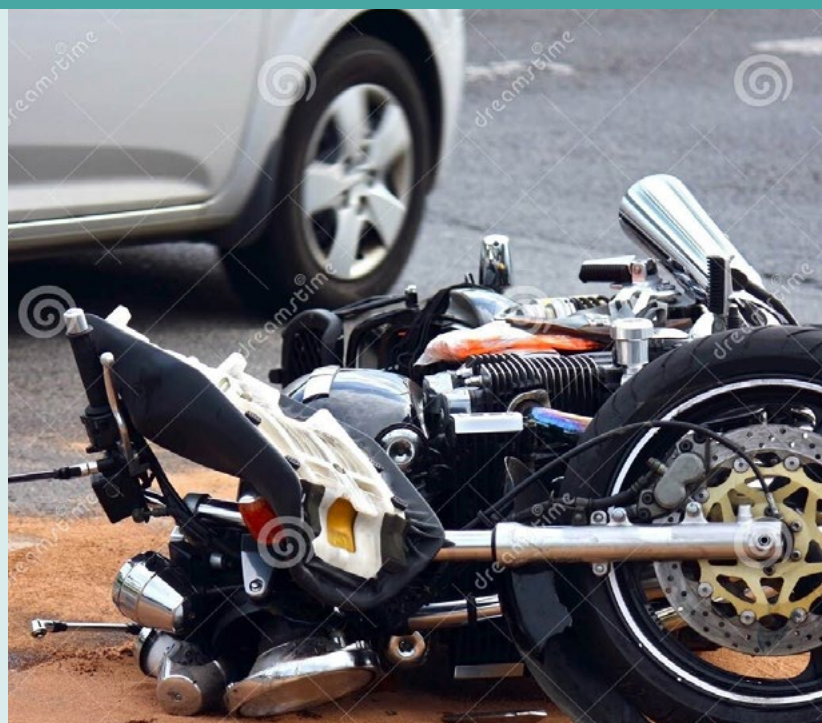
| Road Surface Condition | Class of Collision | | | | | | Total | % |
|------------------------|--------------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | | |
| Dry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

4. Place of Collision



4. Place of Collision

This section identifies the location of collisions in Ontario and provides a breakdown of the various classes of collision, the number of persons killed or injured and the number of motor vehicle registrations by municipality and county. The location of collisions provides vital information to MTO and local road authorities about the safety of Ontario's roads and highways.



Comparing the number of collisions and injuries within specific municipalities over the years may help to highlight trends in road safety over time. This information helps MTO and local authorities to prioritize their infrastructure projects, enforcement activities, and education campaigns.

Changes to the names and boundaries of municipalities due to amalgamation or annexation may mean that the statistics found in Table 4.1 may not be comparable from year to year. Information about population numbers by Ontario's municipalities can be found on the Statistics Canada website at www.statcan.gc.ca. These figures can be used to determine per capita fatality or injury rates by municipality for comparison purpose.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* This number does not match the vehicle population in Table 5.5; it does not include 11,693 vehicles that are not associated with a county or region in Ontario.

Legend:

C = City

T = Town

TP = Township

M = Municipality

ST = Separated Town

V = Village

Other Areas:

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

Table 4.1 is not comparable to previous years.

The figures above do not include any collisions whose locations were unknown.

5. The Vehicle

THE NELSON ST.



5. The Vehicle

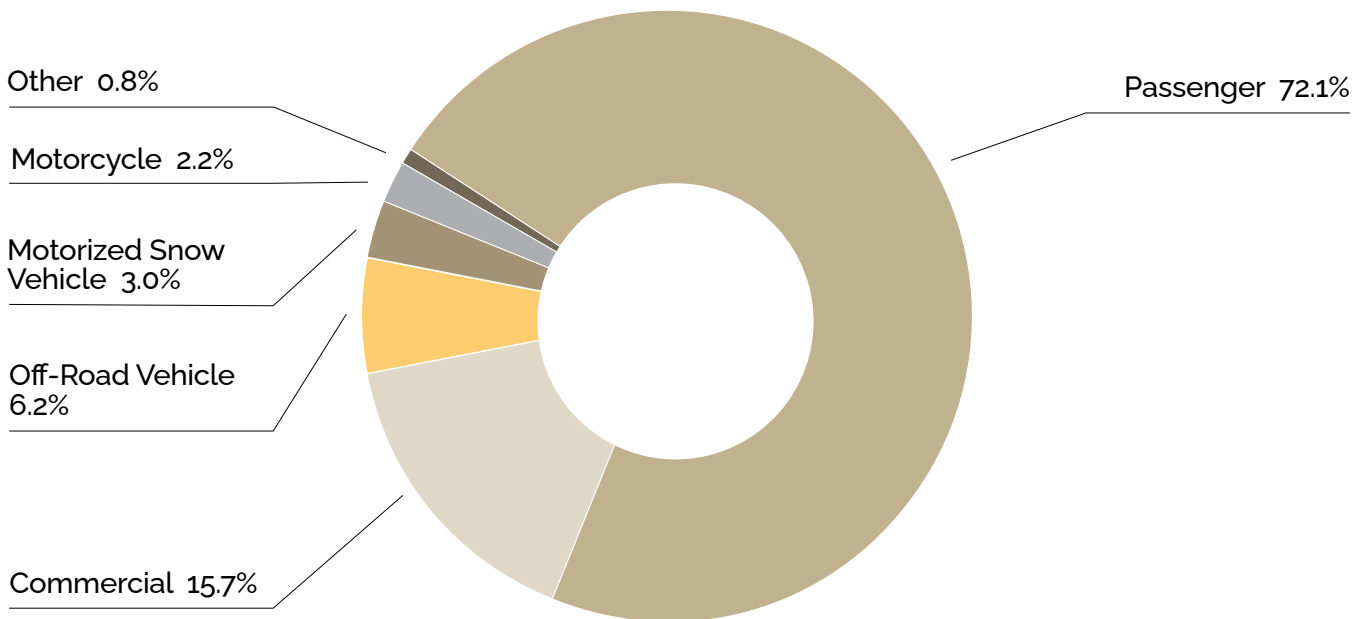
This section examines the types of vehicles involved in motor vehicle collisions in Ontario.



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

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

FIGURE 5 Vehicle Population by Vehicle Class in Ontario, 2021



5A Vehicles in Collisions

TABLE 5.1: Vehicles Involved in Collisions, 2021

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

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

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

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

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

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

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

5B Putting the Vehicle in Context

TABLE 5.5: Vehicle Population by Type of Vehicle, 2021

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

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

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

| Vehicle Class | Model Year | | | | | | | | | | | Total |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 and earlier | |
| Passenger | 83,975 | 430,762 | 422,696 | 517,396 | 534,711 | 543,758 | 486,871 | 489,953 | 425,526 | 420,215 | 2,557,557 | 6,913,420 |
| Motorcycle | 607 | 6,758 | 6,964 | 8,442 | 8,807 | 8,278 | 8,041 | 8,226 | 8,307 | 8,190 | 141,321 | 213,941 |
| Moped | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | 1 | 8 | 299 | 320 |
| Commercial* | 21,261 | 129,859 | 112,553 | 143,314 | 123,742 | 117,816 | 100,677 | 80,891 | 71,922 | 60,904 | 592,237 | 1,555,176 |
| Bus | 880 | 1,304 | 1,830 | 2,995 | 2,500 | 2,802 | 2,327 | 1,816 | 1,971 | 2,352 | 9,955 | 30,732 |
| Motorized Snow Vehicle | 6,653 | 7,563 | 6,665 | 6,239 | 7,283 | 7,010 | 8,534 | 6,808 | 4,992 | 4,353 | 217,791 | 283,891 |
| Off-Road Vehicle | 5,447 | 31,581 | 20,364 | 21,537 | 23,563 | 21,389 | 19,973 | 15,546 | 18,720 | 17,192 | 397,477 | 592,789 |
| Total | 118,824 | 607,828 | 571,073 | 699,924 | 700,607 | 701,054 | 626,428 | 603,241 | 531,439 | 513,214 | 3,916,637 | 9,590,269 |

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

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

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

Vehicle Damage

None: No visible damage.

Light: Slight or superficial damage. Includes scratches, small dents, minor cracks in glass that do not affect safety or performance of vehicle.

Moderate: Unsafe conditions resulting from damage. Vehicle must be repaired to make its condition meet requirements of law. Vehicle can be driven off-road or limited distance but doing so would be unsafe.

Severe: Vehicle cannot be driven. Requires towing. Would normally be repaired.

Demolished: Vehicle damaged to the extent that repairs would not be feasible.



6. Special Vehicles

6. Special Vehicles

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



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

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

6A Motorcycles

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

| Year | Drivers | | Passengers | |
|------|---------|---------|------------|---------|
| | Killed | Injured | Killed | Injured |
| 2012 | 54 | 1,338 | 1 | 478 |
| 2013 | 47 | 1,250 | 3 | 431 |
| 2014 | 56 | 1,177 | 5 | 313 |
| 2015 | 57 | 1,583 | 6 | 159 |
| 2016 | 60 | 1,498 | 5 | 156 |
| 2017 | 65 | 1,372 | 4 | 141 |
| 2018 | 64 | 1,211 | 2 | 89 |
| 2019 | 57 | 1,119 | 3 | 84 |
| 2020 | 76 | 1,127 | 5 | 87 |
| 2021 | 73 | 1,115 | 3 | 89 |

* Excludes hangers on, moped drivers and passengers.

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

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

6B School Vehicles

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

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

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

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

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

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

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

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

6C Large Trucks

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

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

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

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

TABLE 6.8: Registered Trucks, 2021

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

* Tractor/Trailer combination only.

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

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

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

* Excludes unknown category.

6D Off-Road Vehicles

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

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

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

TABLE 6.11A: Passengers of Off-Road Vehicles Killed and Injured by Collision Location*, 2017–2021

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

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

TABLE 6.11B: Pedestrians Killed and Injured by Off-Road Vehicles by Collision Location*, 2017–2021

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

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

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

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

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

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

6E Motorized Snow Vehicles

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

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

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

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

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

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

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

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

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

TABLE 6.16: Registered Motorized Snow Vehicles, 2017–2021

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

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

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

6F Bicycles

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

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

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

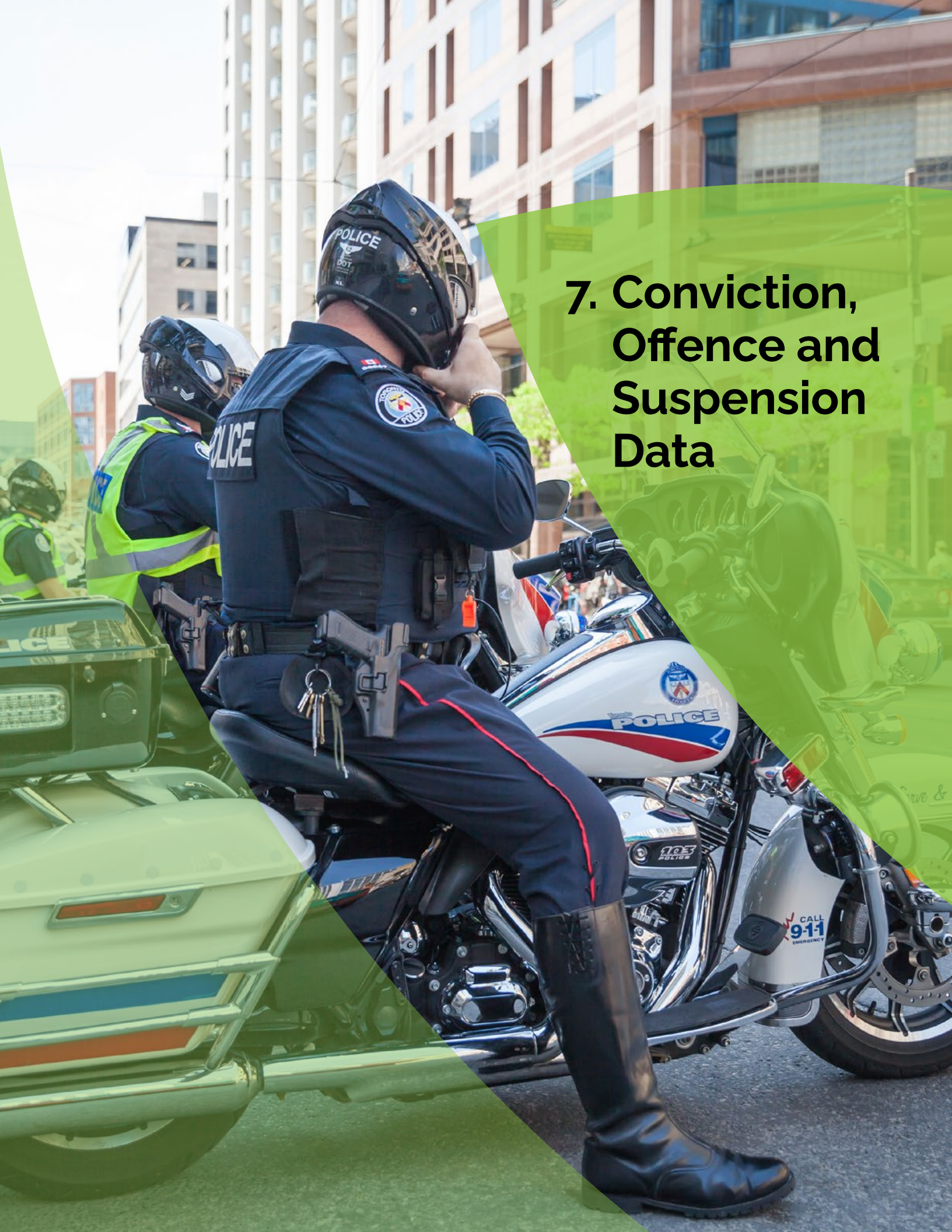
* Includes hangers on.

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

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

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

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



7. Conviction, Offence and Suspension Data

7. Conviction, Offence and Suspension Data

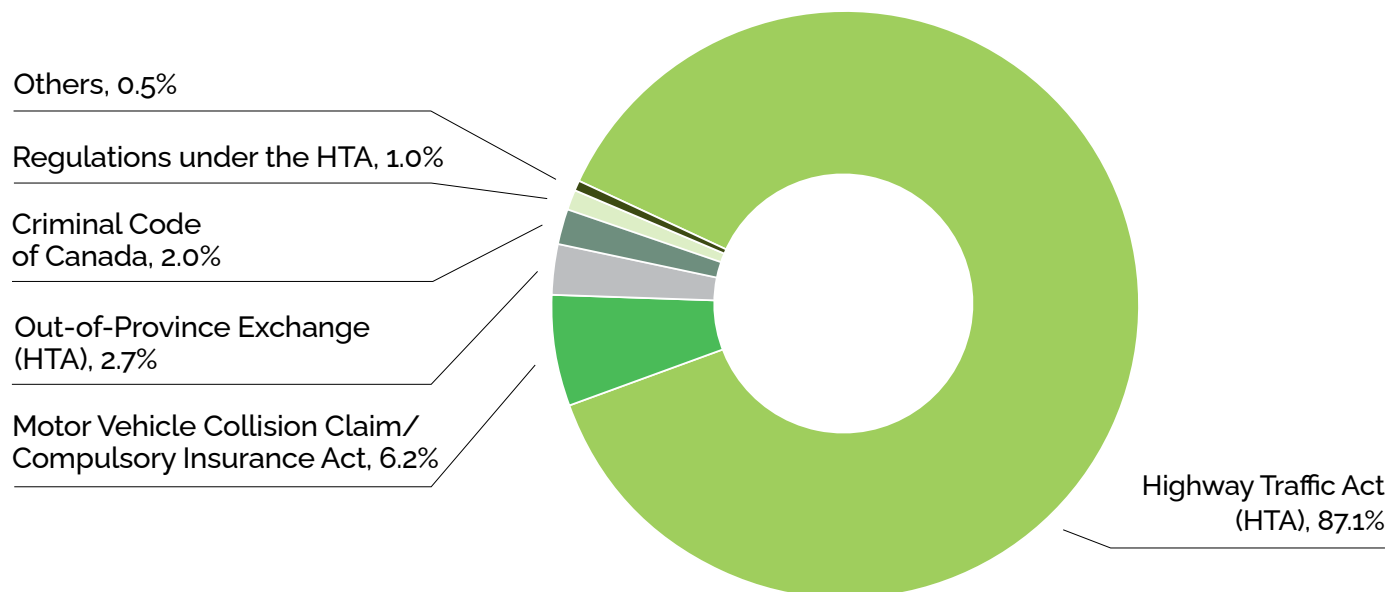
This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.



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

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

FIGURE 7 Motor Vehicle Convictions in Ontario by Type, 2021



7A Conviction Data

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

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

* Includes manually recorded convictions.

** This figure does not include 149 convictions for young offenders under the Criminal Code.

*** In previous years a large portion of convictions under HTA Regulations were allocated to convictions under Municipal By-Law.

**** Others may include acts not listed above, such as Motor Vehicle Safety Act, Government Traffic Act, etc.

TABLE 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2021

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

* Non-moving, weight, vehicle registration, licence renewal, etc.

** Failure to wear seat belt convictions registered against passengers over 16 are no longer included.

*** Now includes some out-of-province convictions.

TABLE 7.3: Motor Vehicle Convictions Related to the Criminal Code, 2021*

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

* Does not include 149 convictions for young offenders.

NGS: nanograms per millilitre of blood

** Includes some out-of-province convictions.

MGS: milligrams per 100 millilitres of blood

7B Offence Data

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

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

* The same driver may be represented in this table more than once.

** Includes offences and registered convictions that occurred in the same year.

TABLE 7.5: Administrative Driver's Licence Suspensions*, Monthly Suspensions Issued, 2012–2021

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

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

7C Suspension Data

TABLE 7.6: Demerit Point Suspensions by Driver Age, 2021

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

8. Appendix

8A Glossary

Ability-Impaired Alcohol:

Driver had consumed a sufficient amount of alcohol to warrant being charged with a drinking and driving offence.

Ability-Impaired—Alcohol over 0.08 Blood Alcohol Content (BAC)

Ability-Impaired, Alcohol: Driver had consumed alcohol and upon testing was found to have a blood-alcohol level in excess of 80 milligrams per 100 millilitres of blood.

Ability-Impaired, Drug:

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

Administrative Driver's Licence Suspension (ADLS):

This program, designed to reduce drinking and driving, began on November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver

(a) was shown to have a concentration of alcohol in excess of 80 milligrams per 100 millilitres of blood, or

(b) the driver failed or refused to provide a breath or blood sample.

Alcohol Involved:

This category includes drivers reported as "Had Been Drinking", with "BAC > 80 mg/100mL" or with "Ability-Impaired by Alcohol".

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- must have an accompanying driver who is a fully licensed driver (Class A, B, C, D, E, F or G) with at least four years' driving experience and has a blood-alcohol concentration less than 0.05;
- must have the accompanying driver as the only passenger in the front seat with the G1 driver;
- unless accompanied by a licensed driving instructor, must not drive on Ontario's "400-series" highways or on high-speed expressways such as the Queen Elizabeth Way, the Don Valley Parkway, E.C. Row Expressway and the Conestoga Parkway;
- must ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- must not drive between the hours of midnight and 5 a.m.;
- may drive a Class G vehicle only.

The G1 licence period lasts a minimum of 12 months. It can be reduced to eight months by successfully completing an approved driver education course. For information about approved courses, call [ServiceOntario](#) 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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Ministry of Education

School Board Business Support Branch

Student Transportation

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