



Canadian Association of Chiefs of Police

Safety and security for all Canadians through innovative police leadership

CANADA ROAD SAFETY WEEK – THE FACTS AND STATS May 15 – 21 2018

Road Safety in Canada

According to [Canadian Motor Vehicle Traffic Collision Statistics, 2016](#):

1. In 2016, the number of motor vehicle fatalities in Canada was 1,898, up 2% from 2015 (1,860).
2. In 2016, there were 10,322 serious injuries due to motor vehicle collisions in Canada, down 4% from 2015 (10,748).
3. In 2016, the number of fatalities per 100,000 population was 5.2, unchanged from the rate seen the previous two (2) years.
4. In 2016, the number of fatalities per billion vehicle kilometers travelled was 5.1, unchanged from 2015.

Other statistics include:

5. In 2015, police reported 72,039 impaired driving incidents, representing a rate of 201 incidents per 100,000 population. This is the lowest rate since data on impaired driving were first collected in 1986 (-65%) and 4% lower than in 2014.¹

[Canada's Road Safety Strategy 2025 – Towards Zero: The Safest Roads in the World](#)

1. Canada is one of the first countries in the world to adopt a national road safety strategy.
2. This is Canada's fourth (4th) national road safety strategy
 - **1996: Road Safety Vision 2001** – The progress made during RSV 2001 can be measured by the 10% decrease in fatalities and 16% decline in serious injuries despite steady increases in the road user population.
 - **2001 : Road Safety Vision 2010** - The national target called for a 30% decrease in the average number of road users killed and seriously injured during the 2008-2010 period compared to 1996-2001 baseline figures. Although the 30% reduction in fatalities and serious injuries was not achieved by 2010, it was achieved soon after in 2011.

¹ [Impaired driving in Canada, 2015](#), Statistics Canada

- **2011 : Road Safety Strategy 2015** – Road safety was approached in a different way introducing the safer systems concept as a holistic way to tackle road user, vehicle and road infrastructure issues and moved away from having established numerical targets. Having said that, in 2013, the number of fatalities and serious injuries on Canada’s roads both decreased by 21% when compared to the 2006-2010 baseline period.
3. Each year in Canada, about 2,000 people are killed and 165,000 are injured, (10,000 seriously) while using our road transportation system and costs society \$37 billion (2.2% of Canadian GDP) annually.

Alcohol-impaired driving

The [Transport Canada](#) website promotes the following statistics from the [Alcohol Crash Problem in Canada 2014 Report](#) produced by the Canadian Council of Motor Transport Administrators (CCMTA)

1. 16% of serious injury collisions involved a drinking driver.
2. 69% of collisions involving a drinking driver were single vehicle collisions.

Other statistics include:

3. In 2008, coroners’ testing showed that almost 40% of fatally injured drivers had been drinking some amount of alcohol (HBD) prior to the collision.²
4. About 60% of collisions involving a drinking driver were single vehicle collisions, while almost 90% of those collisions involving drivers over .08 involved only one vehicle.³

Drug-impaired driving

Public Safety Canada produced an infographic in 2018 – [The facts about Drug-impaired driving in Canada](#) – which includes the following statistics:

1. A drug-impaired driving offence occurs every 3 hours in Canada each day⁴
2. 2,786 drug-impaired driving incidents were reported in Canada in 2015⁵
3. Over 1 in 4 cannabis users in Canada reported having operated a vehicle while under the influence of the drug⁶
4. 33% of parents of youth aged 13-24 don’t know if their child has accepted a ride with a driver who was under the influence of cannabis⁷

² [Road Safety in Canada](#), Transport Canada

³ [Road Safety in Canada](#), Transport Canada

⁴ [Impaired Driving in Canada, Statistics Canada, 2015](#)

⁵ [Impaired Driving in Canada, Statistics Canada, 2015](#)

⁶ [Baseline Survey on Awareness, Knowledge and Behaviour Associated with Recreational Use of Marijuana: Final Report, 2016.](#) Ekos Research Associates Inc.

⁷ [Baseline Survey on Awareness, Knowledge and Behaviour Associated with Recreational Use of Marijuana: Final Report, 2016.](#) Ekos Research Associates Inc.

5. Currently, \$1,000 plus a 1-year license suspension is the minimum it will cost you if you get caught driving impaired.
6. Cannabis doubles your chances for an accident.⁸
7. Canadian men are 2.5 times more likely than women to have driven a vehicle while under the influence of cannabis⁹

Other statistics include:

11. Among the police-reported impaired driving incidents in 2015, nearly 3,000 involved drug-impaired driving, including 7 incidents causing death and 19 causing bodily harm.¹⁰
12. Drug-impaired driving rose from 2% of all impaired driving incidents in 2009 to 4% in 2015.¹¹
13. Drugs other than alcohol (e.g. prescription such as valium, over-the counter such as cold medicines, or illegal such as marijuana) are found in 42.4% of tested fatally injured drivers.¹²
14. Fatally injured drivers aged 26-35 were the most likely to have been positive for drugs – 47.7% of drivers in this age group tested positive for drugs. By contrast, 36.2% of drivers aged 16-19 tested positive for drugs¹³

Aggressive Driving

[Transport Canada's website](#) includes the following statistics from the CCMTA: Speed and Intersection Safety Management, Annual Monitoring Report 2009:

1. 27% of fatalities and 19% of serious injuries involve speeding
2. 40% of speeding drivers involved in fatal crashes were 16 to 24 years of age
3. Most drivers killed in speed-related crashes were the ones speeding
4. 80% of young adult passengers who were killed in a speeding crash were in the vehicle with a speeding driver of similar age
5. Single-vehicle crashes accounted for more than 50% of speeding deaths and serious injuries
6. 1 in 3 speeding drivers involved in a fatal crash had been drinking
7. Research indicates that a 1% reduction in speed results in reducing the likelihood of a fatal collision by 5%. (OECD, 2008)

⁸ [Acute cannabis consumption and motor vehicle collision risk: systematic review of observational studies and meta-analysis](#); BMJ 2012; 344 doi: (Published 09 February 2012)

⁹ [Baseline Survey on Awareness, Knowledge and Behaviour Associated with Recreational Use of Marijuana: Final Report, 2016](#). Ekos Research Associates Inc.

¹⁰ [Impaired driving in Canada, 2015](#), Statistics Canada

¹¹ [Impaired driving in Canada, 2015](#), Statistics Canada

¹² [2014 Alcohol and Drug Crash Problem report](#), Canadian Council of Motor Transport Administrators

¹³ [2014 Alcohol and Drug Crash Problem report](#), Canadian Council of Motor Transport Administrators

8. 47% of Canadians agree that speeding is a main cause of traffic collisions and 70% admit to exceeding the speed limit at least sometimes, particularly on highways (81%)¹⁴
 9. 30% of fatalities and 40% of serious injuries occur at intersections.
 10. Older drivers (65+) are much more likely to commit an infraction leading to an intersection crash than most other drivers.
 11. Younger drivers (16 to 24) are at higher risk of being killed in motor vehicle collisions per distance traveled than all other age groups.
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Distracted Driving

The **TELUS WISE infographic** on distracted driving includes the following statistics:

1. When you drive distracted, you slow your reaction time by 35%.¹⁵
2. When you drive distracted, you increase your crash risk by 500%.¹⁶
3. When you drive distracted, you fail to 'see' 50% of what's in your environment.¹⁷

The [TELUS WISE Smartphone safety – distracted driving guide](#) includes the following statistics based on information published by the [CAA](#):

4. The likelihood to be in a crash or near crash event increases this much with the following distractions:
 - a. Texting on a smartphone: 23 times more likely
 - b. Talking on a cellphone or smartphone: 4-5 times more likely
 - c. Reading: 3 times for likely
 - d. Applying makeup: 3 times for likely
 - e. Reaching for a moving object: 9 times more likely
 - f. Dialing on a hand-held device: 3 times more likely
 - g. Talking or listening on a hand-held device: 1.3 times more likely

Other statistics include:

5. Drivers engaged in visual-manual interactions with cell phones (e.g. texting) are up to eight times as likely to be involved in a crash.¹⁸
6. Canadians say that texting while driving is one of the biggest threats to their personal safety on the road.¹⁹

¹⁴ National study conducted by Ekos Research (2007) for Transport Canada

¹⁵ Transport Research Laboratory, 2014

¹⁶ Kidd & McCartt, 2015

¹⁷ National Safety Council, 2012

¹⁸ AAA Foundation for Traffic Safety, 2017, [CAA website](#)

¹⁹ [CAA, 2016](#)

7. 33% of Canadians admit they have texted while stopped at a red light, despite believing it is unacceptable.²⁰
 8. 80% of collisions and 65% of near crashes have some form of driver inattention as contributing factors.²¹
 9. Driver distraction is a factor in about 4 million motor vehicle crashes in North America each year.²²
 10. 2/3 of Canadians are concerned about cell phone use while driving.²³
 11. 36% of Canadians reported having used their cell phone while driving in the previous seven days²⁴
 12. About 7% of Canadian drivers were observed to be using cell phones.²⁵
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Fatigue-impaired Driving

[Transport Canada's website](#) includes the following statistics:

1. 20% of fatal collisions involve driver fatigue.²⁶
 2. 60% of Canadian drivers admitted that they occasionally drove while fatigued and 15% admitted that they had fallen asleep while driving during the past year.²⁷
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Seatbelts and Child Restraints

[Transport Canada's website](#) includes the following statistics:

1. Seat belts worn correctly can reduce the chances of death in a collision by 47% and the chances of serious injury by 52%.²⁸
2. Proper use of child restraints can reduce the likelihood of death by 71% and injury by 67%.²⁹
3. 30% of fatally injured drivers and 26% of fatally injured passengers were not wearing their belts at the time of the collision.³⁰

²⁰ [CAA, 2016](#)

²¹ National Highway Traffic Safety Administration, 2010, [CAA website](#)

²² RCMP, 2014, [CAA website](#)

²³ [2011 Road Safety Monitor by TIRE](#)

²⁴ [2011 Road Safety Monitor by TIRE](#)

²⁵ CCMTA ECD Use by Driver survey 2016/17

²⁶ CCMTA, 2010

²⁷ Vanlaar et al., 2008

²⁸ Stewart et al., 1997

²⁹ Isaksson-Hellman et al., 1997

³⁰ [Motor Vehicle Traffic Collision statistics, 2016](#), Transport Canada