



Ontario Road Safety Annual Report 2022

Ministry of Transportation

Ontario 



Ontario Road Safety Annual Report 2022

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Contents

Foreword	1
<hr/>	
1. Overview	12
1A Synopsis	14
1B Health Perspective	15
<hr/>	
2. The People	16
2A People in Collisions	18
2B Putting The People In Context	28
<hr/>	
3. The Collision	35
3A Types of Collisions	37
3B Time and Environment	40
3C The Collision Location	43
<hr/>	
4. Place of Collision	45
<hr/>	
5. The Vehicle	62
5A Vehicles in Collisions	64
5B Putting the Vehicle in Context	66
<hr/>	
6. Special Vehicles	68
6A Motorcycles	69
6B School Vehicles	70
6C Large Trucks	71
6D Off-Road Vehicles	72
6E Motorized Snow Vehicles	73
6F Bicycles	75
<hr/>	
7. Conviction, Offence, and Suspension Data	76
7A Conviction Data	78
7B Offence Data	79
7C Suspension Data	80
<hr/>	
8. Appendix	81
8A Glossary	81
8B Acknowledgements	85

TABLES

TABLE 1.1:	Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year, 2021–2022	15
TABLE 1.2:	Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year, 2021–2022	15
TABLE 2.1:	Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2022	18
TABLE 2.2:	Category of Persons Killed by Age Groups, 2022	19
TABLE 2.3:	Category of Persons Injured by Age Groups, 2022	20
TABLE 2.4:	Sex of Driver by Class of Collision, 2022	21
TABLE 2.5:	Driver Condition by Class of Collision, 2022	22
TABLE 2.6:	Driver Age by Driver Condition in all Collisions, 2022	23
TABLE 2.7:	Recorded Occurrence of Driver Condition in Drivers Killed, 2022	23
TABLE 2.8:	Apparent Driver Action by Class of Collision, 2022	24
TABLE 2.9:	Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2022	25
TABLE 2.10:	Seat Belt Usage by Severity of Passenger Injury in Fatal and Personal Injury Collisions, 2022	25
TABLE 2.11:	Restraint Use for Children (0–4 Years) Killed in Collisions, 2018–2022	26
TABLE 2.12:	Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2022	26
TABLE 2.13:	Pedestrian Condition by Severity of Injury, 2022	27
TABLE 2.14:	Apparent Pedestrian Action by Severity of Injury, 2022	27
TABLE 2.15:	Category of Persons Killed and Injured, 1993–2022	28
TABLE 2.16:	Sex of Driver Population by Age Groups 2022	29
TABLE 2.17:	Driver Population by Age Groups, 1993–2022	29
TABLE 2.18:	Driver Licence Class by Sex, 2022	30
TABLE 2.19:	Licensed Drivers, Total Collisions, Persons Killed, and Injured, 1937–2022	32
TABLE 2.20:	Driver Age Groups—Number Licensed, Collision Involvement, and Percent Involved in Collisions, 2022	34
TABLE 3.1:	Class of Collision, 1990–2022	37
TABLE 3.2:	Collision Rate per One Million Kilometres Travelled, 1990–2022	38
TABLE 3.3:	Motor Vehicles Involved in Collisions Based on Initial Impact, 2022	38
TABLE 3.4:	Initial Impact Type by Class of Collision, 2022	39
TABLE 3.5:	Month of Occurrence by Class of Collision, 2022	40
TABLE 3.6:	Day of Week by Class of Collision, 2022	40

Tables and Figures

TABLE 3.7:	Hour of Occurrence by Class of Collision, 2022	41
TABLE 3.8:	Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2022	42
TABLE 3.9:	Light Condition by Class of Collision, 2022	42
TABLE 3.10:	Visibility by Class of Collision, 2022	42
TABLE 3.11:	Road Jurisdiction by Class of Collision, 2022	43
TABLE 3.12:	Road Jurisdiction for All Collisions, 2013–2022	43
TABLE 3.13:	Collision Location by Class of Collision, 2022	44
TABLE 3.14:	Road Surface Condition by Class of Collision, 2022	44
TABLE 4.1:	Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022	47
TABLE 5.1:	Vehicles Involved in Collisions, 2022	64
TABLE 5.2:	Condition of Vehicle by Class of Collision, 2022	65
TABLE 5.3:	Model Year of Vehicle by Class of Collision, 2022	65
TABLE 5.4:	Insurance Status of Vehicle by Class of Collision, 2022	66
TABLE 5.5:	Vehicle Population by Type of Vehicle, 2022	66
TABLE 5.6:	Selected Types of Vehicles by Model Year, 2023 and earlier	67
TABLE 5.7:	Vehicle Damage Level by Class of Collision, 2022	67
TABLE 6.1:	Motorcyclists Killed and Injured, 2013–2022	69
TABLE 6.2:	Selected Factors Relevant to Fatal Motorcycle Collisions, 2022	69
TABLE 6.3:	Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2017/2018–2021/2022	70
TABLE 6.4:	Collisions Involving School Vehicles by Type and Nature of Collision, 2021–2022	70
TABLE 6.5:	Pupil Injury by Collision Event and Vehicle Type, 2021–2022 (Number of Persons)	70
TABLE 6.6:	Number of Persons Killed in Collisions Involving Trucks, 2018–2022	71
TABLE 6.7:	Number of Trucks in All Classes of Collisions, 2022	71
TABLE 6.8:	Registered Trucks, 2022	71
TABLE 6.9:	Selected Factors Relevant to Fatal Truck Collisions, 2022	71
TABLE 6.10:	Drivers of Off-Road Vehicles Killed and Injured by Collision Location, 2018–2022	72
TABLE 6.11A:	Passengers of Off-Road Vehicles Killed and Injured by Collision Location, 2018–2022	72
TABLE 6.11B:	Pedestrians Killed and Injured by Off-Road Vehicles, by Collision Location, 2018–2019	72
TABLE 6.12:	Registered Off-Road Vehicles, 2018–2022	73

Tables and Figures

TABLE 6.13:	Selected Factors Relevant to All Off-Road Vehicle Collisions, 2022	73
TABLE 6.14:	Drivers of Motorized Snow Vehicles Killed and Injured by Collision Location—Riding Seasons 2017/2018–2021/2022	73
TABLE 6.15A:	Passengers of Motorized Snow Vehicles Killed and Injured by Collision Location—Riding Seasons 2017/2018–2021/2022	74
TABLE 6.15B:	Pedestrians Killed and Injured by Motorized Snow Vehicles by Collision Location—Riding Seasons 2017/2018–2021/2022	74
TABLE 6.16:	Registered Motorized Snow Vehicles, 2018–2022	74
TABLE 6.17:	Selected Factors Relevant to All Motorized Snow Vehicle Collisions—Riding Season 2021–2022	74
TABLE 6.18:	Bicyclists Killed and Injured, 2018–2022	75
TABLE 6.19:	Age of Bicyclists Involved in Collisions by Light Condition, 2022	75
TABLE 6.20:	Selected Factors Relevant to All Bicycle Collisions, 2022	75
TABLE 7.1:	Summary of Motor Vehicle-Related Convictions, 2022	78
TABLE 7.2:	Motor Vehicle Convictions Related to the Highway Traffic Act, 2022	78
TABLE 7.3:	Motor Vehicle Convictions Related to the Criminal Code, 2022	79
TABLE 7.4:	Number of Driver Convictions for Criminal Code of Canada Offences, 2013–2022	79
TABLE 7.5:	Administrative Driver's Licence Suspensions, Monthly Suspensions Issued, 2013–2022	80
TABLE 7.6:	Demerit Point Suspensions by Driver Age, 2022	80

FIGURES

FIGURE 1	Total Number of Fatal and Injury Collisions in Ontario, 2003–2022	13
FIGURE 2	Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2022	17
FIGURE 3	Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 2003–2022	36
FIGURE 5	Vehicle Population by Vehicle Class in Ontario, 2022	63
FIGURE 7	Motor Vehicle Convictions in Ontario by Type, 2022	77



Foreword

Foreword

Ontario's roads are among the safest in North America. For 26 years in a row, the province has ranked among the top five jurisdictions for road safety. In 2022, Ontario had the second-lowest fatality rate in North America. Keeping Ontario's roads safe means students make it home after school, goods arrive on time at local businesses and everyone can travel with confidence—whether they walk, ride, drive or take public transit.



To produce the Ontario Road Safety Annual Report (ORSAR), the Ministry of Transportation (MTO) collects data from a wide range of sources. To determine the completeness and quality of the data, this process may take up to two years. This report examines collision statistics from 2022, but we will continue to release preliminary reports for more recent calendar years. The [2023 and 2024 preliminary reports](#) are available online.

ORSAR allows the government, public health and safety organizations, road safety advocates and the broader transportation sector to assess the impact of legislative changes and enforcement on driver behaviour. This report will support future decision-making to ensure Ontarians continue to get where they need to go safely.

Each year, the Ontario government works

with the province's police services, public health and safety organizations, the insurance industry and the commercial transportation sector to make our roads safer.

In 2022, Ontario introduced several road safety measures, including:

- New lighting requirements for Ontario school buses to make it clearer when a bus is about to stop to pick up or drop off students.
- A new legal framework to allow photo evidence of vehicles that pass streetcars with their doors open.
- Mandatory remedial education for drivers convicted of stunt driving, street racing or careless driving causing death or bodily harm.
- A roadside survey of Ontario drivers' drug and alcohol use to better understand the prevalence of impaired driving on our roads.

Government initiatives combined with strong enforcement and education make our road safer, but there is always room for improvement.

Collision data from 2022 suggests impaired driving and speeding remain the leading causes of serious and fatal collisions. Thirty-five per cent of speeding convictions were repeat offences within a five-year period. Drivers with three or more speeding convictions in the past five years are more than three times as likely to be involved in a fatal collision or a collision that causes injuries.

Ontario Is Doing More to Keep Our Roads Safe

While this report focuses on collision statistics from 2022, the Ministry of Transportation has introduced many new road safety measures since then, including:

- Implementing lifetime driver's licence suspension for those convicted of impaired driving causing death.
- Requiring an ignition interlock for anyone convicted of impaired driving.
- Applying longer roadside suspensions for alcohol- and drug-related occurrences.
- Enacting zero-tolerance conditions for those convicted of impaired driving.
- Escalating driver's licence suspensions for those convicted of auto theft.
- Extending the application of careless driving offences to parking lots.
- Increasing the limitation period (the time allowed to start legal action) for careless driving charges.
- Establishing a provincial offence and penalties for vehicle registration fraud.

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

Each year, the ministry compiles statistics on collisions resulting in fatalities, injuries and property damage to develop ORSAR. This data includes the types of vehicles involved in collisions, where the collisions occurred and conviction data. This information is collected from several different sources, including police services, other ministries and the Office of the Chief Coroner.

The ministry uses ORSAR to analyze and develop policies and programs, conduct road safety research, educate the public and assess the performance of road safety measures. ORSAR data is also used by road safety and injury prevention organizations, transportation associations, research institutions, police services and other ministries and governments.

At the end of 2022, there were more than 11 million licensed drivers in Ontario. Additionally, millions of visitors from jurisdictions around the world travel on Ontario's roads every year for work and leisure. Although Ontario's roads have consistently ranked among the safest in North America, one person is killed on the province's roads every 14 hours. By continuing to work with road safety partners and monitoring trends captured in ORSAR, Ontario will develop new and innovative road safety strategies to save lives and keep the province's roads among the safest in the world.

Key Findings for Ontario in 2022

Fatalities and Serious Injuries

There were 623 fatalities and 1,703 serious injuries on Ontario's roads in 2022.

The number of serious injuries on Ontario's roads was 1,573, an 8 per cent decrease from 2018. The number of serious injuries has decreased by 39 per cent over the past decade.

Fatality Rate

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

Road Safety Rankings in 2022

North America	International
Northwest Territories 0.38	Iceland 2.2
Ontario 0.56	Norway 2.6
Yukon 0.58	Denmark 2.8
District of Columbia 0.63	Sweden 2.8
Quebec 0.66	Ireland 3.2
Rhode Island 0.68	United Kingdom 3.4
British Columbia 0.79	Ontario 3.5
Alberta 0.81	Switzerland 3.6
Manitoba 0.81	Finland 3.8
Massachusetts 0.89	Germany 3.9
Motor vehicle deaths per 10,000 licensed drivers	Motor vehicle deaths per billion vehicles travelled

Road Safety in Ontario: 2021 vs. 2022

In 2022, the number of fatalities on Ontario's roads increased by 11.1 per cent from 2021, a year when traffic patterns were still disrupted by the COVID-19 pandemic.

Category	2021	2022
Number of Fatalities	561	623
Fatality Rate per 10,000 Licensed Drivers	0.52	0.56

Drinking and Driving

Ontario recorded 137 drinking and driving fatalities in 2022, up from 96 in 2021 — an increase of 43 per cent. The province's drinking and driving fatality rate was 0.12 per 10,000 licensed drivers.

Speeding/Street Racing

In 2022, the 115 people in Ontario were killed in speed-related collisions, down from 129 in 2021 — a decrease of 11 per cent.

Large Trucks

The number of fatalities involving large trucks was 107 in 2022, unchanged from 2021.

Pedestrians

The number of pedestrians fatally injured in motor vehicle collisions was 106 in 2022, down from 121 in 2021 — a decrease of 12 per cent.

Drugs and Driving

The number of fatalities attributed to drugs other than alcohol decreased to 85 in 2022, down from 86 in 2021.

Inattentive Driving

The number of people killed in collisions involving an inattentive driver was 92 in 2022, up from 83 in 2021 — an 11 per cent increase. Inattentive driving was a factor in 15 per cent of all fatalities on Ontario roads in 2022.

Motorcyclists and Cyclists

Fatalities among motorcycle riders increased to 88 in 2022, up 16 per cent from the 76 fatalities recorded in 2021. The

number of cyclists killed on Ontario roads rose to 24 in 2022, up 50 per cent from the 16 fatalities recorded in 2021.

Seatbelts

In 2022, 78 motor vehicle occupants who were killed in collisions were not wearing seatbelts, up from 67 in 2021 — a 16 per cent increase.

Senior Drivers

Fatalities among senior drivers aged 80 and over increased to 22 in 2022, up 47 per cent from the 15 fatalities recorded in 2021. The number of licensed senior drivers has more than doubled over the past 20 years, reaching over 375,000 in 2022 from approximately 165,000 in 2001.

Young Drivers

Fatalities among young drivers ages 16–19 increased to 16 in 2022, up from nine in 2021 — a 78 per cent increase.

At a Glance: Situations with the Highest Road Fatalities

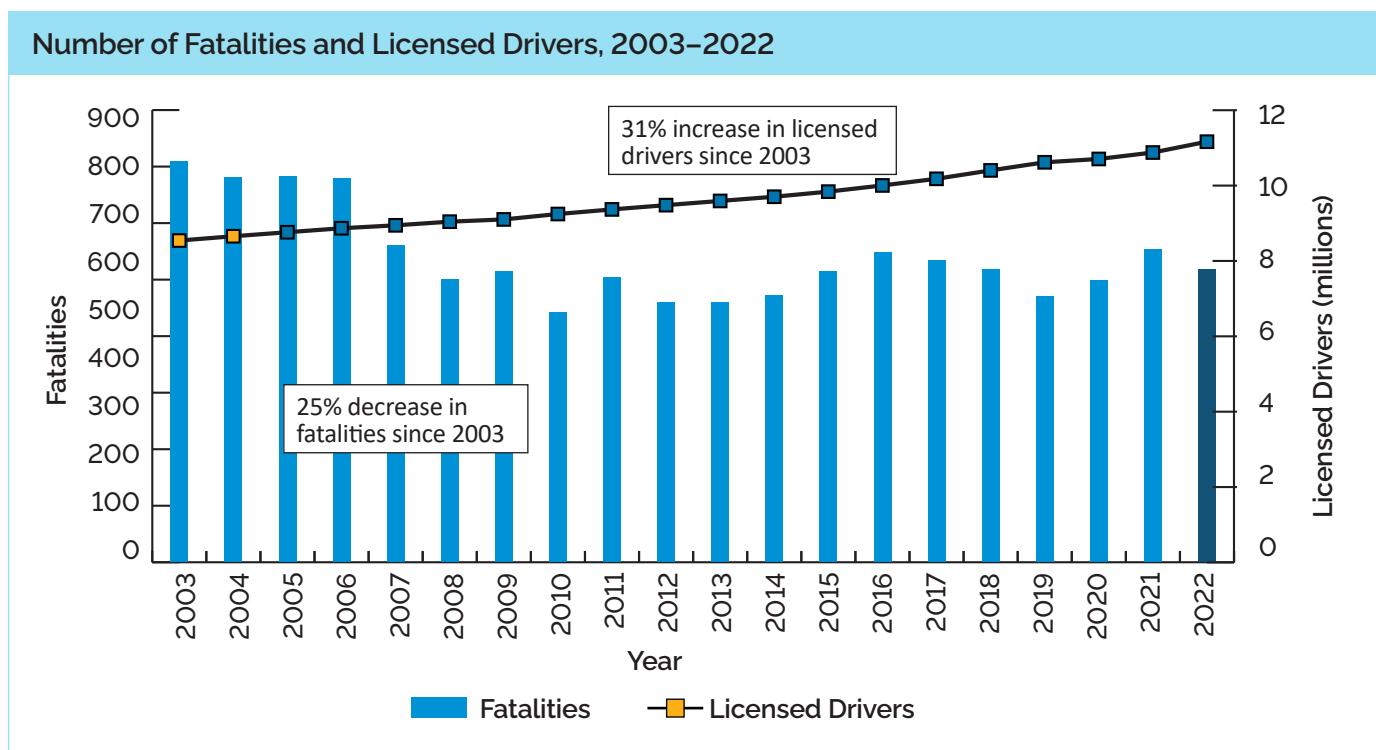
Category	Number of Fatalities	Percentage of Total Fatalities*
Drinking and Driving	137	22%
Speed-Related	115	18%
Large Trucks	107	17%
Pedestrians	106	17%
Inattentive Driving	92	15%
Motorcyclists	88	14%
Drug-Impaired	85	14%
Unbelted Occupants	78	13%
Cyclists	24	4%
Senior Drivers	22	4%
Young Drivers	16	3%

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



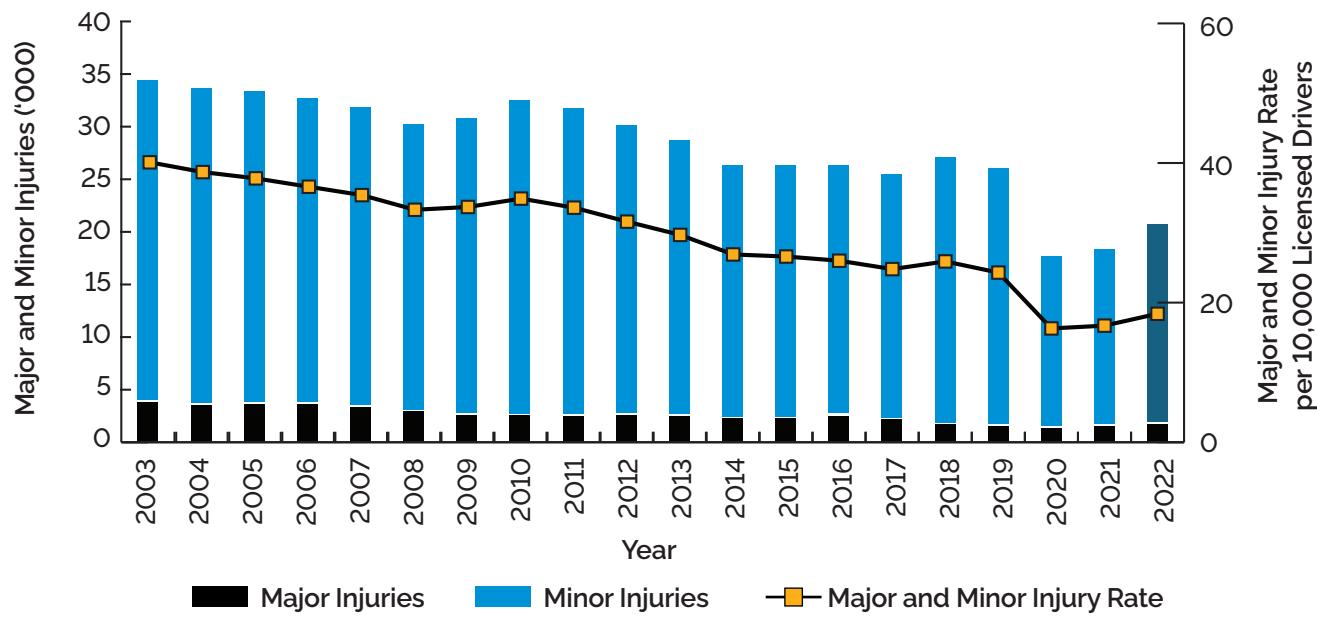


Key Road Safety Statistical Trends



Between 2003 and 2022, the number of licensed drivers increased by 31 per cent. In contrast, the number of fatalities decreased by 25 per cent over this 20-year period.

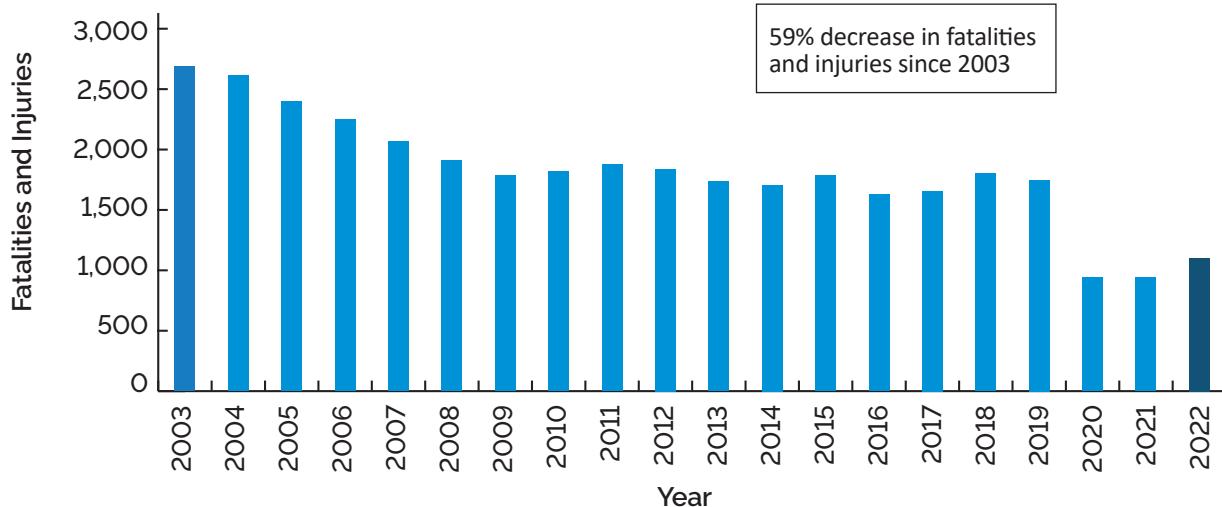
Number and Rate of Major and Minor Injuries, 2003–2022



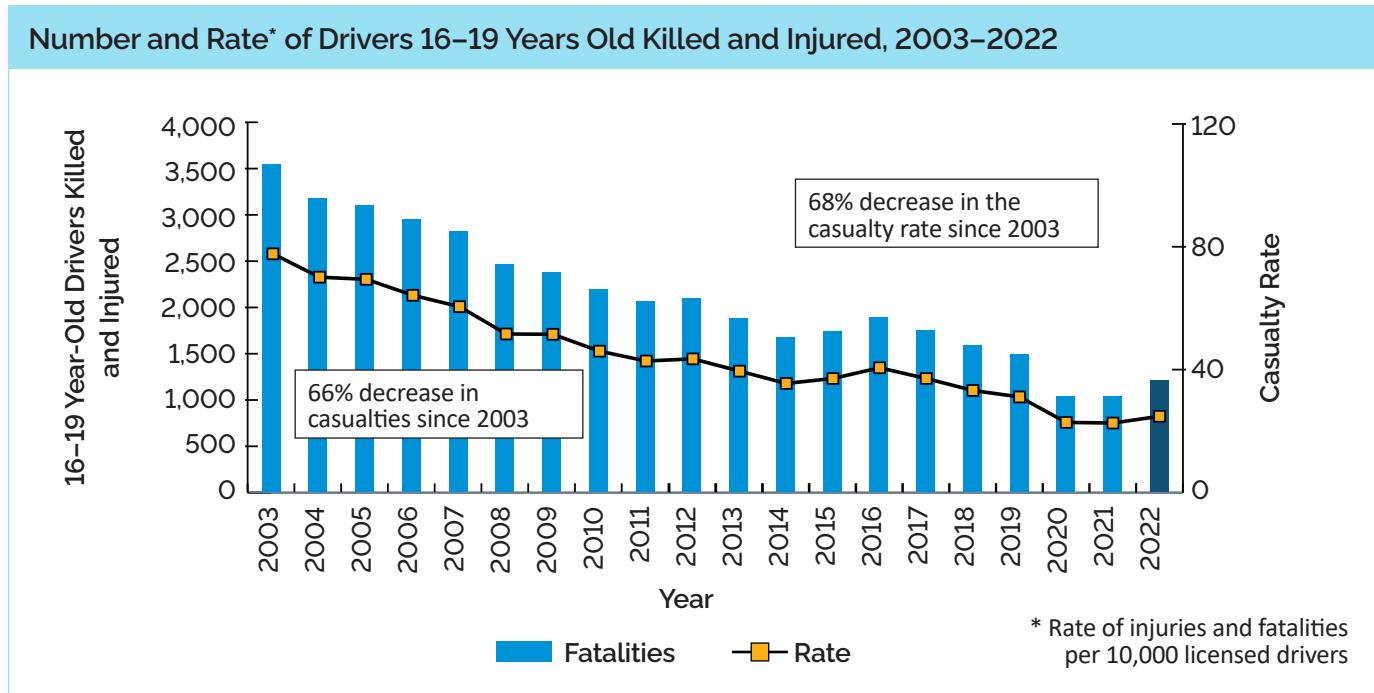
In 2022, 36,740 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 41,148 fewer than in 2003.

Fatality and Injury Trends for Different Age Groups

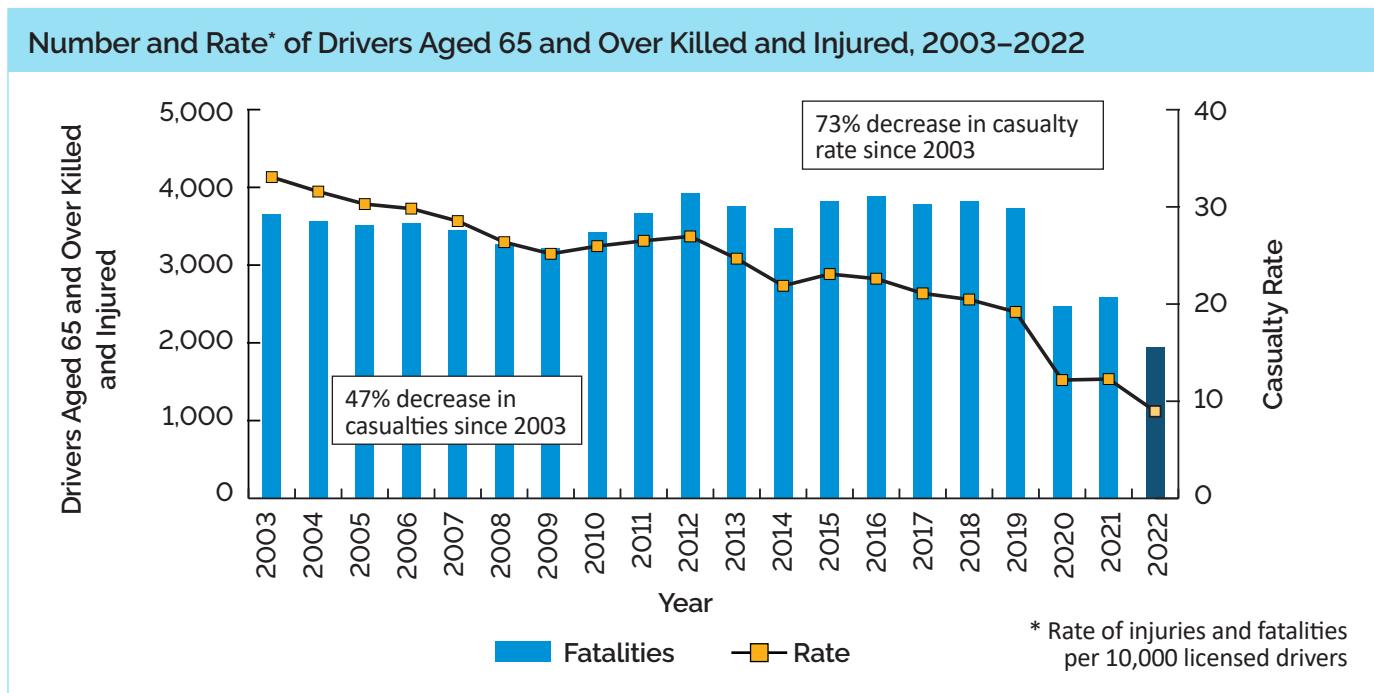
Number of Persons Age 0–9 Killed and Injured, 2003–2022



Between 2003 and 2022, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decrease of 59 per cent.

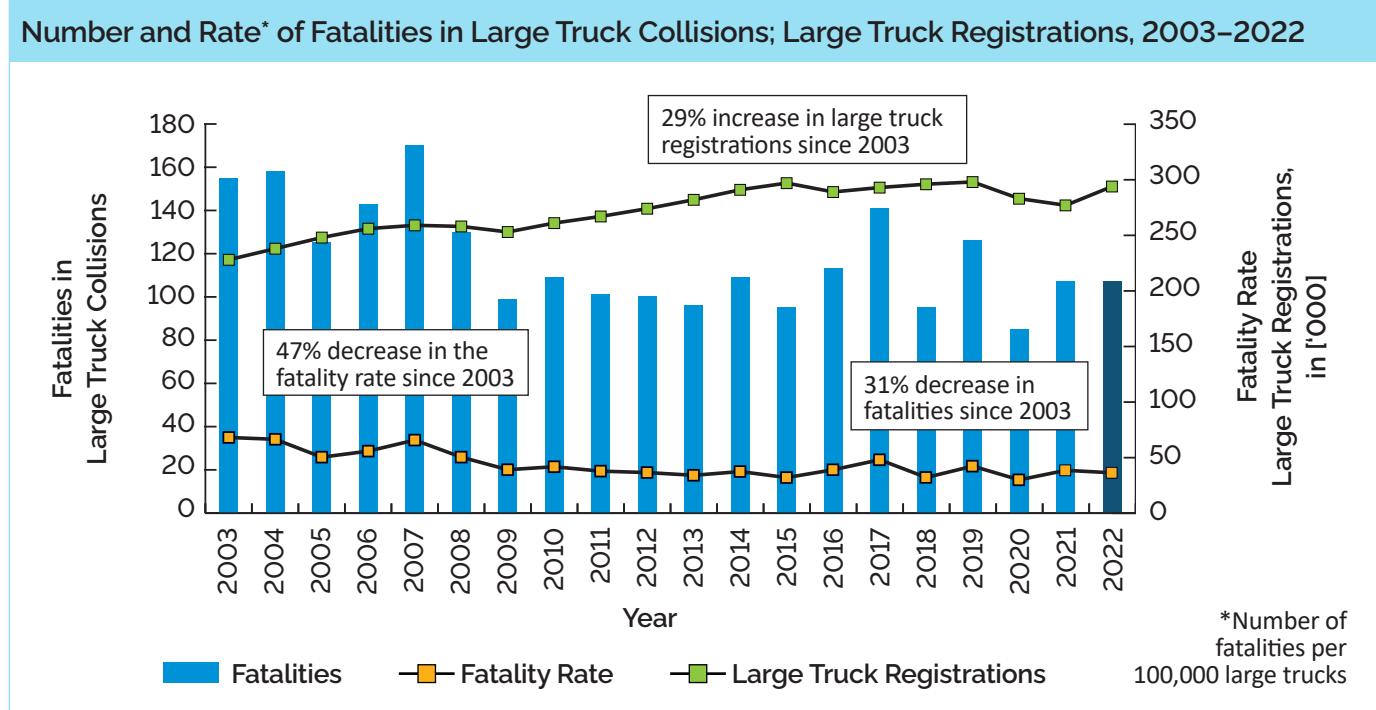


From 2003–2022, the number of 16–19 year-old driver casualties (deaths or injuries) declined, with a 66 per cent decrease in the number killed/injured and a 68 per cent decrease in the casualty rate. Over the same time period, the number of licensed drivers aged 16–19 increased by 7 per cent, from 457,049 to 488,659.



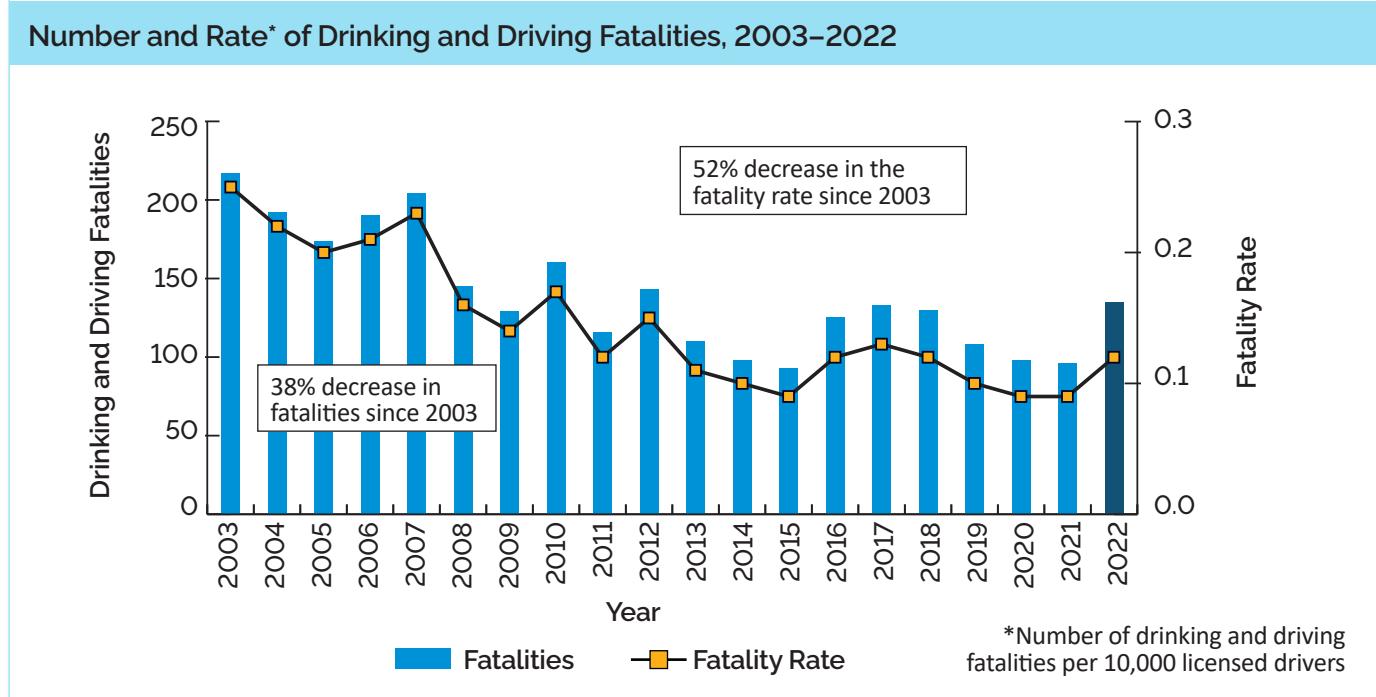
The number of drivers aged 65 and over killed and injured decreased by 47 per cent between 2003 and 2022. The casualty rate per 10,000 licensed drivers has decreased by 73 per cent from 2003 to 2022.

Large Trucks



Between 2003 and 2022, the number of large trucks registered in Ontario increased by 29 per cent. The number of large truck fatalities decreased by 31 per cent from 155 in 2003 to 107 in 2022.

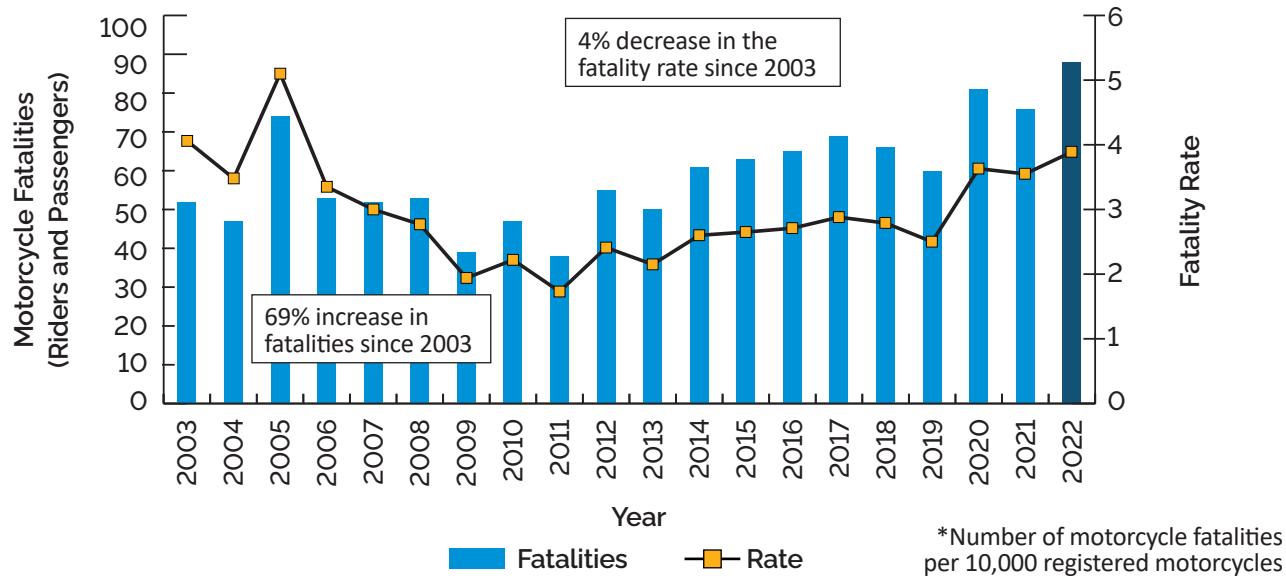
Drinking and Driving



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have decreased dramatically from 2003, by 38 per cent and 52 per cent respectively.

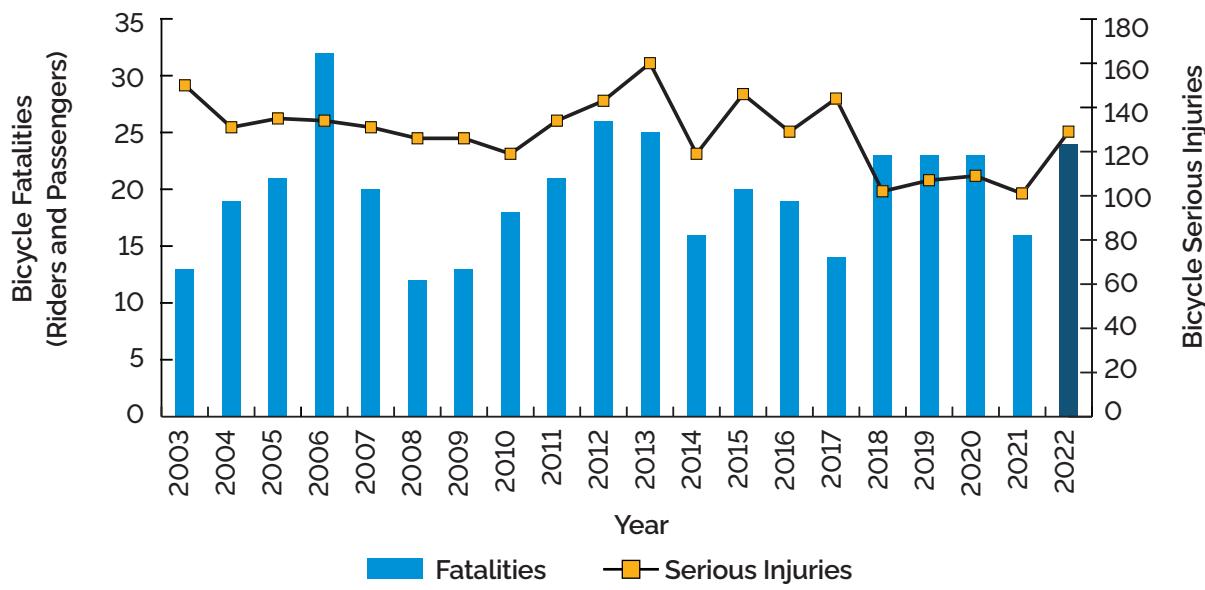
Vulnerable Road Users

Number and Rate* of Motorcycle Fatalities, 2003–2022

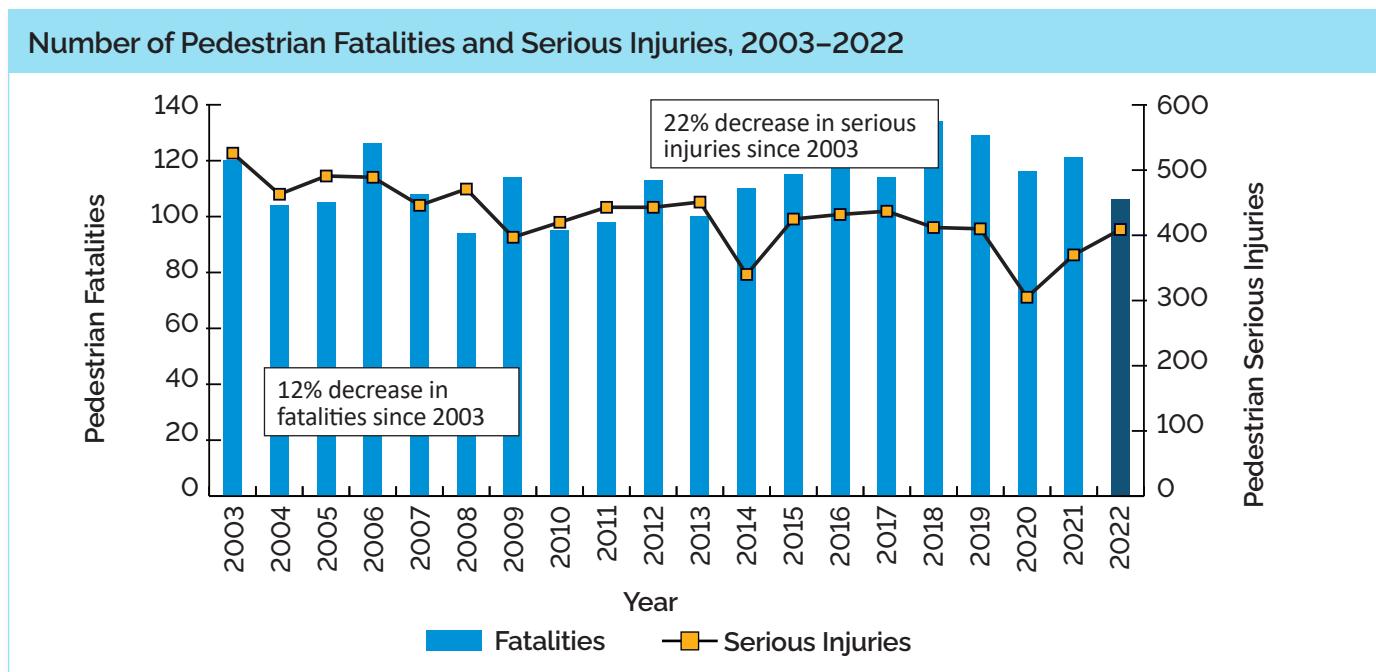


Motorcycle registrations increased 5.9 per cent from 213,941 in 2021 to 226,471 in 2022. In the same time period, motorcycle rider fatalities increased from 76 in 2021 to 88 in 2022. Over the long term, between 2003 and 2022, there has been a 4 per cent decrease in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 2003–2022

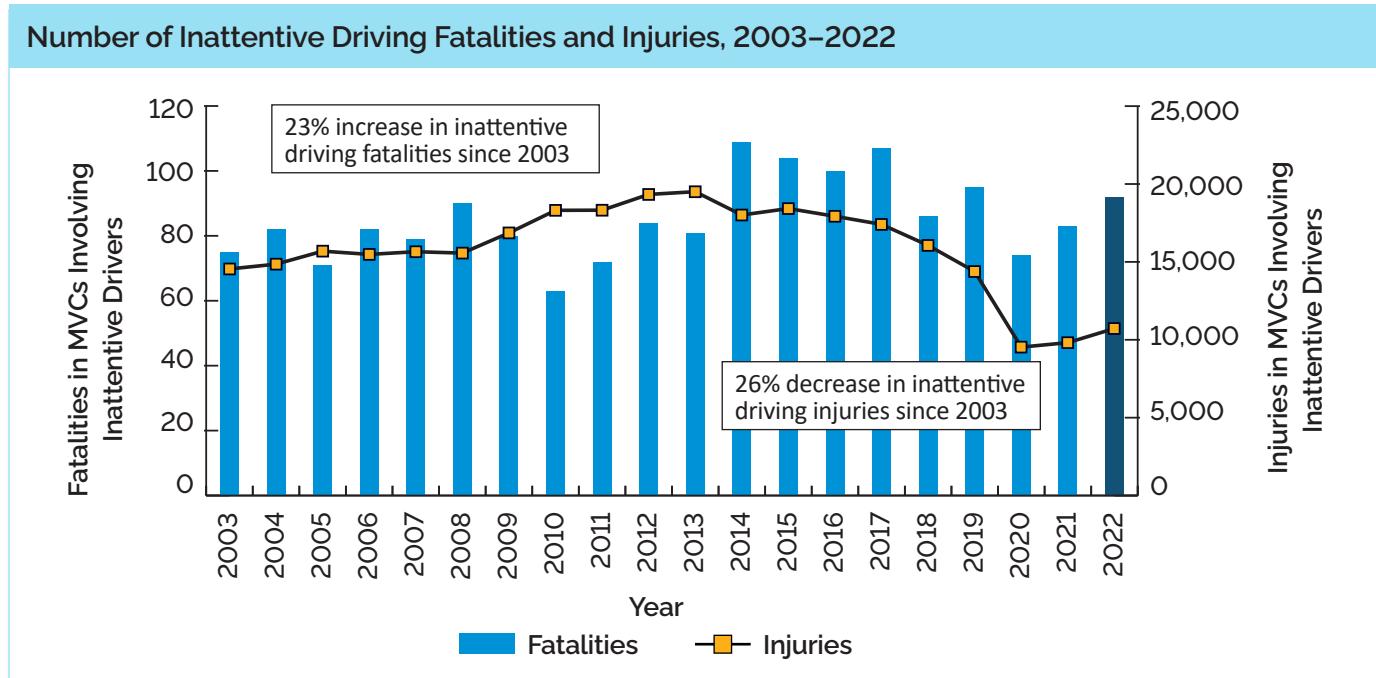


Between 2003 and 2022, the number of bicycle rider fatalities increased by 85 per cent. Serious injuries during this time decreased by 14 per cent. There were 24 bicycle rider fatalities in 2022.



Between 2003 and 2022, the number of pedestrian fatalities was highest in 2016 with 136. The number of pedestrian fatalities decreased from 121 in 2021 to 106 in 2022. The number of pedestrians with serious injuries increased by 10.5 per cent in 2021 compared to 2022.

Inattentive Driving*



The number of fatalities in collisions involving an inattentive driver increased from 75 in 2003 to 92 in 2022; this represents an increase of 23 per cent. During the same time period, the number of injuries in collisions involving an inattentive driver decreased from 14,545 in 2003 to 10,722 in 2022, a decrease of 26 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

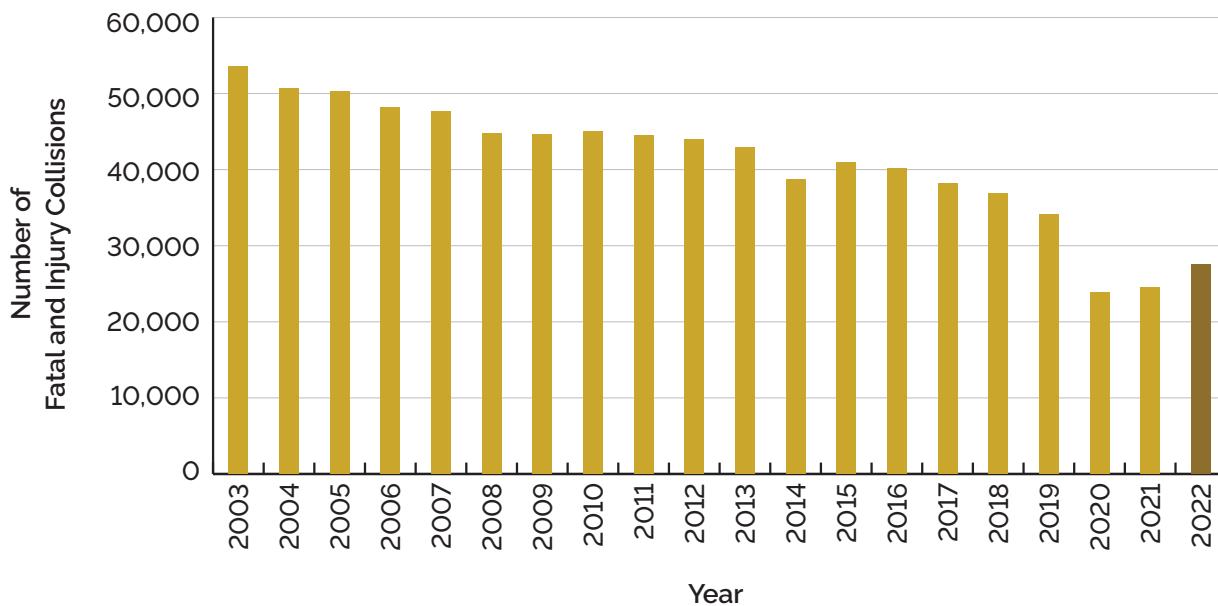
This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers, and registered vehicles.



The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2022, Ontario's fatality rate of 0.56 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, 2003-2022



1A Synopsis

Selected Statistics: 2022	
Total Reportable Collisions	197,135
Total Drivers Involved in Collisions	354,903
Total Vehicles Involved in Collisions	367,165
Fatal Collisions	553
Personal Injury Collisions	26,967
Property-Damage Collisions	169,615
Persons Killed	623
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	387
Drivers Killed (Impaired or Had Been Drinking)	89
Drivers Killed (Impaired by Drugs)	65
Passengers Killed	102
Pedestrians Killed	106
Other Road Users Killed	28
Persons Injured	36,740
Estimated Ontario Population (2022)	15,289,550
Licensed Drivers	11,164,837
Registered Motor Vehicles	9,984,240
Estimated Vehicle Kilometres Travelled (in millions)	176,833
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	4.07
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.35
Collision Rate per 100 Million Kilometres Travelled	111.48
Fatal Collision Rate per 100 Million Kilometres Travelled	0.31
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.56

1B Health Perspective

TABLE 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year, 2022-2023

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	367	2,802
Fracture of neck and trunk	1,123	11,224
Fracture of upper limb	153	1,131
Fracture of lower limb	1,135	12,438
Fractures involving multiple body regions	6	118
Dislocation, sprains, and strains	56	471
Dislocations, sprains, and strains involving multiple body regions	0	0
Intracranial injury	819	13,971
Internal injury of chest, abdomen, and pelvis	492	4,153
Open wound of head, neck, or trunk	38	219
Open wound of upper limb	14	71
Open wound of lower limb	33	395
Open wounds involving multiple body regions	1	3
Other diagnosis	1,045	18,310
Total Admissions and Days	5,282	65,306

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, 2022-2023

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	92	2,288
Spinal cord, spinal canal, and meninges	15	162
Nose, mouth, and pharynx	24	193
Chest wall, pleura, mediastinum, and diaphragm	0	0
Bone marrow and spleen	146	1,538
Kidney	2	13
Facial bones and joints	66	766
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,653	22,056
Repair joint structures (excluding head or facial bones)	1	4
Skin and subcutaneous tissue	50	844
Other diagnostic and therapeutic interventions	3,233	37,442
Sub-total of surgical admissions and days	5,282	65,306
No interventions performed—surgical procedures	1,533	11,150

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



2. The People



2. The People

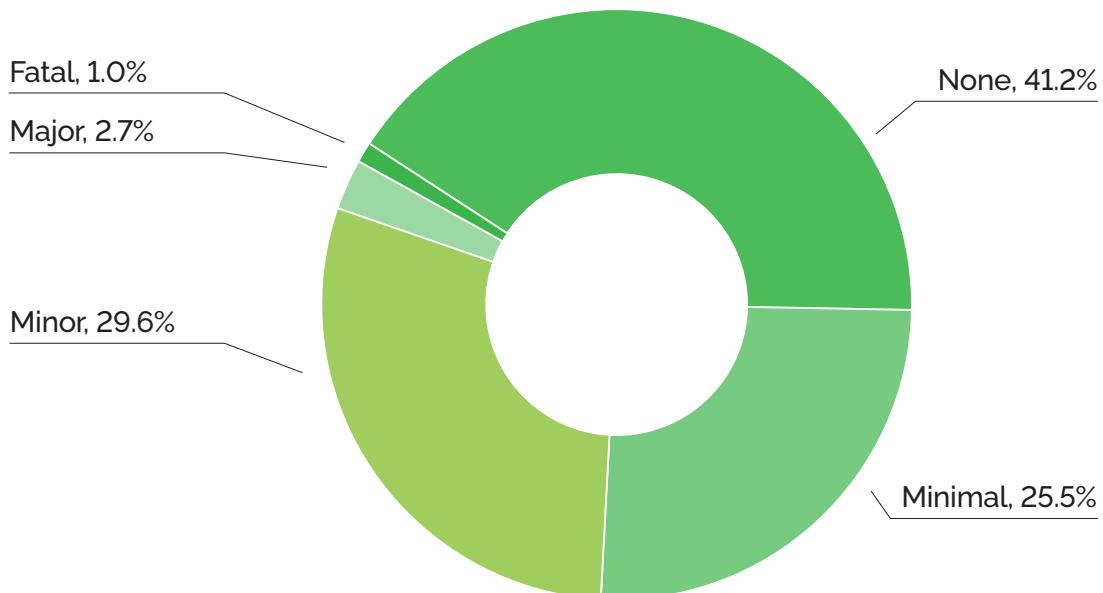
This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. 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 561 in 2021 to 623 in 2022; the number of serious injuries increased from 1,555 in 2021 to 1,703 in 2022. During the same time period, the number of licensed drivers increased by 287,578, from 10,877,259 in 2021 to 11,164,837 in 2022.



Out of 962 drivers involved in a fatal collision, 137 were drinking drivers, 85 drivers' ability was impaired by drugs, 92 drivers were coded as inattentive, and 115 were speeding (e.g. above speed limit or driving too fast for conditions). Despite about 96 per cent of Ontario drivers using seat belts, 78 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, 2022



2A People in Collisions

TABLE 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2022

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	18,196	9,959	11,113	636	276	40,180
Passenger*	7,611	3,939	4,293	245	102	16,190
Pedestrian	75	1,261	1,635	409	106	3,486
Bicyclist	23	654	833	129	24	1,663
Bicycle Passenger	4	5	13	0	0	22
All-Terrain Vehicle Driver **	2	5	19	6	10	42
All-Terrain Vehicle Passenger **	0	0	1	2	3	6
Snow Vehicle Driver	0	2	12	0	1	15
Snow Vehicle Passenger	0	0	0	0	0	0
Motorcycle Driver	29	241	707	234	86	1,297
Motorcycle Passenger	2	14	36	13	2	67
Moped Driver	2	19	31	6	1	59
Moped Passenger	2	0	0	2	0	4
Hanger On	5	10	15	3	0	33
Other	206	115	105	18	12	456
Total	26,157	16,224	18,813	1,703	623	63,520

* 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, 2022

Category of Person	Age Groups										UK	Total					
	0–4	5–9	10–15	16	17	18	19	20	21–24	25–34	35–44	45–54	55–64	65–74	75+		
Driver	0	0	0	1	3	6	6	7	28	48	39	32	30	35	40	1	276
Passenger*	0	3	2	0	1	3	2	3	20	19	7	9	11	5	17	0	102
Pedestrian	0	0	1	0	0	0	2	0	8	18	14	18	9	19	16	1	106
Bicyclist	0	0	0	1	1	0	3	2	0	2	2	1	4	2	3	3	24
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	3	0	0	0	0	2	0	3	0	1	0	0	0	1	10
All-Terrain Vehicle Passenger	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	0	1	0	1	2	0	8	19	14	15	15	11	0	0	86
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	1	0	0	0	0	0	2	5	1	0	1	1	0	1	0	12
Total	0	4	6	3	5	10	16	16	69	111	76	79	72	78	6	623	

* Includes hangars 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, 2022

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	9	77	316	393	408	488	2,068	4,681	3,746	3,379	3,228	1,754	1,119	42	21,708
Passenger*	466	468	599	163	205	219	231	223	758	1,433	812	802	821	572	484	268	8,524
Pedestrian	49	77	234	80	66	60	61	79	267	595	409	342	404	302	192	88	3,305
Bicyclist	2	25	151	45	35	38	39	35	136	319	202	184	189	99	41	76	1,616
Bicycle Passenger	4	0	4	2	1	1	0	0	4	3	5	0	0	1	0	2	27
All-Terrain Vehicle Driver	0	1	6	5	3	3	2	0	2	3	4	1	0	0	0	0	30
All-Terrain Vehicle Passenger	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
Snow Vehicle Driver	0	0	1	3	0	0	0	0	2	4	1	1	2	0	0	0	14
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	4	7	13	15	19	18	108	262	198	205	211	98	20	4	1,182
Motorcycle Passenger	1	1	2	1	2	1	0	2	4	13	13	14	13	4	0	1	72
Moped Driver	0	0	2	1	0	0	1	1	4	10	9	9	10	8	1	0	56
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Other	4	4	10	2	3	5	4	2	10	43	26	23	33	12	6	14	201
Total	526	576	1,024	386	644	735	765	848	3,363	7,367	5,425	4,961	4,912	2,850	1,863	495	36,740

* 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, 2022*

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	738	30,299	177,463	208,500
Female	205	17,405	94,663	112,273
Unknown**	19	1,904	32,207	34,130
Total	962	49,608	304,333	354,903

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

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

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

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

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

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

TABLE 2.5: Driver Condition by Class of Collision, 2022

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	557	36,286	235,705	272,548
Had Been Drinking	14	333	997	1,344
Ability Impaired—Alcohol over 0.08	85	605	1,820	2,510
Ability Impaired—Alcohol	18	326	821	1,165
Ability Impaired—Drugs*	70	161	390	621
Fatigue	9	393	1,162	1,564
Medical/Physical Disability	14	564	600	1,178
Inattentive	84	7,895	24,537	32,516
Other**	65	785	2,352	3,202
Unknown***	46	2,260	35,949	38,255
Total	962	49,608	304,333	354,903

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

** Driver condition is not defined above.

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

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

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

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

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, 2022*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	
Under 16	238	0	0	2	105	10	355
16	641	1	2	1	190	24	859
17	3,354	10	20	7	903	85	4,379
18	4,179	28	29	13	912	89	5,250
19	4,642	37	54	22	925	116	5,796
20	5,538	39	67	30	1,015	114	6,803
21-24	26,698	186	330	141	4,189	623	32,167
25-34	62,599	423	842	397	8,660	1,334	74,255
35-44	49,659	264	514	254	6,225	1,102	58,018
45-54	44,248	135	331	142	5,143	917	50,916
55-64	39,220	136	231	108	4,744	821	45,260
65-74	20,406	60	71	36	3,166	425	24,164
75 & over	10,147	19	16	9	2,399	245	12,835
Unknown	979	6	3	3	505	32,350	33,846
Total	272,548	1,344	2,510	1,165	39,081	38,255	354,903

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

TABLE 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2022*

Recorded Occurrence	Number of Drivers	%
Normal	146	36.2
Had Been Drinking	6	1.5
Ability Impaired—Alcohol over 0.08	74	18.4
Ability Impaired—Alcohol	9	2.2
Ability Impaired—Drugs**	65	16.1
Fatigue	7	1.7
Medical/Physical Disability	12	3.0
Inattentive	23	5.7
Other	45	11.2
Unknown	16	4.0
Total	403	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, 2022

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	438	24,247	174,474	199,159
Following Too Close	13	3,624	24,080	27,717
Speed Too Fast	65	604	976	1,645
Speed Too Fast for Conditions	40	1,928	8,669	10,637
Speed Too Slow	0	33	263	296
Improper Turn	33	2,719	8,134	10,886
Disobey Traffic Control	37	2,432	3,573	6,042
Fail to Yield Right of Way	60	5,129	12,263	17,452
Improper Passing	21	437	2,071	2,529
Lost Control	145	3,843	14,218	18,206
Wrong Way on One Way Road	6	63	144	213
Improper Lane Change	13	894	8,837	9,744
Other*	74	2,136	13,269	15,479
Unknown	17	1,519	33,362	34,898
Total	962	49,608	304,333	354,903

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

The People

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, 2022

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	152	469	9,734	8,941	16,512	35,808
Other Equipment*	45	83	967	798	1,159	3,052
Equipment Not Used	54	56	177	49	32	368
No Safety Equipment	2	5	13	5	25	50
Use Unknown	23	23	222	166	468	902
Total	276	636	11,113	9,959	18,196	40,180

* 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, 2022

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	43	168	3,303	3,138	5,895	12,547
Child Safety Seat Used Incorrectly	0	2	7	10	26	45
Child Safety Seat Used Correctly	0	8	132	206	743	1,089
Other Equipment**	25	29	416	298	548	1,316
Equipment Not Used	24	33	140	44	20	261
No Safety Equipment	0	1	169	127	247	544
Use Unknown	16	11	138	133	173	471
Total	108	252	4,305	3,956	7,652	16,273

* 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, 2018–2022

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
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
2022	0	0	0	0	0	0	0

TABLE 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2022

Restraint Used	Injury Level		
	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	50.0	49.9	61.1
Child Restraint Used Incorrectly	20.0	2.4	2.1
Lap/Lap-Shoulder Belt	0.0	38.6	27.2
Not Available	0.0	0.9	2.3
Available/Not Used	0.0	0.9	0.0
Other	0.0	5.9	4.3
Unknown	30.0	1.5	3.0
Total	100	100	100

TABLE 2.13: Pedestrian Condition by Severity of Injury, 2022

Condition of Pedestrian	Killed	Injured
Normal	45	2,487
Had Been Drinking	1	81
Ability-Impaired Alcohol over .08	9	2
Ability-Impaired Alcohol	2	19
Ability-Impaired Drugs	16	30
Fatigue	0	4
Medical or Physical Defect	1	51
Inattentive	12	421
Other	20	210
Unknown	0	0
Total	106	3,305

TABLE 2.14: Apparent Pedestrian Action by Severity of Injury, 2022

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	24	1,558
Crossing Intersection Without Right of Way	18	473
Crossing Intersection No Traffic Control	11	142
Crossing Pedestrian Crossover	2	137
Crossing Marked Crosswalk Without Right of Way	3	63
Walking on Roadway With Traffic	6	81
Walking on Roadway Against Traffic	4	55
On Sidewalk or Shoulder	11	183
Playing or Working on Highway	1	28
Coming from Behind Parked Vehicle or Object	1	28
Running onto Roadway	7	153
Getting On/Off School Bus*	0	2
Getting On/Off Vehicle	2	37
Pushing/Working on Vehicle	1	23
Other	15	342
Unknown	0	0
Total	106	3,305

*Calendar Year

2B Putting The People In Context

TABLE 2.15: Category of Persons Killed and Injured, 1993-2022

Year	Ontario Population (Est.)*	Driver		Passenger*		Pedestrian		All Others		Persons Killed In All Classes		Persons Injured In All Classes	
		Killed	Injured	Killed	Injured	Killed	Injured	Number	Rate Per 100,000	Number	Rate Per 100,000	Number	Rate Per 100,000
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	10,659	831	6.8	84,192	684.8
2004	12,407,300	433	41,608	191	22,396	104	4,505	71	9,370	799	6.4	77,879	627.7
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
2022	15,289,550	276	21,708	102	8,477	106	3,305	139	3,250	623	4.1	36,740	240.3

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

TABLE 2.16: Sex of Driver Population by Age Groups, 2022*

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	260,827	504,847	1,112,643	962,503	890,068	944,186	1,120,664	5,795,738
Female	227,832	414,473	989,466	926,976	868,959	887,327	1,054,066	5,369,099
Total	488,659	919,320	2,102,109	1,889,479	1,759,027	1,831,513	2,174,730	11,164,837

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

TABLE 2.17: Driver Population by Age Groups, 1993–2022

Year	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
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
2022	488,659	919,320	2,102,109	1,889,479	1,759,027	1,831,513	2,174,730	11,164,837

TABLE 2.18: Driver Licence Class by Sex, 2022*

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	142,236	2.45	3,106	0.06	145,342	1.30
AB	4,332	0.07	697	0.01	5,029	0.05
ABM	2,009	0.03	181	0.00	2,190	0.02
ABM1	10	0.00	4	0.00	14	0.00
ABM2	185	0.00	46	0.00	231	0.00
AC	36,293	0.63	1,077	0.02	37,370	0.33
ACM	10,830	0.19	220	0.00	11,050	0.10
ACM1	189	0.00	3	0.00	192	0.00
ACM2	2,016	0.03	68	0.00	2,084	0.02
AM	23,490	0.41	235	0.00	23,725	0.21
AM1	488	0.01	6	0.00	494	0.00
AM2	5,195	0.09	71	0.00	5,266	0.05
B	16,943	0.29	15,564	0.29	32,507	0.29
BM	4,091	0.07	913	0.02	5,004	0.04
BM1	25	0.00	17	0.00	42	0.00
BM2	404	0.01	194	0.00	598	0.01
C	12,160	0.21	2,349	0.04	14,509	0.13
CM	2,064	0.04	105	0.00	2,169	0.02
CM1	26	0.00	5	0.00	31	0.00
CM2	505	0.01	55	0.00	560	0.01
D	68,049	1.17	3,369	0.06	71,418	0.64
DE	49	0.00	8	0.00	57	0.00
DEM	13	0.00	2	0.00	15	0.00
DEM1	1	0.00	0	0.00	1	0.00
DEM2	1	0.00	0	0.00	1	0.00
DF	3,626	0.06	446	0.01	4,072	0.04
DFM	995	0.02	56	0.00	1,051	0.01
DFM1	9	0.00	0	0.00	9	0.00
DFM2	217	0.00	20	0.00	237	0.00
DM	17,832	0.31	390	0.01	18,222	0.16
DM1	204	0.00	9	0.00	213	0.00
DM2	2,933	0.05	139	0.00	3,072	0.03
E	894	0.02	1,254	0.02	2,148	0.02
EM	102	0.00	17	0.00	119	0.00
EM1	0	0.00	1	0.00	1	0.00
EM2	13	0.00	3	0.00	16	0.00
F	7,329	0.13	5,799	0.11	13,128	0.12

TABLE 2.18: Driver Licence Class by Sex, 2022* (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
FM	1,040	0.02	255	0.00	1,295	0.01
FM1	15	0.00	10	0.00	25	0.00
FM2	263	0.00	119	0.00	382	0.00
G	4,177,300	72.08	4,414,877	82.23	8,592,177	76.96
G1	347,749	6.00	442,582	8.24	790,331	7.08
G1M	146	0.00	35	0.00	181	0.00
G1M1	560	0.01	86	0.00	646	0.01
G1M2	1,160	0.02	305	0.01	1,465	0.01
G2	400,706	6.91	385,047	7.17	785,753	7.04
G2M	321	0.01	59	0.00	380	0.00
G2M1	501	0.01	85	0.00	586	0.01
G2M2	3,221	0.06	512	0.01	3,733	0.03
GM	425,842	7.35	70,787	1.32	496,629	4.45
GM1	4,334	0.07	893	0.02	5,227	0.05
GM2	65,503	1.13	16,755	0.31	82,258	0.74
M	664	0.01	145	0.00	809	0.01
M1	86	0.00	13	0.00	99	0.00
M2	569	0.01	105	0.00	674	0.01
Other	0	0.00	0	0.00	0	0.00
Total	5,795,738	100.00	5,369,099	100.00	11,164,837	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, 1936–2022

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, 1936–2022 (continued)

Years	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, 1936–2022 (continued)

Years	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
2022	11,164,837	197,135	623	36,740

TABLE 2.20: Driver Age Groups—Number Licensed, Collision Involvement, and Percent Involved in Collisions, 2022*

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	63	16	79	N/A	N/A	N/A
16	48,281	42,975	91,256	479	295	774	0.99	0.69	0.85
17	61,486	54,877	116,363	2,571	1,740	4,311	4.18	3.17	3.70
18	70,551	61,765	132,316	3,224	1,960	5,184	4.57	3.17	3.92
19	80,509	68,215	148,724	3,650	2,079	5,729	4.53	3.05	3.85
20	89,460	74,343	163,803	4,361	2,372	6,733	4.87	3.19	4.11
21–24	415,387	340,130	755,517	21,122	10,768	31,890	5.08	3.17	4.22
25–34	1,112,643	989,466	2,102,109	48,553	25,014	73,567	4.36	2.53	3.50
35–44	962,503	926,976	1,889,479	35,842	21,611	57,453	3.72	2.33	3.04
45–54	890,068	868,959	1,759,027	32,135	18,301	50,436	3.61	2.11	2.87
55–64	944,186	887,327	1,831,513	30,201	14,531	44,732	3.20	1.64	2.44
65–74	689,376	658,620	1,347,996	15,595	8,321	23,916	2.26	1.26	1.77
75 & over	431,288	395,446	826,734	7,982	4,772	12,754	1.85	1.21	1.54
Unknown**	0	0	0	45,867	0	45,867	N/A	N/A	N/A
Total	5,795,738	5,369,099	11,164,837	251,645	111,780	363,425	4.34	2.08	3.26

* 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.

An aerial photograph of a multi-lane highway. In the foreground, a black pickup truck is involved in a collision with a white van, with both vehicles heavily damaged. Several emergency responders in high-visibility vests are gathered around the vehicles. To the right, a red fire truck and a white paramedic ambulance are parked. In the background, the highway continues with other vehicles, including a large orange truck and several cars. A road sign on the right side of the highway reads "Hurontario Street".

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.

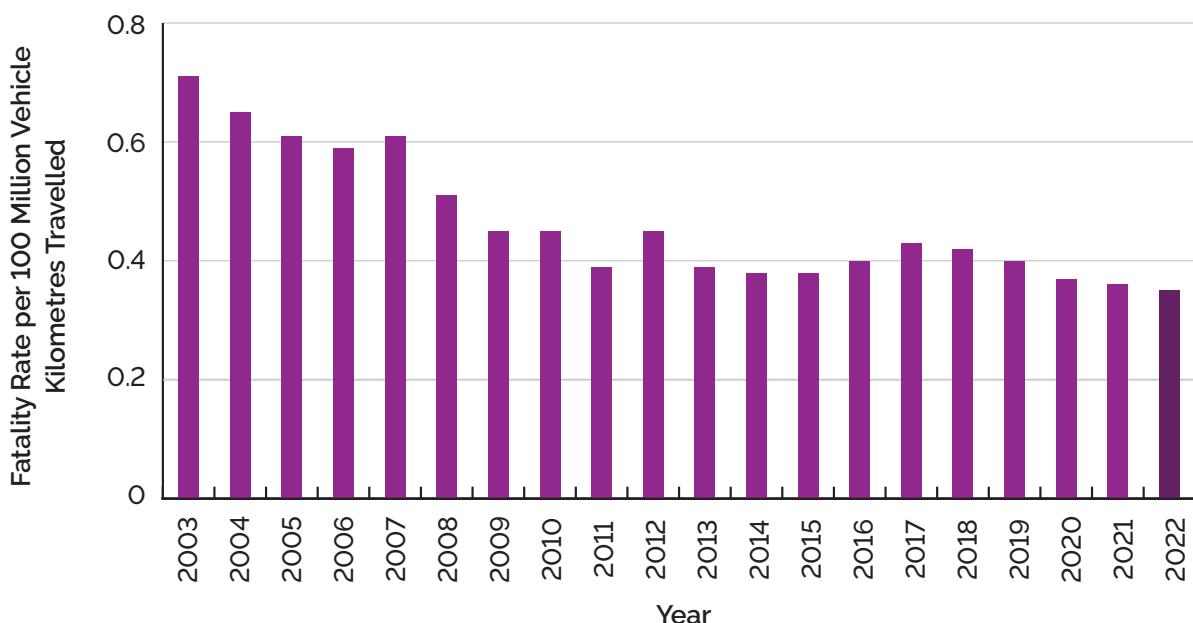
The number of fatal collisions increased from 519 in 2021 to 553 in 2022, up by 34. The number of injury collisions increased from 23,960 in 2021 to 26,967 in 2022, up by 3,007. The number of property damage collisions for 2022 was 169,615.



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

The fatality rate per 100 million kilometers traveled in Ontario decreased from 0.36 in 2021 to 0.35 in 2022.

FIGURE 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 2003–2022



3A Types of Collisions

TABLE 3.1: Class of Collision, 1990-2022

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
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
2022	553	26,967	169,615	197,135

The Collision

TABLE 3.2: Collision Rate per One Million Kilometres Travelled, 1990–2022

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
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*
2000	2.0*	2011	1.39**	2022	1.11*

* 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, 2022

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	652	39,147	262,752	302,551
Unattended Vehicles	12	461	12,000	12,473
Pedestrian	95	2,971	213	3,279
Cyclist	20	1,581	530	2,131
Railway Train	2	8	17	27
Street Car	0	9	31	40
Farm Tractor	2	21	84	107
Domestic Animal	1	21	569	591
Wild Animal	3	320	11,949	12,272
Other Moveable Objects	8	455	1,286	1,749
Sub-total	795	44,994	289,431	335,220
Fixed Objects:				
Cable Guide Rail	3	65	375	443
Concrete Guide Rail	3	298	1,668	1,969
Steel Guide Rail	8	178	1,181	1,367
Pole (Utility Tower)	9	334	1,827	2,170
Pole (Sign/Parking Meter)	3	113	1,126	1,242
Fence/Noise Barrier	1	30	274	305
Culvert	2	25	64	91
Bridge Support	4	15	78	97
Rock Face	1	30	92	123

The Collision

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2022 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Snow Bank or Drift	1	61	610	672
Ditch	12	476	2,068	2,556
Curb	9	175	867	1,051
Crash Cushion	0	21	70	91
Building or Wall	5	34	191	230
Water Course	0	2	12	14
Construction Marker	2	5	53	60
Tree, Shrub, or Stump	4	165	599	768
Other Fixed Object	1	98	939	1,038
Sub-total	68	2,125	12,094	14,287
Other Events:				
Ran Off Road	66	1,342	4,686	6,094
Skidding/Sliding	26	1,104	5,509	6,639
Jack-knifing	0	12	155	167
Load Spill	0	9	37	46
Fire/Explosion	0	2	60	62
Submersion	0	0	3	3
Rollover	11	211	461	683
Debris on Road	3	82	1,279	1,364
Debris off Vehicle	3	64	1,198	1,265
Other Non-Collision Event	12	307	1,016	1,335
Sub-total	121	3,133	14,404	17,658
Total	984	50,252	315,929	367,165

TABLE 3.4: Initial Impact Type by Class of Collision, 2022

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	100	784	1,980	2,864
Angle	45	3,392	10,801	14,238
Rear End	57	6,099	48,824	54,980
Sideswipe	19	1,686	25,242	26,947
Turning Movement	75	6,322	31,541	37,938
With Unattended Motor Vehicle	6	324	9,802	10,132
Single Motor Vehicle	250	8,206	36,966	45,422
Other	1	154	4,459	4,614
Unknown	0	0	0	0
Total	553	26,967	169,615	197,135

3B Time and Environment

TABLE 3.5: Month of Occurrence by Class of Collision, 2022

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	32	5.8	1,741	6.5	14,185	8.4	15,958	8.1
February	33	6.0	1,844	6.8	14,637	8.6	16,514	8.4
March	29	5.2	1,824	6.8	12,630	7.4	14,483	7.3
April	41	7.4	1,830	6.8	10,930	6.4	12,801	6.5
May	37	6.7	2,360	8.8	12,968	7.6	15,365	7.8
June	51	9.2	2,555	9.5	13,851	8.2	16,457	8.3
July	69	12.5	2,594	9.6	12,776	7.5	15,439	7.8
August	71	12.8	2,546	9.4	13,254	7.8	15,871	8.1
September	54	9.8	2,592	9.6	14,060	8.3	16,706	8.5
October	50	9.0	2,663	9.9	15,623	9.2	18,336	9.3
November	47	8.5	2,336	8.7	17,474	10.3	19,857	10.1
December	39	7.1	2,082	7.7	17,227	10.2	19,348	9.8
Total	553	100.0	26,967	100.0	169,615	100.0	197,135	100.0

TABLE 3.6: Day of Week by Class of Collision, 2022

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	68	12.3	3,602	13.4	23,013	13.6	26,683	13.5
Tuesday	85	15.4	4,061	15.1	25,307	14.9	29,453	14.9
Wednesday	68	12.3	3,949	14.6	25,279	14.9	29,296	14.9
Thursday	71	12.8	4,121	15.3	27,092	16.0	31,284	15.9
Friday	102	18.4	4,430	16.4	29,473	17.4	34,005	17.2
Saturday	83	15.0	3,816	14.2	22,098	13.0	25,997	13.2
Sunday	76	13.7	2,988	11.1	17,353	10.2	20,417	10.4
Total	553	100.0	26,967	100.0	169,615	100.0	197,135	100.0

TABLE 3.7: Hour of Occurrence by Class of Collision, 2022

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	19	3.4	446	1.7	2,681	1.6	3,146	1.6
1 to 2 a.m.	16	2.9	297	1.1	2,042	1.2	2,355	1.2
2 to 3 a.m.	11	2.0	305	1.1	1,919	1.1	2,235	1.1
3 to 4 a.m.	11	2.0	228	0.8	1,877	1.1	2,116	1.1
4 to 5 a.m.	13	2.4	219	0.8	1,833	1.1	2,065	1.0
5 to 6 a.m.	18	3.3	371	1.4	3,020	1.8	3,409	1.7
Sub-total	88	15.9	1,866	6.9	13,372	7.9	15,326	7.8
6 to 7 a.m.	18	3.3	755	2.8	5,481	3.2	6,254	3.2
7 to 8 a.m.	17	3.1	1,017	3.8	7,025	4.1	8,059	4.1
8 to 9 a.m.	12	2.2	1,318	4.9	9,368	5.5	10,698	5.4
9 to 10 a.m.	17	3.1	1,276	4.7	7,968	4.7	9,261	4.7
10 to 11 a.m.	16	2.9	1,205	4.5	7,714	4.5	8,935	4.5
11 to 12 noon	26	4.7	1,456	5.4	8,880	5.2	10,362	5.3
Sub-total	106	19.2	7,027	26.1	46,436	27.4	53,569	27.2
Hour of Occurrence P.M.								
12 to 1 p.m.	30	5.4	1,600	5.9	10,088	5.9	11,718	5.9
1 to 2 p.m.	31	5.6	1,665	6.2	9,907	5.8	11,603	5.9
2 to 3 p.m.	35	6.3	1,980	7.3	11,358	6.7	13,373	6.8
3 to 4 p.m.	34	6.1	2,182	8.1	13,390	7.9	15,606	7.9
4 to 5 p.m.	26	4.7	2,186	8.1	13,998	8.3	16,210	8.2
5 to 6 p.m.	21	3.8	2,145	8.0	13,981	8.2	16,147	8.2
Sub-total	177	32.0	11,758	43.6	72,722	42.9	84,657	42.9
6 to 7 p.m.	39	7.1	1,673	6.2	10,602	6.3	12,314	6.2
7 to 8 p.m.	30	5.4	1,321	4.9	7,735	4.6	9,086	4.6
8 to 9 p.m.	28	5.1	1,033	3.8	6,014	3.5	7,075	3.6
9 to 10 p.m.	26	4.7	943	3.5	5,118	3.0	6,087	3.1
10 to 11 p.m.	33	6.0	757	2.8	4,301	2.5	5,091	2.6
11 to 12 midnight	26	4.7	589	2.2	3,315	2.0	3,930	2.0
Sub-total	182	32.9	6,316	23.4	37,085	21.9	43,583	22.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	553	100.0	26,967	100.0	169,615	100.0	197,135	100.0

The Collision

TABLE 3.8: Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2022

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	3	1	2	4	4	0	0	5	6
Victoria Day	6	5	1	0	1	1	0	6	2
Canada Day	13	8	5	4	13	3	1	15	19
Civic Holiday	11	7	6	3	7	1	0	11	13
Labour Day	5	4	1	0	0	1	0	5	1
Thanksgiving Day	5	2	3	3	2	1	0	6	5
Christmas/Boxing Day	3	2	1	1	3	0	0	3	4

* 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, 2022

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	297	53.7	19,355	71.8	119,964	70.7	139,616	70.8
Dawn	15	2.7	510	1.9	4,343	2.6	4,868	2.5
Dusk	21	3.8	866	3.2	6,254	3.7	7,141	3.6
Darkness	218	39.4	6,225	23.1	38,867	22.9	45,310	23.0
Other	2	0.4	11	0.0	187	0.1	200	0.1
Total	553	100.0	26,967	100.0	169,615	100.0	197,135	100.0

TABLE 3.10: Visibility by Class of Collision, 2022

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	462	83.5	22,800	84.5	137,890	81.3	161,152	81.7
Rain	34	6.1	2,073	7.7	11,673	6.9	13,780	7.0
Snow	38	6.9	1,374	5.1	14,480	8.5	15,892	8.1
Freezing Rain	1	0.2	137	0.5	1,267	0.7	1,405	0.7
Drifting Snow	2	0.4	225	0.8	1,748	1.0	1,975	1.0
Strong Wind	6	1.1	91	0.3	671	0.4	768	0.4
Fog, Mist, Smoke, or Dust	6	1.1	200	0.7	1,279	0.8	1,485	0.8
Other	4	0.7	67	0.2	607	0.4	678	0.3
Total	553	100.0	26,967	100.0	169,615	100.0	197,135	100.0

3C The Collision Location

TABLE 3.11: Road Jurisdiction by Class of Collision, 2022

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	250	17,062	103,498	120,810
Provincial Highway	144	4,205	34,525	38,874
Township	55	1,132	7,567	8,754
County or District	55	1,235	7,227	8,517
Regional Municipality	44	3,272	16,485	19,801
Federal	2	42	241	285
Other	3	19	72	94
Total	553	26,967	169,615	197,135

TABLE 3.12: Road Jurisdiction for All Collisions, 2013–2022

Road Jurisdiction*	Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Municipal	106,385	129,316	134,198	123,544	121,796	123,330	130,052	82,458	86,741	120,810
Provincial	39,500	39,978	38,872	38,174	39,781	41,913	43,334	30,026	32,328	38,874
Township	6,442	6,128	6,182	6,788	6,933	7,356	7,630	6,648	6,973	8,754
County or District	11,524	12,066	9,918	9,447	9,171	9,060	8,814	7,047	7,384	8,517
Regional Municipality	24,677	29,470	31,600	29,926	30,892	32,710	31,457	21,291	20,069	19,801
Federal	395	490	530	447	415	418	431	238	204	285
Other	76	109	111	78	97	65	75	48	52	94
Total	188,999	217,557	221,411	208,404	209,085	214,852	221,793	147,756	153,751	197,135

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

The Collision

TABLE 3.13: Collision Location by Class of Collision, 2022

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	337	60.9	11,211	41.6	88,462	52.2	100,010	50.7
Intersection Related	97	17.5	6,536	24.2	38,661	22.8	45,294	23.0
At Intersection	94	17.0	7,550	28.0	29,718	17.5	37,362	19.0
At/Near Private Drive	18	3.3	1,498	5.6	11,545	6.8	13,061	6.6
At Railway	1	0.2	34	0.1	210	0.1	245	0.1
Underpass or Tunnel	1	0.2	7	0.0	108	0.1	116	0.1
Overpass or Bridge	3	0.5	67	0.2	422	0.2	492	0.2
Other	2	0.4	64	0.2	489	0.3	555	0.3
Total	553	100.0	26,967	100.0	169,615	100.0	197,135	100.0

TABLE 3.14: Road Surface Condition by Class of Collision, 2022

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	419	75.8	20,970	77.8	124,909	73.6	146,298	74.2
Wet	72	13.0	3,761	13.9	21,829	12.9	25,662	13.0
Loose Snow	19	3.4	778	2.9	8,162	4.8	8,959	4.5
Slush	8	1.4	349	1.3	3,411	2.0	3,768	1.9
Packed Snow	17	3.1	451	1.7	4,709	2.8	5,177	2.6
Ice	9	1.6	533	2.0	6,020	3.5	6,562	3.3
Mud	0	0.0	7	0.0	21	0.0	28	0.0
Loose Sand or Gravel	7	1.3	76	0.3	244	0.1	327	0.2
Spilled Liquid	0	0.0	6	0.0	8	0.0	14	0.0
Other	2	0.4	36	0.1	302	0.2	340	0.2
Total	553	100.0	26,967	100.0	169,615	100.0	197,135	100.0



An aerial photograph of a car accident scene. In the center, a dark-colored car is shown from a side-front angle, with its front end significantly damaged. The ground is covered in a large, dark brown puddle of liquid, likely oil or fuel, with numerous shards of broken glass and plastic floating on the surface. The background is a light-colored asphalt surface. A large, semi-transparent teal triangular overlay is positioned in the upper right quadrant of the image, containing the text "4. Place of Collision".

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.

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	197,135	553	26,967	169,615	623	36,740	10,173,555*
Algoma							
Blind River T	25	0	2	23	0	3	
Elliot Lake C	49	0	6	43	0	7	
Huron Shores M	12	1	4	7	1	4	
Macdonald, Meredith & Aberdeen Addl TP	6	0	0	6	0	0	
Sault Ste. Marie C	968	2	158	808	2	210	
Provincial Highway	362	5	47	310	5	63	
Other Areas	94	0	4	90	0	4	
Algoma Total	1,516	8	221	1,287	8	291	124,824
Brant							
Brantford C	1,397	0	175	1,222	0	223	
Provincial Highway	160	2	18	140	2	29	
Other Areas	806	7	117	682	7	164	
Brant Total	2,363	9	310	2,044	9	416	119,006
Bruce							
Arran-Elderslie M	98	0	12	86	0	21	
Brockton M	208	1	15	192	2	18	
Huron-Kinloss TP	82	0	7	75	0	12	
Kincardine M	171	0	12	159	0	16	
Saugeen Shores T	177	0	25	152	0	30	
South Bruce Peninsula T	103	0	13	90	0	16	
Provincial Highway	139	4	15	120	4	29	
Other Areas	164	3	14	147	3	26	
Bruce Total	1,142	8	113	1,021	9	168	82,463
Chatham-Kent							
Provincial Highway	170	2	44	124	2	81	
Other Areas	1,316	9	190	1,117	10	270	
Chatham-Kent Total	1,486	11	234	1,241	12	351	98,029
Cochrane							
Black River-Matheson TP	14	0	3	11	0	3	
Cochrane T	50	0	7	43	0	8	
Hearst T	27	0	6	21	0	9	
Iroquois Falls T	18	0	1	17	0	1	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kapuskasing T	61	0	3	58	0	3	
Timmins C	623	1	106	516	1	149	
Provincial Highway	267	2	26	239	3	35	
Other Areas	31	1	5	25	1	6	
Cochrane Total	1,091	4	157	930	5	214	93,294
Dufferin							
Amaranth TP	105	1	14	90	1	28	
East Garafraxa TP	82	1	10	71	1	17	
East Luther Grand Valley TP	23	0	2	21	0	2	
Melancthon TP	109	0	15	94	0	22	
Mono T	145	1	21	123	2	25	
Mulmur TP	122	0	17	105	0	22	
Orangeville T	278	0	28	250	0	31	
Shelburne T	77	0	3	74	0	4	
Provincial Highway	100	0	10	90	0	17	
Other Areas	0	0	0	0	0	0	
Dufferin Total	1,041	3	120	918	4	168	61,572
Durham							
Ajax T	1,056	1	225	830	1	312	
Brock TP	102	1	19	82	3	29	
Clarington M	645	0	142	503	0	207	
Oshawa C	1,804	3	344	1,457	3	446	
Pickering C	848	2	175	671	2	238	
Scugog TP	189	1	45	143	1	75	
Uxbridge TP	176	2	37	137	3	44	
Whitby T	1,203	0	198	1,005	0	266	
Provincial Highway	2,291	5	345	1,941	5	534	
Other Areas	0	0	0	0	0	0	
Durham Total	8,314	15	1,530	6,769	18	2,151	501,197
Elgin							
Aylmer T	18	0	3	15	0	3	
Bayham M	76	1	10	65	1	18	
Central Elgin M	255	1	25	229	1	44	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Dutton-Dunwich M	84	1	3	80	1	6	
Malahide TP	114	1	18	95	1	32	
Southwold TP	150	0	25	125	0	44	
St. Thomas C	274	0	48	226	0	62	
West Elgin M	82	0	8	74	0	11	
Provincial Highway	168	0	26	142	0	41	
Other Areas	0	0	0	0	0	0	
Elgin Total	1,221	4	166	1,051	4	261	92,931
Essex							
Amherstburg T	200	0	42	158	0	57	
Essex T	188	1	23	164	1	27	
Kingsville T	198	1	26	171	1	43	
Lakeshore T	394	3	62	329	4	85	
LaSalle T	214	1	41	172	1	56	
Leamington M	311	2	58	251	5	78	
Tecumseh T	278	1	29	248	1	41	
Windsor C	3,523	9	1,172	2,342	9	1,450	
Provincial Highway	311	0	38	273	0	64	
Other Areas	3	0	0	3	0	0	
Essex Total	5,620	18	1,491	4,111	22	1,901	307,630
Frontenac							
Central Frontenac TP	128	0	22	106	0	31	
Frontenac Islands TP	22	0	1	21	0	1	
Kingston C	1,572	6	173	1,393	9	217	
North Frontenac TP	22	0	0	22	0	0	
South Frontenac TP	230	0	23	207	0	25	
Provincial Highway	262	4	33	225	4	41	
Other Areas	0	0	0	0	0	0	
Frontenac Total	2,236	10	252	1,974	13	315	126,826
Grey							
Chatsworth TP	85	1	7	77	1	9	
Georgian Bluffs TP	124	2	12	110	2	19	
Grey Highlands M	192	2	15	175	2	23	
Hanover T	82	0	5	77	0	6	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Meaford M	101	1	19	81	1	30	
Owen Sound C	322	0	59	263	0	89	
Southgate TP	92	1	8	83	1	11	
The Blue Mountains T	138	1	23	114	1	37	
West Grey M	265	1	32	232	1	45	
Provincial Highway	238	6	33	199	6	67	
Other Areas	0	0	0	0	0	0	
Grey Total	1,639	15	213	1,411	15	336	91,729
Haldimand-Norfolk							
Provincial Highway	113	1	28	84	2	49	
Other Areas	1,496	9	198	1,289	10	293	
Haldimand-Norfolk Total	1,609	10	226	1,373	12	342	121,001
Haliburton							
Algonquin Highlands TP	19	0	2	17	0	2	
Dysart et al TP	143	0	8	135	0	11	
Highlands East M	63	0	9	54	0	10	
Minden Hills TP	132	1	14	117	2	16	
Provincial Highway	184	0	23	161	0	30	
Other Areas	0	0	0	0	0	0	
Haliburton Total	541	1	56	484	2	69	28,230
Halton							
Burlington C	1,505	4	250	1,251	4	328	
Halton Hills T	659	2	116	541	2	150	
Milton T	1,402	3	210	1,189	3	284	
Oakville T	1,535	1	196	1,338	1	247	
Provincial Highway	3,035	2	294	2,739	2	435	
Other Areas	0	0	0	0	0	0	
Halton Total	8,136	12	1,066	7,058	12	1,444	418,837
Hamilton							
Hamilton C	5,694	18	1,058	4,618	22	1,390	
Provincial Highway	1,449	4	223	1,222	4	351	
Other Areas	0	0	0	0	0	0	
Hamilton Total	7,143	22	1,281	5,840	26	1,741	363,779

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hastings							
Bancroft T	58	0	6	52	0	10	
Belleville C	754	2	124	628	2	164	
Centre Hastings M	45	0	4	41	0	6	
Deseronto T	8	0	0	8	0	0	
Faraday TP	23	0	2	21	0	2	
Hastings Highlands M	56	0	4	52	0	6	
Madoc TP	14	0	1	13	0	1	
Marmora and Lake M	37	0	6	31	0	10	
Stirling-Rawdon TP	58	0	6	52	0	7	
Tweed M	62	0	5	57	0	6	
Tyendinaga TP	130	0	14	116	0	19	
Provincial Highway	518	4	53	461	8	75	
Other Areas	592	1	73	518	1	92	
Hastings Total	2,355	7	298	2,050	11	398	147,477
Huron							
Ashfield-Colborne-Wawanosh TP	116	1	13	102	1	24	
Bluewater M	93	2	12	79	2	13	
Central Huron M	164	0	24	140	0	35	
Goderich T	61	0	11	50	0	15	
Howick TP	66	1	10	55	2	14	
Huron East M	92	1	10	81	1	14	
Morris-Turnberry M	91	1	10	80	1	15	
North Huron TP	69	0	9	60	0	13	
South Huron M	115	2	24	89	3	36	
Provincial Highway	84	1	14	69	2	28	
Other Areas	0	0	0	0	0	0	
Huron Total	951	9	137	805	12	207	61,373
Kawartha Lakes							
Kawartha Lakes C	927	5	132	790	5	195	
Provincial Highway	242	1	35	206	1	54	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	1,169	6	167	996	6	249	83,522

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kenora							
Dryden C	87	0	6	81	0	7	
Kenora C	248	0	17	231	0	20	
Red Lake M	34	0	3	31	0	3	
Sioux Lookout M	48	0	8	40	0	9	
Provincial Highway	412	3	33	376	4	47	
Other Areas	127	1	9	117	1	11	
Kenora Total	956	4	76	876	5	97	59,230
Lambton							
Brooke-Alvinston TP	69	1	2	66	1	8	
Dawn-Euphemia TP	53	0	3	50	0	4	
Enniskillen TP	69	1	4	64	2	6	
Petrolia T	53	0	5	48	0	5	
Plympton-Wyoming T	74	0	7	67	0	13	
Point Edward V	19	0	4	15	0	4	
Sarnia C	933	2	139	792	2	182	
St. Clair TP	165	1	15	149	1	19	
Warwick TP	41	0	5	36	0	6	
Provincial Highway	205	1	15	189	1	24	
Other Areas	97	2	17	78	3	25	
Lambton Total	1,778	8	216	1,554	10	296	108,675
Lanark							
Beckwith TP	68	0	13	55	0	19	
Carleton Place T	111	0	11	100	0	15	
Lanark Highlands TP	117	1	11	105	1	18	
Mississippi Mills T	161	1	17	143	1	26	
Montague TP	42	1	5	36	1	7	
Perth T	103	0	10	93	0	15	
Smiths Falls ST	138	1	15	122	1	17	
Tay Valley TP	96	1	6	89	3	7	
Provincial Highway	172	1	20	151	1	30	
Other Areas	107	0	20	87	0	24	
Lanark Total	1,115	6	128	981	8	178	76,895

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Leeds & Grenville							
Athens TP	23	0	1	22	0	1	
Augusta TP	63	0	6	57	0	7	
Brockville C	247	0	37	210	0	48	
Edwardsburgh/Cardinal TP	69	1	5	63	1	5	
Elizabethtown-Kitley TP	123	0	20	103	0	29	
Front of Yonge TP	36	0	4	32	0	7	
Gananoque ST	40	0	3	37	0	3	
Leeds and the Thousand Islands TP	104	1	15	88	1	24	
Merrickville-Wolford V	26	0	1	25	0	1	
North Grenville M	164	0	21	143	0	23	
Prescott ST	32	0	2	30	0	2	
Rideau Lakes TP	125	1	14	110	1	16	
Provincial Highway	468	5	45	418	7	67	
Other Areas	6	0	0	6	0	0	
Leeds & Grenville Total	1,526	8	174	1,344	10	233	106,471
Lennox & Addington							
Addington Highlands TP	32	0	3	29	0	5	
Greater Napanee T	216	1	17	198	1	22	
Loyalist TP	129	0	16	113	0	20	
Stone Mills TP	93	0	7	86	0	10	
Provincial Highway	179	0	14	165	0	14	
Other Areas	0	0	0	0	0	0	
Lennox & Addington Total	649	1	57	591	1	71	42,578
Manitoulin							
Central Manitoulin M	17	0	4	13	0	4	
Provincial Highway	190	0	16	174	0	18	
Other Areas	121	1	14	106	1	18	
Manitoulin Total	328	1	34	293	1	40	18,423
Middlesex							
Adelaide-Metcalfe TP	74	1	15	58	1	22	
London C	6,855	8	758	6,089	8	1,080	
Lucan Biddulph TP	75	2	9	64	2	18	
Middlesex Centre M	407	1	69	337	2	113	
North Middlesex M	111	1	15	95	1	30	
Southwest Middlesex M	150	1	6	143	1	6	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Strathroy-Caradoc TP	251	1	43	207	1	55	
Provincial Highway	413	4	43	366	4	86	
Other Areas	213	2	33	178	2	67	
Middlesex Total	8,549	21	991	7,537	22	1,477	347,584
Muskoka							
Bracebridge T	174	0	12	162	0	12	
Georgian Bay TP	28	0	1	27	0	1	
Gravenhurst T	124	1	13	110	1	17	
Huntsville T	228	1	17	210	1	23	
Lake Of Bays TP	41	0	5	36	0	5	
Muskoka Lakes TP	194	0	14	180	0	23	
Provincial Highway	394	2	41	351	2	60	
Other Areas	6	0	0	6	0	0	
Muskoka Total	1,189	4	103	1,082	4	141	77,735
Niagara							
Fort Erie T	248	4	28	216	4	41	
Grimsby T	163	0	24	139	0	30	
Lincoln T	196	0	37	159	0	51	
Niagara Falls C	1,251	4	185	1,062	4	254	
Niagara-On-The-Lake T	239	3	38	198	3	61	
Pelham T	141	0	30	111	0	41	
Port Colborne C	141	0	17	124	0	18	
St. Catharines C	1,438	1	162	1,275	1	220	
Thorold C	249	1	42	206	1	59	
Wainfleet TP	48	0	9	39	0	12	
Welland C	524	0	79	445	0	100	
West Lincoln TP	165	4	43	118	4	60	
Provincial Highway	1,288	4	141	1,143	4	205	
Other Areas	0	0	0	0	0	0	
Niagara Total	6,091	21	835	5,235	21	1,152	381,183
Nipissing							
Bonfield TP	10	0	1	9	0	1	
East Ferris TP	33	0	3	30	0	5	
Mattawa T	11	0	3	8	0	3	
North Bay C	677	0	117	560	0	166	
West Nipissing M	113	1	17	95	1	28	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Provincial Highway	534	1	74	459	1	99	
Other Areas	38	0	8	30	0	10	
Nipissing Total	1,416	2	223	1,191	2	312	94,974
Northumberland							
Alnwick-Haldimand TP	106	2	17	87	3	19	
Brighton M	107	0	11	96	0	16	
Cobourg T	182	0	36	146	0	37	
Cramahe TP	60	1	6	53	1	11	
Hamilton TP	94	0	16	78	0	29	
Port Hope M	150	2	23	125	2	41	
Trent Hills M	174	2	15	157	2	23	
Provincial Highway	351	2	46	303	2	68	
Other Areas	11	0	1	10	0	1	
Northumberland Total	1,235	9	171	1,055	10	245	93,273
Ottawa							
Ottawa C	11,076	22	1,878	9,176	23	2,373	
Provincial Highway	1,317	1	139	1,177	1	187	
Other Areas	0	0	0	0	0	0	
Ottawa Total	12,393	23	2,017	10,353	24	2,560	626,854
Oxford							
East Zorra-Tavistock TP	102	0	16	86	0	20	
Ingersoll T	101	0	15	86	0	17	
Norwich TP	171	4	25	142	4	37	
Tillsonburg T	137	1	11	125	1	14	
Woodstock C	564	1	59	504	1	78	
Zorra TP	173	2	30	141	2	48	
Provincial Highway	375	1	35	339	2	53	
Other Areas	237	2	34	201	2	45	
Oxford Total	1,860	11	225	1,624	12	312	112,761
Parry Sound							
Magnetawan M	13	0	0	13	0	0	
Mc Dougall M	31	0	3	28	0	4	
Nipissing TP	7	0	0	7	0	0	
Parry Sound T	70	0	5	65	0	6	
Perry TP	15	0	2	13	0	3	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Powassan M	24	0	1	23	0	1	
Provincial Highway	550	5	57	488	5	81	
Other Areas	213	2	18	193	3	28	
Parry Sound Total	923	7	86	830	8	123	67,727
Peel							
Brampton C	9,060	18	549	8,493	21	694	
Caledon T	1,311	2	182	1,127	2	262	
Mississauga C	7,358	14	620	6,724	14	745	
Provincial Highway	4,656	10	456	4,190	12	677	
Other Areas	0	0	0	0	0	0	
Peel Total	22,385	44	1,807	20,534	49	2,378	899,084
Perth							
North Perth M	213	2	33	178	2	55	
Perth East TP	236	1	29	206	1	34	
Perth South TP	123	0	28	95	0	40	
St. Marys ST	56	0	10	46	0	11	
Stratford C	383	0	49	334	0	69	
West Perth M	113	1	17	95	1	33	
Provincial Highway	116	2	18	96	2	30	
Other Areas	0	0	0	0	0	0	
Perth Total	1,240	6	184	1,050	6	272	71,040
Peterborough							
Asphodel-Norwood TP	43	0	8	35	0	8	
Cavan-Monaghan TP	51	0	10	41	0	15	
Douro-Dummer TP	73	0	8	65	0	10	
Galway-Cavendish-Harvey TP	88	1	7	80	1	12	
Havelock-Belmont-Methuen TP	62	0	5	57	0	7	
North Kawartha TP	28	0	5	23	0	7	
Otonabee-South Monaghan TP	85	1	15	69	1	30	
Peterborough C	981	4	129	848	5	156	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Smith-Ennismore-Lakefield TP	199	1	22	176	1	35	
Provincial Highway	285	3	36	246	6	58	
Other Areas	5	0	2	3	0	3	
Peterborough Total	1,900	10	247	1,643	14	341	133,423
Prescott & Russell							
Alfred and Plantagenet TP	128	2	28	98	2	42	
Casselman V	39	0	6	33	0	8	
Clarence-Rockland C	202	0	43	159	0	60	
East Hawkesbury TP	43	0	13	30	0	18	
Hawkesbury T	119	0	22	97	0	29	
Russell TP	160	0	28	132	0	39	
The Nation M	142	1	24	117	1	32	
Provincial Highway	155	1	22	132	1	32	
Other Areas	80	0	12	68	0	16	
Prescott & Russell Total	1,068	4	198	866	4	276	108,802
Prince Edward							
Provincial Highway	18	0	3	15	0	8	
Other Areas	321	2	30	289	3	41	
Prince Edward Total	339	2	33	304	3	49	27,195
Rainy River							
Atikokan T	23	1	1	21	1	1	
Fort Frances T	105	0	5	100	0	8	
Provincial Highway	151	0	8	143	0	9	
Other Areas	51	0	2	49	0	4	
Rainy River Total	330	1	16	313	1	22	24,939
Renfrew							
Admaston-Bromley TP	45	0	2	43	0	3	
Arnprior T	71	0	7	64	0	10	
Bonnechere Valley TP	49	0	6	43	0	11	
Brudenell, Lyndoch and Raglan TP	38	1	6	31	1	6	
Deep River T	7	0	0	7	0	0	
Greater Madawaska TP	54	1	5	48	1	5	
Horton TP	47	0	3	44	0	3	

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Laurentian Hills T	8	0	2	6	0	2	
Laurentian Valley TP	125	1	19	105	1	26	
Madawaska Valley TP	68	0	4	64	0	7	
McNab-Braeside TP	57	0	7	50	0	9	
North Algona Wilberforce TP	32	0	2	30	0	2	
Pembroke C	161	0	18	143	0	27	
Petawawa T	83	1	10	72	1	13	
Renfrew T	86	0	10	76	0	12	
Whitewater Region TP	73	1	9	63	1	12	
Provincial Highway	384	3	39	342	3	52	
Other Areas	29	0	4	25	0	4	
Renfrew Total	1,417	8	153	1,256	8	204	117,242
Simcoe							
Adjala-Toronto TP	161	0	26	135	0	39	
Barrie C	1,819	3	209	1,607	8	282	
Bradford West Gwillimbury T	435	4	70	361	5	107	
Clearview TP	273	2	42	229	2	59	
Collingwood T	229	0	39	190	0	55	
Essa TP	311	2	50	259	2	77	
Innisfil T	468	0	84	384	0	134	
Midland T	258	0	24	234	0	31	
New Tecumseth T	349	1	57	291	1	73	
Orillia C	533	0	50	483	0	59	
Oro-Medonte TP	189	3	26	160	3	50	
Penetanguishene T	47	1	4	42	1	5	
Ramara TP	85	1	14	70	1	16	
Severn TP	147	0	17	130	0	23	
Tay TP	71	1	9	61	1	11	
Tiny TP	98	1	11	86	1	15	
Wasaga Beach T	171	1	21	149	1	29	
Provincial Highway	1,501	8	149	1,344	8	217	
Other Areas	334	4	53	277	4	85	
Simcoe Total	7,479	32	955	6,492	38	1,367	467,043

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (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	636	1	117	518	1	159	
North Dundas TP	133	1	31	101	1	42	
North Glengarry TP	125	1	21	103	1	27	
North Stormont TP	80	1	5	74	1	7	
South Dundas TP	138	0	17	121	0	19	
South Glengarry TP	126	2	19	105	2	28	
South Stormont TP	116	0	21	95	0	25	
Provincial Highway	314	8	50	256	8	79	
Other Areas	4	0	1	3	0	1	
Stormont, Dundas & Glengarry Total	1,672	14	282	1,376	14	387	109,668
Sudbury							
Chapleau TP	16	0	1	15	0	2	
Espanola T	34	0	4	30	0	5	
French River M	6	0	2	4	0	2	
Greater Sudbury C	1,828	4	196	1,628	4	291	
Markstay-Warren M	12	0	2	10	0	2	
Provincial Highway	536	6	73	457	8	105	
Other Areas	46	1	5	40	1	8	
Sudbury Total	2,478	11	283	2,184	13	415	200,721
Thunder Bay							
Greenstone M	53	1	5	47	1	6	
Manitouwadge TP	8	0	0	8	0	0	
Marathon T	11	0	1	10	0	1	
Neebing M	5	0	0	5	0	0	
Nipigon TP	5	0	0	5	0	0	
Oliver Paipoonge M	62	0	5	57	0	7	
Shuniah M	21	0	1	20	0	1	
Terrace Bay TP	6	0	0	6	0	0	
Thunder Bay C	1,689	4	195	1,490	4	253	
Provincial Highway	1,366	12	159	1,195	14	230	
Other Areas	163	1	21	141	1	26	
Thunder Bay Total	3,389	18	387	2,984	20	524	147,661

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Timiskaming							
Englehart T	4	0	0	4	0	0	
Kirkland Lake T	91	0	11	80	0	12	
Temiskaming Shores C	87	1	19	67	1	23	
Provincial Highway	229	5	32	192	5	49	
Other Areas	50	0	6	44	0	7	
Timiskaming Total	461	6	68	387	6	91	42,329
Toronto							
Toronto C	32,450	47	4,439	27,964	49	5,970	
Provincial Highway	8,413	5	746	7,662	6	1,045	
Other Areas	0	0	0	0	0	0	
Toronto Total	40,863	52	5,185	35,626	55	7,015	1,281,014
Waterloo							
Cambridge C	1,802	2	272	1,528	3	348	
Kitchener C	2,650	2	371	2,277	2	496	
North Dumfries TP	48	1	14	33	2	20	
Waterloo C	1,812	3	207	1,602	3	257	
Wellesley TP	60	1	17	42	1	31	
Wilmot TP	61	0	16	45	0	24	
Woolwich TP	136	0	54	82	0	67	
Provincial Highway	1,105	0	125	980	0	172	
Other Areas	0	0	0	0	0	0	
Waterloo Total	7,674	9	1,076	6,589	11	1,415	410,073
Wellington							
Centre Wellington TP	367	0	34	333	0	46	
Erin T	133	0	12	121	0	17	
Guelph C	1,788	2	304	1,482	2	427	
Guelph/Eramosa TP	340	2	38	300	2	61	
Mapleton TP	172	1	32	139	2	51	
Minto T	125	1	8	116	1	12	
Puslinch TP	232	0	22	210	0	33	
Wellington North TP	154	2	16	136	4	23	
Provincial Highway	550	4	66	480	4	104	
Other Areas	0	0	0	0	0	0	
Wellington Total	3,861	12	532	3,317	15	774	190,239

Place of Collision

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured, and Motor Vehicle Registrations, 2022 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
York							
Aurora T	326	1	64	261	1	81	
East Gwillimbury T	340	0	81	259	0	123	
Georgina T	245	3	64	178	3	79	
King TP	420	2	99	319	2	141	
Markham T	2,227	3	509	1,715	4	688	
Newmarket T	458	0	112	346	0	136	
Richmond Hill T	1,258	2	276	980	2	368	
Vaughan C	3,278	8	720	2,550	8	958	
Whitchurch Stouffville T	292	3	63	226	4	95	
Provincial Highway	2,154	4	199	1,951	4	282	
Other Areas	0	0	0	0	0	0	
York Total	10,998	26	2,187	8,785	28	2,951	804,999

* This number does not match the vehicle population in Table 5.5; it does not include 12,638 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.

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

Table 4.1 is not comparable to previous years.

5. The Vehicle



5. The Vehicle

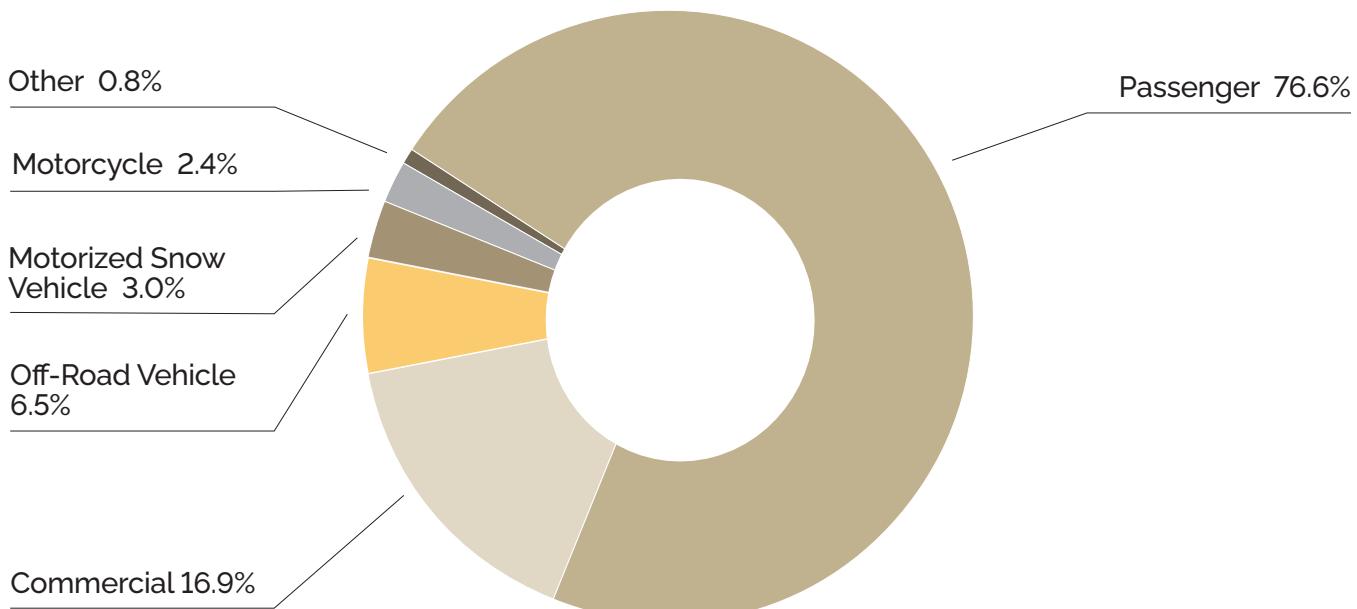
This section examines the types of vehicles involved in motor vehicle collisions in Ontario.



In 2022, passenger vehicles made up about 76.6 per cent of the vehicle population in Ontario; they also represented 77 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, 2022



5A Vehicles in Collisions

TABLE 5.1: Vehicles Involved in Collisions, 2022

Type of Vehicle	Number of Vehicles Involved in Collisions			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	559	36,836	234,186	271,581
Passenger Van	22	1,419	8,213	9,654
Motorcycle & Moped	92	1,293	724	2,109
Pick-up Truck	138	4,687	32,423	37,248
Delivery Van	8	652	4,974	5,634
Tow Truck	1	83	501	585
Truck	99	2,051	14,763	16,913
Bus	6	513	1,873	2,392
School Vehicle	1	131	957	1,089
Off-Road Vehicle	10	35	39	84
Snowmobile	1	14	27	42
Snow Plow	6	29	430	465
Emergency Vehicle	3	179	1,312	1,494
Farm Vehicle	2	48	172	222
Construction Equipment	0	22	157	179
Motor Home	2	8	69	79
Railway Train	1	9	20	30
Street Car	0	29	56	85
Bicycle	25	1,692	588	2,305
Other	3	37	171	211
Other Non-Motor Vehicle	3	135	321	459
Unknown	2	350	13,953	14,305
Total	984	50,252	315,929	367,165

TABLE 5.2: Condition of Vehicle by Class of Collision, 2022

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	924	47,670	277,557	326,151
Service Brakes Defective	1	51	221	273
Steering Defective	0	17	97	114
Tire Puncture or Blow Out	1	33	235	269
Tire Tread Insufficient	3	28	137	168
Headlamps Defective	2	8	43	53
Other Lamps or Reflectors Defective	0	8	20	28
Engine Controls Defective	0	13	48	61
Wheels or Suspension Defective	1	26	202	229
Vision Obscured	1	16	53	70
Trailer Hitch Defective	0	0	20	20
Other Defects	11	199	1,671	1,881
Unknown	40	2,183	35,625	37,848
Total	984	50,252	315,929	367,165

TABLE 5.3: Model Year of Vehicle by Class of Collision, 2022

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2023	2	122	1,049	1,173
2022	43	1,946	14,474	16,463
2021	57	2,811	20,426	23,294
2020	63	2,825	20,607	23,495
2019	53	3,450	23,216	26,719
2018	54	3,563	23,534	27,151
2017	66	3,549	23,712	27,327
2016	61	3,300	21,103	24,464
2015	49	3,211	20,325	23,585
2014	56	2,741	17,099	19,896
2013	46	2,673	16,555	19,274
2012	43	2,414	14,650	17,107
2011 and earlier	349	14,593	79,106	94,048
Unknown	44	3,176	21,122	24,342
Total	986	50,374	316,978	368,338

TABLE 5.4: Insurance Status of Vehicle by Class of Collision, 2022

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	866	47,507	285,648	334,021
Not Insured	57	604	2,095	2,756
Unknown	61	2,141	28,186	30,388
Total	984	50,252	315,929	367,165

5B Putting the Vehicle in Context

TABLE 5.5: Vehicle Population by Type of Vehicle, 2022

Vehicle Class	Vehicle Population
Passenger	7,347,679
Motorcycle	226,471
Moped	343
Commercial*	1,624,897
Bus	20,144
School Bus	12,283
Motorized Snow Vehicle	288,649
Off-Road Vehicle	620,426
Road Building Machinery	0
Permanent Apparatus	2,441
Farm Trucks	42,860
Total	10,186,193

* Excludes vehicles registered under the PRORATE-P program (86,696 vehicles).

TABLE 5.6: Selected Types of Vehicles by Model Year, 2023 and earlier

Vehicle Class	Model Year						Total
	2023	2022	2021	2020	2019	2018	
Passenger	87,258	427,461	411,487	424,837	525,583	548,877	551,554
Motorcycle	398	8,921	6,939	6,767	8,237	8,785	8,256
Moped	2	2	3	1	0	0	1
Commercial*	15,866	137,532	119,084	108,736	142,510	124,810	118,853
Bus	604	1,511	1,424	1,911	3,161	2,632	2,924
Motorized Snow Vehicle	6,056	11,760	6,429	6,174	6,294	7,309	7,123
Off-Road Vehicle	3,208	28,217	33,154	20,404	21,552	23,544	21,381
Total	113,392	615,404	578,520	568,830	707,337	715,957	710,092
							639,399
							615,723
							541,938
							4,379,601
							10,186,193

* Excludes vehicles registered under the PRORATE-P program (86,696 vehicles).

TABLE 5.7: Vehicle Damage Level by Class of Collision, 2022

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	52	3,915	10,693	14,660
Light	108	10,959	114,159	125,226
Moderate	138	14,181	112,710	127,029
Severe	207	12,652	32,322	45,181
Demolished	455	5,524	6,061	12,040
Unknown	24	3,021	39,984	43,029
Total	984	50,252	315,929	367,165

Vehicle Damage

None: No visible damage.

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

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

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

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



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.

6A Motorcycles

TABLE 6.1: Motorcyclists* Killed and Injured, 2013–2022

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
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
2022	86	1,182	2	66

* Excludes hangers-on, moped drivers and passengers.

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

TABLE 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2022

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	9.3
Under 25 Years Old	13.3
Alcohol Used	
Ability Impaired Alcohol > .08	18.2
Had Been Drinking	3.4
Unknown	2.2
Helmet Not Worn (Fatalities)	6.7
Motorcycle Driver Error	
Speed Too Fast/Lost Control	45.6
Other Error	18.9
Single Vehicle Collisions	33.7
Day/Night	67 / 26
Weekend	49.4

6B School Vehicles

TABLE 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2017/2018–2021/2022

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
2017/2018	850,747	1,075
2018/2019	853,788	1,135
2019/2020	865486*	815
2020/2021	N/A**	431
2021/2022	N/A**	924

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

** Data was not captured for 2020/2021 and 2021/2022 school year due to the COVID-19 pandemic

TABLE 6.4: Collisions Involving School Vehicles by Type and Nature of Collision, 2021–2022

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2017/2018–2021/2022)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	2	43	63	768	876	4,123
School Van	0	1	0	14	15	56
Other School Vehicles	0	1	1	29	31	173
Total	2	45	64	811	922	4,352

TABLE 6.5: Pupil Injury by Collision Event and Vehicle Type, 2021–2022 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five Year Total (2017/2018–2021/2022)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	34	0	1	0	35	0	211
School Van	0	0	0	0	0	0	0	0	0	13
Other School Vehicles	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	34	0	1	0	35	0	225

6C Large Trucks

TABLE 6.6: Number of Persons Killed in Collisions Involving Trucks, 2018–2022

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2018	35	36.8	95	15.8
2019	48	38.1	126	21.6
2020	37	43.5	85	16
2021	39	36.4	107	19.1
2022	32	29.9	107	17.2
Total	191	36.7	520	17.9

TABLE 6.7: Number of Trucks in All Classes of Collisions, 2022

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	28	863	6,562	7,453
Straight Truck & Trailer	7	149	894	1,050
Tractor Only	1	205	2,109	2,315
Tractor & Semi-Trailer	50	720	4,096	4,866
"A-C" Train Double	2	17	86	105
"B" Train Double	1	18	83	102
Other/Unknown	11	162	1,434	1,607
Total	100	2,134	15,264	17,498

TABLE 6.8: Registered Trucks, 2022

Driver Licence Required	Registered Trucks
G	1,462,151
D	21,230
A*	273,513**
Total	1,756,894

* Tractor/Trailer combination only.

** Includes vehicles registered under the PRORATE-P program (86,696 vehicles).

TABLE 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2022

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	1
Driving Properly	72.4
Collisions	
Single Vehicle	17.2
Weather Condition—Clear	74.7
Daylight	64.4
Vehicles	
Vehicle Defect Present*	0

* Excludes unknown category.

6D Off-Road Vehicles

TABLE 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2018–2022

Location	Killed					Injured				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
On-Highway	9	10	13	12	20	127	107	152	155	118
Off-Highway	6	13	16	11	9	147	150	193	164	135
Total	15	23	29	23	29	274	257	345	319	253

* 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*, 2018–2022

Location	Killed					Injured				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
On-Highway	2	0	0	1	3	44	47	48	73	27
Off-Highway	2	3	3	4	4	49	50	80	65	65
Total	4	3	3	5	7	93	97	128	138	92

* 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*, 2018–2022

Location	Killed					Injured				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
On-Highway	0	0	0	0	0	0	0	3	1	5
Off-Highway	0	0	0	1	0	3	5	4	7	5
Total	0	0	0	1	0	3	5	7	8	10

* 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, 2018–2022

Year	Vehicles Registered
2018	507,718
2019	530,137
2020	559,763
2021	592,789
2022	620,426

TABLE 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2022

Factors	%
Drivers Under 25 Years of Age	37
Alcohol Used	18
Speeding	13
Helmet Not Worn	32
Daytime	78
Two-Wheeled	18
Three-Wheeled	1
Four-Wheeled	80

6E Motorized Snow Vehicles

TABLE 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location—Riding Seasons 2017/2018–2021/2022

Location	Killed					Injured				
	17/18	18/19	19/20	20/21	21/22	17/18	18/19	19/20	20/21	21/22
On-Highway	2	1	2	5	2	34	35	31	36	41
Off-Highway	16	12	12	13	15	117	137	117	143	101
Total	18	13	14	18	17	151	172	148	179	142

* 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 2017/2018–2021/2022

Location	Killed					Injured				
	17/18	18/19	19/20	20/21	21/22	17/18	18/19	19/20	20/21	21/22
On-Highway	0	0	0	0	0	3	5	3	5	4
Off-Highway	0	2	1	0	0	12	14	15	13	17
Total	0	2	1	0	0	15	19	18	18	21

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

TABLE 6.15B: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location—Riding Seasons 2017/2018–2021/2022

Location	Killed					Injured				
	17/18	18/19	19/20	20/21	21/22	17/18	18/19	19/20	20/21	21/22
On-Highway	0	0	0	0	0	0	1	0	1	1
Off-Highway	0	0	0	0	0	2	5	2	2	0
Total	0	0	0	0	0	2	6	2	3	1

* 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, 2018–2022

Year	Registered Motorized Snow Vehicles	
	Year	Count
2018		294,836
2019		303,717
2020		301,321
2021		283,891
2022		288,649

TABLE 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions—Riding Season 2021–2022

Factors	%
Unlicensed Operators	8
Rider Error; Speed too Fast	13
Alcohol Used	11
Surface Condition; Icy or Packed Snow	51

6F Bicycles

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

TABLE 6.18: Bicyclists* Killed and Injured, 2018–2022

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2018	23	1,693	0	56
2019	23	1,587	0	46
2020	23	1,499	0	7
2021	16	1,609	0	16
2022	24	1,616	0	27

* Includes hangers on.

TABLE 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2022

Light Condition	Age Groups						Total
	0–5	6–15	16–30	31–60	61+	Unknown	
Daylight	7	210	499	642	210	195	1,763
Dawn	0	3	8	13	2	9	35
Dusk	0	13	27	32	10	10	92
Dark	0	16	155	165	27	47	410
Other	0	0	0	0	1	0	1
Unknown	0	0	0	0	0	0	0
Total	7	242	689	852	250	261	2,301

TABLE 6.20: Selected Factors Relevant to All Bicycle Collisions, 2022

Factors	%
Driving Properly (Bicyclist)	60
Driving Properly (Motor Vehicle Driver)	43
Intersection Related	66
Going Ahead (Bicyclist)	89
Alcohol Related (Bicyclist)	2
No Apparent Vehicle Defect (Bicycle)	98
Clear Visibility	93
Weekend	23

A photograph of a police officer on a bicycle, seen from the side and back. The officer is wearing a dark uniform with 'POLICE' printed on the back of the shirt and shorts. A bicycle helmet is on their head. They are riding a black mountain-style bicycle with a purple saddle bag. In the background, a yellow school bus is stopped at a red light, and a dark car is behind it. The scene is set on a city street with trees and buildings in the distance.

7. Conviction, Offence, and Suspension Data

7. Conviction, Offence, and Suspension Data

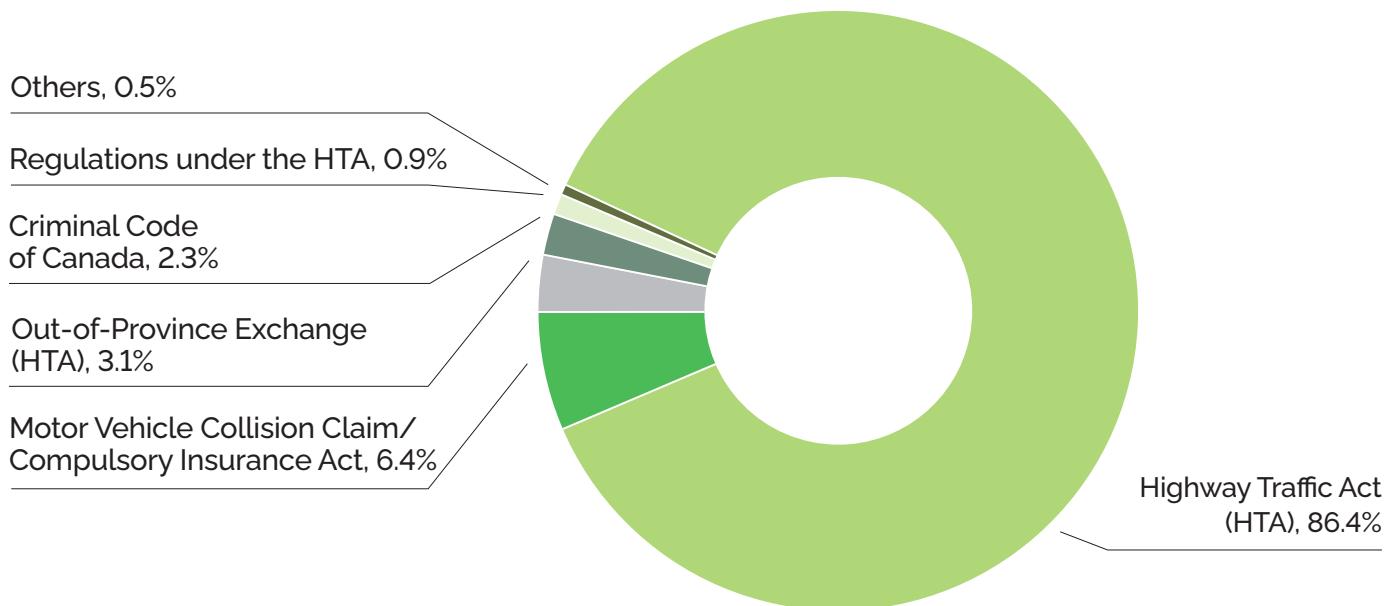
This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.



In 2022, 86.4 per cent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and 2.3 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 License Suspensions (ADLS) for drinking and driving has increased from 14,075 to 14,442 occurrences annually.

FIGURE 7 Motor Vehicle Convictions in Ontario by Type, 2022



7A Conviction Data

TABLE 7.1: Summary of Motor Vehicle-Related Convictions, 2022

Convictions*	Number
Highway Traffic Act (HTA)	559,140
Regulations under the HTA	5,732
Criminal Code of Canada (CCC)**	15,017
Municipal By-Law***	0
Motor Vehicle Collision Claim/Compulsory Insurance Act	41,461
Motorized Snow Vehicles Act	1,276
Off-Road Vehicles Act	1,088
Out-of-Province Exchange (HTA)	20,225
Others****	3,365
Total	647,304

* Includes manually recorded convictions.

** This figure does not include 108 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, 2022

Convictions	Number
Equipment	23,339
Administrative*	73,855
Seat Belt (Driver & Passenger)**	6,544
Other Non-Pointable Convictions ***	17,406
Speeding	337,697
Other Pointable Convictions (2–4 pts)	85,321
Other Pointable Convictions (5–7 pts)	10,105
Driving While Suspended	4,871
Total	559,138

* 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, 2022*

Convictions	Number
Alcohol Related**	10,425
Criminal Negligence	4
Fail to Remain at Collision	287
Fail to Stop for Police Officer	576
Driving While Disqualified	2,198
Dangerous Driving	1,491
Blood/Drug Content in Excess of 5NGS	33
Blood/Drug Content in Excess of 2NGS	1
Drug > 2.5 NGS and Blood Alcohol > 50 MGS	2
Motor Manslaughter	0
Total	15,017

* Does not include 108 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**, 2013–2022

Conviction Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Criminal Negligence	1	0	0	0	0	1	0	0	0	1
Fail to Remain	222	164	144	144	151	149	169	80	99	68
Dangerous Driving	513	453	464	479	540	557	506	413	454	491
Impaired Driving	3,892	3,413	3,422	3,387	3,359	3,229	2,784	1,547	1,863	1,762
Driving/Drug more than 2.5NGS and BAC more than 50mgs in blood-CCC	0	0	0	0	0	1	5	1	2	0
Driving/Drug more than 2NGS in blood-CCC	0	0	0	0	0	0	1	0	1	0
Driving/Drug more than 5NGS in blood-CCC	0	0	0	0	0	1	23	10	9	6
Blood/Alcohol over .08	4,367	4,382	4,171	3,955	3,905	3,897	4,568	2,186	2,461	2,664
Fail to Provide Breath Sample	530	472	426	423	419	382	395	199	290	328
Fail to Stop for Police Officer	0	0	0	0	0	293	277	245	244	199
Driving While Disqualified	1,222	1,085	1,043	1,053	980	996	1,113	634	960	829
Motor Manslaughter	2	0	0	0	0	0	0	0	0	0
Undefined	248	232	245	230	295	0	0	0	0	0
Total	10,997	10,201	9,915	9,671	9,649	9,506	9,841	5,315	6,383	6,348

* 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, 2013–2022

Suspensions	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
January	994	911	996	1,017	990	912	885	993	800	854
February	1,028	895	1,039	1,009	1,009	965	886	1,053	856	918
March	1,339	1,104	1,199	1,060	1,076	1,062	1,139	827	953	1,193
April	1,117	1,078	1,124	1,130	1,152	979	1,045	599	853	1,180
May	1,233	1,244	1,221	1,212	989	1,072	1,114	899	958	1,250
June	1,273	1,149	1,146	1,150	1,044	1,109	1,261	979	1,066	1,254
July	1,175	1,156	1,319	1,181	1,219	1,139	1,274	1,229	1,271	1,382
August	1,235	1,354	1,190	1,171	1,129	1,072	1,281	1,228	1,314	1,287
September	1,179	1,061	1,073	1,034	1,059	1,044	1,125	1,210	1,250	1,235
October	1,173	1,154	1,201	1,144	1,043	1,002	1,126	1,151	1,281	1,319
November	1,155	1,237	1,199	1,104	1,056	1,017	1,124	1,019	1,094	1,200
December	1,174	1,302	1,227	1,240	1,271	1,239	1,244	1,065	1,219	1,370
Total	14,075	13,645	13,934	13,452	13,037	12,612	13,504	12,252	12,915	14,442

* 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, 2022

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	5	0	0	0
19	6	0	1	0
20–24	82	1	47	3
25–34	94	1	218	1
35–44	32	0	92	5
45–54	10	1	50	1
55–64	4	1	26	1
65–74	0	0	10	0
75 +	0	0	1	0
Total	233	4	445	11

8. Appendix

8A Glossary

Ability-Impaired, Alcohol:

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

Ability-Impaired—Alcohol over 0.08:

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

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, started November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver

- (a) was shown to have a concentration of alcohol in excess of 80 milligrams per 100 millilitres of blood, or
- (b) the driver failed or refused to provide a breath or blood sample.

Alcohol Involved:

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

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

- must have a zero blood-alcohol

concentration while driving;

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

The G1 licence period lasts at minimum 12 months. It can be reduced to eight months by successfully completing an approved driver education course. For information about approved courses, call ServiceOntario at 1-800-268-4686. At the end of the G1 licence period, drivers must pass a road test before proceeding to the G2 licence period.

Class G2 Driver's Licence:

A holder of a Class G2 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- is allowed to drive any motor vehicle that requires a Class G driver's licence on the road;
- must ensure the number of passengers

- in the vehicle is limited to the number of working seat belts;
- for the first six months, G2 drivers aged 19 and under cannot carry more than one passenger aged 19 and under between midnight and 5 a.m.
- after the first six months, G2 drivers aged 19 and under cannot carry more than three passengers aged 19 and under between midnight and 5 a.m.*

The G2 licence period lasts a minimum 12 months. After completing, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

* 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 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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Health Data Decision Support Unit

Ministry of Education

School Board Business Support Branch

Student Transportation

Transportation and Cooperative Services Unit

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