Ontario Provincial Police
Police provinciale de l'Ontario

News Release/ Communiqué

FROM: OPP HIGHWAY SAFETY DIVISION **DATE: March 23, 2015**

WHO IS THE TYPICAL VICTIM IN ONTARIO FATAL ROAD COLLISIONS?

OPP Releases Ten-Year Data

(ORILLIA, ON) – The Ontario Provincial Police (OPP) has released profile data associated with the more than **3,500** road deaths that have resulted from collisions on OPP-patrolled roads over the past ten years (2005-2014).

While the OPP regularly publishes data linked to the fatal collisions it investigates, for the very first time the OPP is shedding light on those who have died as well as those whose actions were factors in their deaths.

Young adult males the hardest hit

The ten-year data revealed that twice as many males **(2,358)** have died in collisions as females **(1,146)** from 2005 to 2014. The age/gender category that saw the highest rate of fatalities is males between 25-34 years of age, which accounted for **397** of the deaths. Of those, **310** of the males were drivers and **60** were passengers.

Drivers, passengers and pedestrians were all victims

In Ontario, between 2005 and 2014, the OPP investigated **3,091** fatal road collisions in which **3,504** people lost their lives. Drivers accounted for **2,425** (69.2 per cent) of the deceased, **809** (23.1 per cent) were passengers and **270** (7.7 per cent) were pedestrians. Last year (2014) saw the lowest rate of passenger fatalities **(42)** over the ten-year period.

"By personifying our collision data, the public can better grasp the magnitude of loss and the impact poor driving behaviour has had on thousands of lives in Ontario these past ten years. A fatal road crash happens in a split second, but its consequences are far reaching and last for months, years and for some surviving family members, the rest of their lives," said Deputy Commissioner Brad Blair, Provincial Commander, Traffic Safety and Operational Support.

Blair explained that people need to think about the "big picture" when someone dies in a road crash. There is the social cost of pain, devastation, grief and other suffering on the part of the surviving families. All too often overlooked is the emotional trauma experienced by police officers and other emergency personnel who are the first to respond to the scene of a fatal road crash. There are also significant economic costs associated with these collisions such as medical, property damage, court and other administrative costs.

(more)

"When you add it all up, the economic and social costs associated with road crashes in Ontario are in the billions of dollars every year, with fatalities being the largest single contributor to social costs. It is absolutely tragic to see so many drivers either under-estimate or not care about the role they can play in dramatically reducing this impact on society," added Blair.

People doing better job of keeping children safe

Some of the most encouraging data of all is the dramatic decrease the OPP is seeing in road deaths among children and teenagers. These numbers were at their peak the first few years of the 2005-2014 data, with **26** children (under 16 years old) and **42** teenagers (16 to 19 years old) having died in 2005. In contrast, there were **four** deaths in the "Under 16" age group and **16** deaths in the 16 to 19 year age group in 2014, which is a ten-year low in teenager road deaths.

Unsafe drivers are not the only ones who pay

Of the **2,425** drivers who have died on OPP-patrolled roads since 2005, **450** of them were reported as driving properly at the time of the collision. In contrast, **1,975** were reported as not driving properly at the time and it is these drivers whose action(s)/condition behind the wheel are recorded as one or more causal factors in road deaths.

Why transport truck drivers need to be among the safest drivers of all

A total of **696** people have died in collisions involving large commercial transport trucks with **604** of those killed being occupants of the other vehicle(s) involved. Among the **92** truck drivers who died, **70** of them were reported as not driving properly at the time of the collision.

The vulnerable motorcyclist

A total of **279** motorcyclists have died in collisions over the past ten years, with **190** of them reported as not driving properly at the time of the collision. Tragically, the other **74** motorcycle drivers did nothing wrong, nor did the **15** motorcycle passengers who also died in theses collisions.

(more)

Passengers play an important role in reducing the number of road deaths

Unlike the other "Big Four" high-risk behaviours the OPP targets through its Provincial Traffic Safety Program, lack of seat belt use is the only road fatality factor that speaks to the actions of passengers over and above those of the driver. (Passengers who are over 16 years old are responsible for buckling themselves up whereas the onus is on the driver to ensure that those under 16 years of age are properly restrained).

From 2005 to 2014, **856** people died in road crashes in which lack of seat belt use was a factor in their deaths. The data revealed that **611** of those who died were drivers and **245** were passengers. Males accounted for **646** of the deceased (**210** were females).

Males between 25-34 years of age had the highest rate of seat belt-related fatalities with **131** deaths. The 20-24 year age group saw the highest rate of fatalities among females which accounted for **41** of the seat belt-related deaths.

(See detailed data below)

This is the second in a series of comprehensive statistics-based News Releases the OPP is disseminating in its effort to raise awareness of the driving behaviours that cause senseless, preventable collisions and that result in deaths and serious injuries on Ontario roads every year.

Click on the following link to see the first News Release:

Overwhelming Majority of Road Deaths Were Preventable

OPP_ALL REGIONS
source: CRS
data extracted: 03MAR15

Fatal Motor Vehicle Collisions	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Number of Fatal Collisions	380	384	395	288	280	296	261	291	251	265
Persons Killed	443	442	451	323	310	328	286	344	290	287

Age/Gender of Persons Killed	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Persons Killed - Male	290	278	309	220	213	232	196	225	192	203
Persons Killed - Female	153	164	142	103	97	96	90	119	98	84
Persons Killed - Male Adults (20-65 yrs)	221	190	228	159	152	174	131	158	143	163
--Persons Killed - Male Adults (20-24 yrs)	34	38	42	25	32	23	28	26	27	22
--Persons Killed - Male Adults (25-34 yrs)	54	49	56	29	37	39	32	34	31	36
--Persons Killed - Male Adults (35-44 yrs)	50	40	44	28	25	32	23	26	25	23
--Persons Killed - Male Adults (45-54 yrs)	47	39	47	46	30	39	25	40	30	42
--Persons Killed - Male Adults (55-64 yrs)	36	24	39	31	28	41	23	32	30	40
Persons Killed - Female Adults (20-65 yrs)	90	104	93	65	63	57	56	73	55	52
--Persons Killed - Female Adults (20-24 yrs)	10	19	17	16	14	9	10	15	12	7
--Persons Killed - Female Adults (25-34 yrs)	12	18	21	9	8	5	10	18	11	14
--Persons Killed - Female Adults (35-44 yrs)	23	23	15	13	10	6	9	12	10	8
--Persons Killed - Female Adults (45-54 yrs)	20	18	26	15	15	20	16	19	10	11
--Persons Killed - Female Adults (55-64 yrs)	25	26	14	12	16	17	11	9	12	12
Persons Killed - Teenagers (16-19 yrs)	42	48	36	25	33	26	28	28	20	16
Persons Killed - Children (under 16 yrs)	26	18	18	4	6	3	11	15	7	4
Persons Killed -Seniors (over 65 yrs)	64	82	76	69	56	68	60	70	65	52

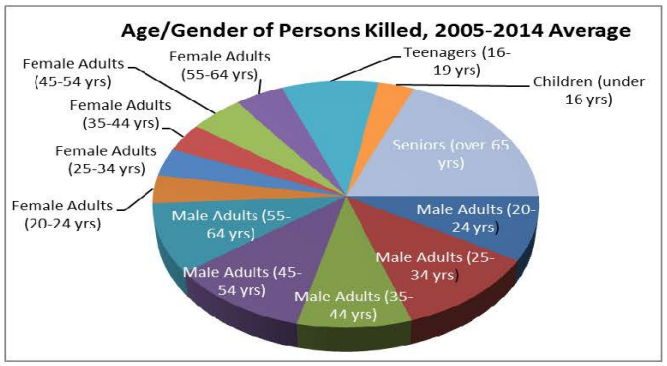
Road User Class in Fatal Motor Vehicle Collisions	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Persons Killed - Drivers	291	288	295	244	216	236	201	232	202	220
Persons Killed - Passengers	122	120	120	63	64	71	57	86	64	42
Persons Killed - Pedestrians	30	34	36	16	30	21	28	26	24	25

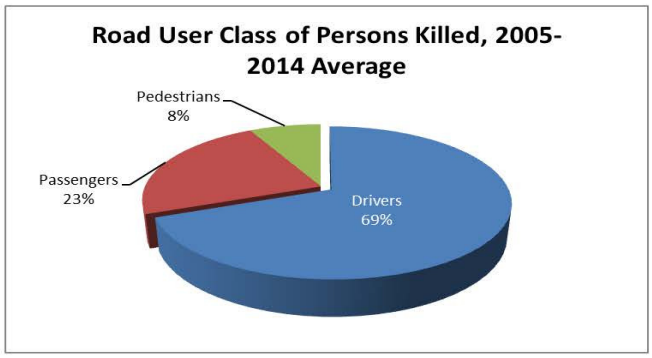
Driver Action in Fatal Motor Vehicle Collisions	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Drivers Killed - where Driver Action reported as Driving Properly	51	45	50	44	36	43	39	56	41	45
Drivers Killed - where Driver Action reported as **not** Driving Properly	240	243	245	200	180	193	162	176	161	175

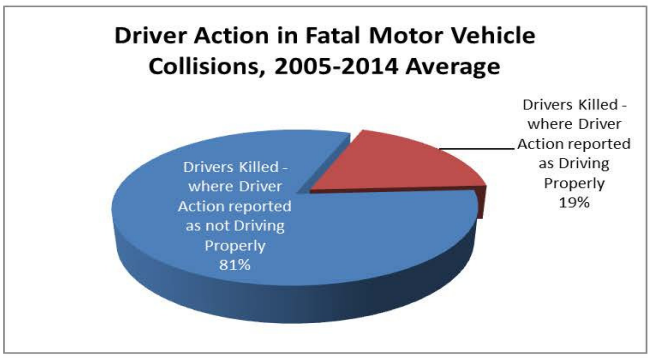
Fatal Motor Vehicle Collisions Involving Large Commercial Transport Trucks	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Large Commercial Transport Truck Drivers Killed - where Driver Action reported as Driving Properly	1	0	4	1	1	2	2	5	5	1
Large Commercial Transport Truck Drivers Killed - where Driver Action reported as **not** Driving Properly	4	10	14	8	6	11	5	4	5	3

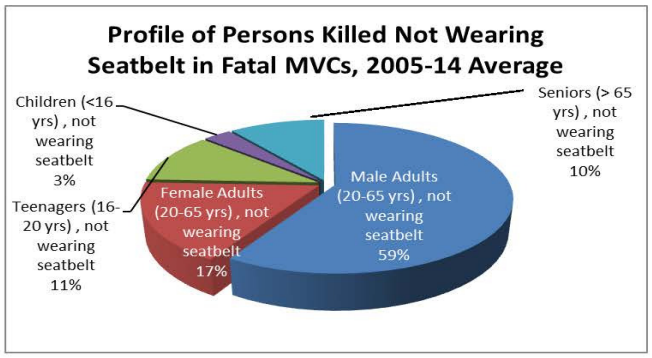
Fatal Motor Vehicle Collisions Involving Motorcycles	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Motorcyclists Killed - where Driver Action reported as Driving Properly	12	6	5	9	4	9	3	10	11	5
Motorcyclists Killed - where Driver Action reported as **not** Driving Properly	28	18	21	16	12	18	18	17	16	26
Motorcycle Passengers Killed - while riding with a Motorcyclist whose Driver Action reported as Driving Properly	1	1	2	2	0	0	0	0	0	1
Motorcycle Passengers Killed - while riding with a Motorcyclist whose Driver Action reported as **not** Driving Properly	2	1	1	1	1	1	0	0	1	0

Seatbelt Statistics in Fatal Motor Vehicle Collisions	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Persons Killed - Male, not wearing seatbelt	91	70	91	56	52	72	63	63	49	39
Persons Killed - Female, not wearing seatbelt	29	31	25	21	15	22	14	20	22	11
Persons Killed - Male Adults (20-65 yrs) , not wearing seatbelt	71	46	69	43	43	55	45	56	41	33
--Persons Killed - Male Adults (20-24 yrs) , not wearing seatbelt	15	12	13	6	9	5	15	10	7	9
--Persons Killed - Male Adults (25-34 yrs) , not wearing seatbelt	16	13	17	8	15	17	10	15	10	10
--Persons Killed - Male Adults (35-44 yrs) , not wearing seatbelt	17	12	17	3	8	15	7	8	11	3
--Persons Killed - Male Adults (45-54 yrs) , not wearing seatbelt	14	4	14	15	6	6	6	13	5	8
--Persons Killed - Male Adults (55-64 yrs) , not wearing seatbelt	9	5	8	11	5	12	7	10	8	3
Persons Killed - Female Adults (20-65 yrs) , not wearing seatbelt	20	22	18	15	12	14	12	12	13	8
--Persons Killed - Female Adults (20-24 yrs) , not wearing seatbelt	5	7	7	7	2	5	5	2	0	1
--Persons Killed - Female Adults (25-34 yrs) , not wearing seatbelt	2	2	3	2	3	1	1	5	5	2
--Persons Killed - Female Adults (35-44 yrs) , not wearing seatbelt	5	5	5	3	1	0	2	4	3	2
--Persons Killed - Female Adults (45-54 yrs) , not wearing seatbelt	3	2	3	2	3	5	2	0	3	2
--Persons Killed - Female Adults (55-64 yrs) , not wearing seatbelt	5	6	0	1	3	3	2	1	2	1
Persons Killed - Teenagers (16-20 yrs) , not wearing seatbelt	8	18	11	8	11	14	10	4	5	4
Persons Killed - Children (under 16 yrs) , not wearing seatbelt	9	3	5	0	0	1	1	5	2	0
Persons Killed - Seniors (over 65 yrs) , not wearing seatbelt	12	12	13	11	1	10	9	6	10	5
Persons Killed - Drivers, not wearing seatbelt	81	65	77	59	51	68	60	54	58	38
Persons Killed - Passengers, not wearing seatbelt	39	36	39	18	16	26	17	29	13	12









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