



Canadian Association of Chiefs of Police

Supporting police professionals through innovative and inclusive police leadership to advance the safety and security of all Canadians.

OPERATION IMPACT – NATIONAL FACTS AND STATS

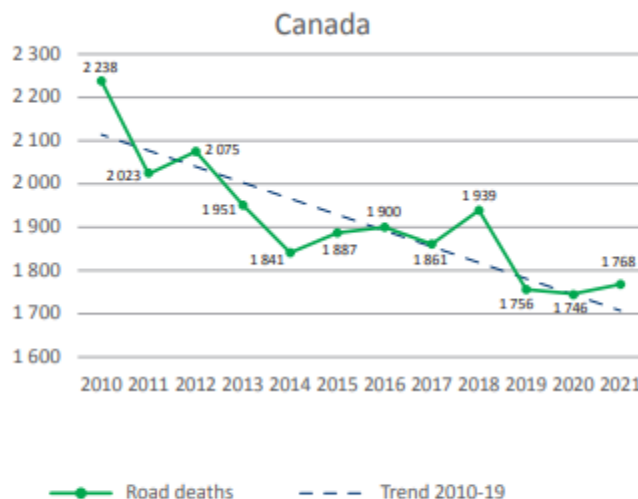
October 6 - 9, 2023

Road Safety in Canada

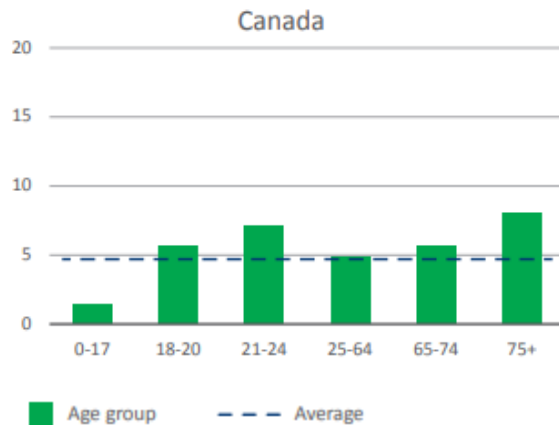
1. International Transport Forum

According to their [Road Safety Annual Report 2022](#) and [Road Safety Data for Canada](#) :

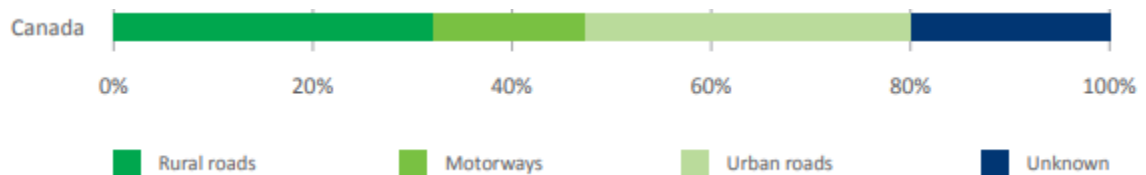
- Internationally, the total number of road deaths recorded in the first half of 2022 was still lower than the totals recorded in the years before the Covid-19 pandemic.
- Canada reported 1,768 road fatalities in 2021, up 1.3% from 2020 but a 4.5% decrease from the 2017-2019 average.
- COVID-19 pandemic: in 2021 traffic volumes increased compared to 2020 but were still not at pre-pandemic levels of 2019.
- Road Deaths:
 - a. Road deaths 2010-2021 compared to the linear trend.



b. Road deaths per 100 000 inhabitants by age group, 2019



c. Road deaths by road type, 2019



2. Transport Canada

According to the [Canada Motor Vehicle Traffic Collision Statistics 2021](#):

- The number of motor vehicle fatalities was 1,768; up 1.3% from 2020 (1,746).
- The number of serious injuries increased to 8,185 in 2021; up 4% from 2020 (7,868).
- The number of total injuries increased to 108,018 in 2021; up 3.6% from 2020 (104,286).
- The number of fatalities per 100,000 population increased to 4.7 in 2021 (from 4.6 in 2020). It is the second lowest on record.
- The number of fatalities per billion vehicle kilometres travelled increased to 4.8 in 2021 (from 4.7 in 2020).
- 2021 saw a decrease in the percentage of occupants that were killed or seriously injured who were not wearing seatbelts.
- There are 8 categories of contributing factors in fatal collisions:

Contributing Factors in Fatal Collisions - 2017 to 2021

Contributing Factor [*]	2017	2018	2019	2020	2021
Distraction	19.9%	18.9%	18.4%	19.2%	19.7%
Speed / Driving too Fast	22.9%	22.8%	21.5%	25.1%	24.7%
Impaired / Under the Influence	26.0%	26.1%	23.1%	18.0%	18.4%
Fatigue	3.7%	3.4%	3.4%	2.7%	3.4%
Other Human Factor	73.6%	71.2%	74.9%	79.7%	76.2%
Environmental Factor	20.7%	20.3%	20.1%	18.4%	18.0%
Vehicle Factor	3.6%	3.3%	4.5%	4.1%	4.1%
No Contributing Factors	30.6%	27.9%	31.0%	30.3%	32.1%

^{*} There will be double counting because there are multiple contributing factors reported for most collisions

3. Canada's Road Safety Strategy 2025

Canada is one of the first countries in the world to adopt a national road safety strategy.

According to the [Canada's Road Safety Strategy 2025 – Towards Zero: The Safest Roads in the World](#) published in January 2016:

This is Canada's fourth (4th) national road safety strategy.

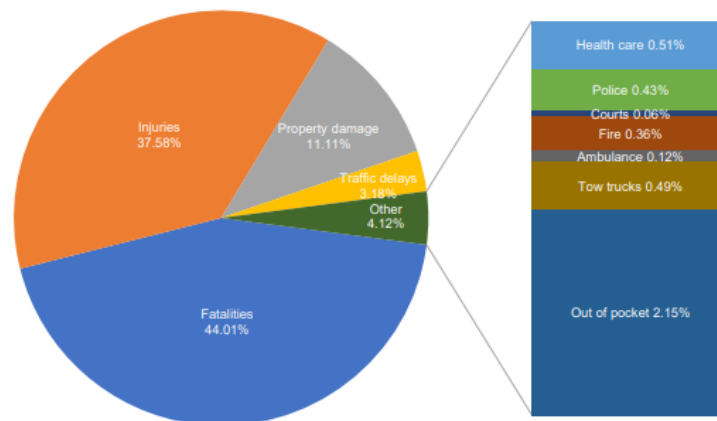
- a. **1996: Road Safety Vision 2001** – The progress made during RSV 2001 can be measured by the 10% decrease in fatalities and 16% decline in serious injuries despite steady increases in the road user population.
- b. **2001: Road Safety Vision 2010** – The national target called for a 30% decrease 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.
- c. **2011: Road Safety Strategy 2015** – Road safety was approached in a different way introducing the Safe System Approach 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.
- d. **2016: Road Safety Strategy 2025** – This strategy is similar to its predecessors. It retains a number of principles key to the strategy's success that are aligned with international best practices in road safety. These principles include adopting the Safe System Approach, having a 10-year strategy and providing an inventory of proven and promising best practices to address key risk groups and contributing factors.

4. Transport Canada

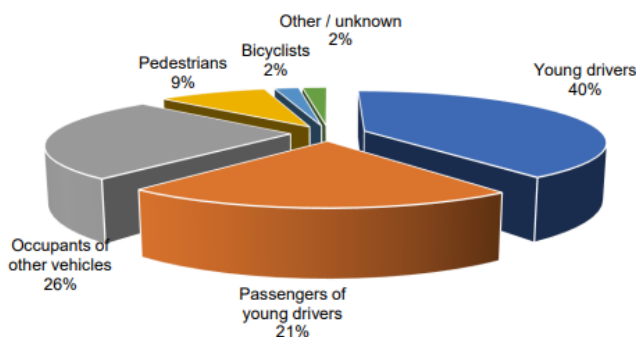
According to the [Road Safety in Canada 2020 Report](#) :

- Between 2011 and 2020, road safety has improved in terms of overall rates of fatalities and serious injuries.
- In 2020, the leading contributing factors for fatalities were speeding (25%) and distracted driving (21%). While drinking and driving has decreased, the use of drugs associated with driving has increased, particularly cannabis.
- In 2020, 67% of road user fatalities were occupants of motor vehicles o 49% were drivers and 18% were passengers.
- Vulnerable road users made up 30% of fatalities o Pedestrians were the largest class of vulnerable road users at 17% o Followed by motorcyclists at 11% and cyclists at 2%.
- The social cost of motor vehicle collisions in Canada in 2020 is estimated at \$36 Billion.
- Fatalities in collisions involving young drivers, 9% were pedestrians.

Social Costs of Collisions, 2020



Fatalities in collisions involving young drivers by road user type, 2020



40% of those fatally injured were the young drivers themselves • 21% were passengers of young drivers • 26% were occupants of other vehicles involved in the collision • 9% were pedestrians • 2% were cyclists.

5. Traffic Injury Research Foundation

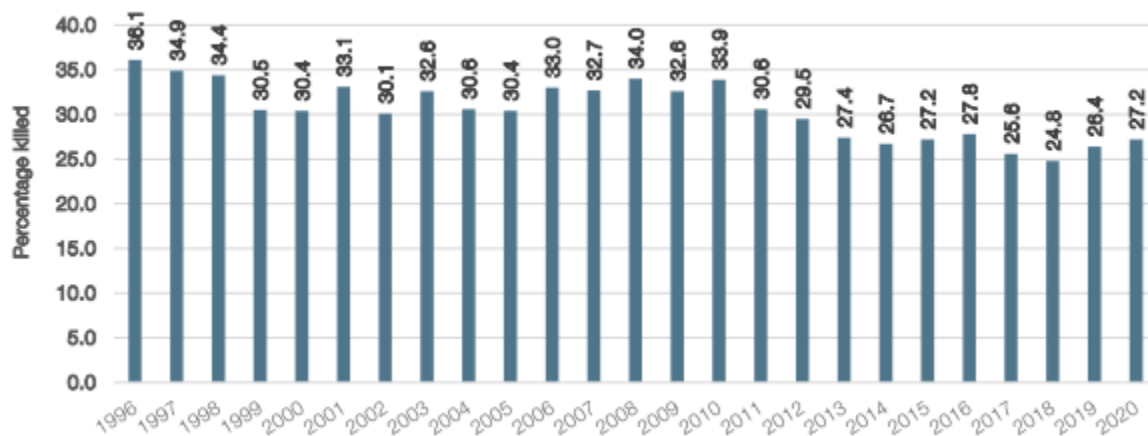
According to the [Traffic Injury Research Foundation](#) the economic and social consequence of road crashes in Canada is estimated to be \$25 billion per year, including direct and indirect costs, as well as pain and suffering.

Alcohol-Impaired Driving

1. Traffic Injury Research Foundation (TIRF)

According to the [Traffic Injury Research Foundation](#):

- Alcohol-impaired driving accounted for roughly 1 in 4 road deaths in Canada in 2020.



- 2015 to 2022, the percentage of Canadians that reported driving when they believed themselves to be over the legal limit consistently increased, especially in more recent years.
- In 2019, 69% of respondents agreed drivers should be required to submit to test of physical coordination if suspected of being under the influence of alcohol or drugs.
- In 2019, 56% of respondents agreed the police should be allowed to do random breath tests to detect drinking drivers.

2. Canadian Council of Motor Transport Administrators (CCMTA)

According to [The Alcohol and Drug Crash Problem in Canada 2016 Report](#):

- The percentage of alcohol-related fatalities decreased from 36.1% in 1996 to 30.4% in 2005, rose to 33.9% in 2010, decreased to a low of 26.7% in 2014, and rose to 27.9%.
- This report further breaks down statistics by provinces and territories.

According to their [Compilation of Jurisdictional Roadside Surveys Conducted Prior to Cannabis Legalization](#) in 2019:

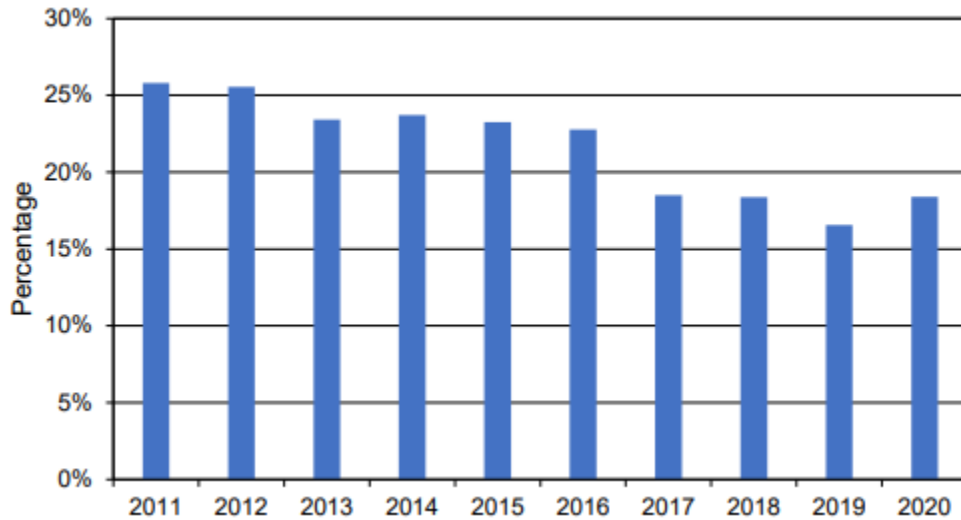
- 4.4 % of drivers tested positive for alcohol: 0.8% had a blood alcohol concentration (BAC) under 50 mg/dL; 0.7% had a BAC of over 80 mg/dL.
- Alcohol use was most common on Friday and Saturday nights.

3. Transport Canada

According to their [Road Safety in Canada 2020 Report](#):

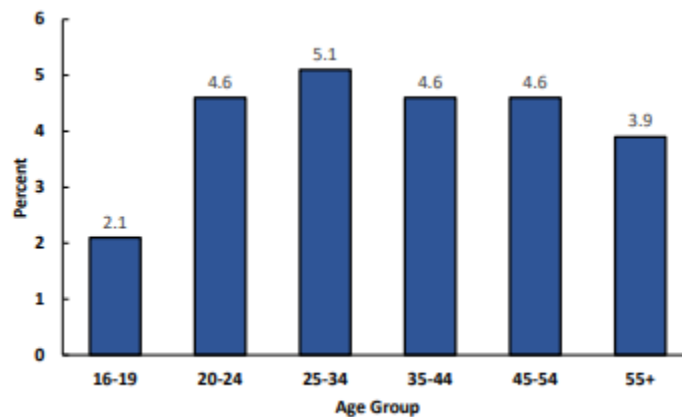
- The percentage of fatalities involving a driver being under the influence of alcohol as a contributing factor, has decreased from 26% in 2011 to 18% in 2020, a drop of approximately 29%.

Percentage of drivers under the influence of alcohol, 2011-2020



- Fatally injured male drivers were more likely to have been drinking (35%) and have blood alcohol concentration over 80 mg% (27%) compared to females (22% and 19% respectively).
- Drivers aged 25-34 were most likely to have been drinking (5.1%).

Percentage of drivers under the influence of alcohol by age group



4. MADD Canada (Mothers Against Drunk Driving) Organization

According to the MADD [Provincial Short-Term Alcohol and Drug-Related Suspensions & Federal Impaired Driving Charges report](#) in 2021:

- There is an increase in alcohol-related criminal charges that occurred in Canada in 2019 in comparison to 2017 and 2018. This is the first increase in criminal charges for alcohol-related impaired driving that Canada has seen since 2011.
- Breakdowns are also available per province.

Year	Alcohol	
	Susp	Charges
2010	28,611	67,219
2011	35,763	72,489
2012	35,799	66,618
2013	31,522	65,404
2014	30,096	62,577
2015	25,799	59,836
2016	24,169	57,412
2017	22,170	53,315
2018	22,760	52,633
2019	23,214	54,431

Additional education resources

- [Infographic - Youth Alcohol Intoxication](#) (Canadian Centre on Substance Use and Addiction)
- [Infographic - Youth and Alcohol Consumption](#) (New Brunswick Health Council)
- [DWI Working Group](#) (Traffic Injury Research Foundation)

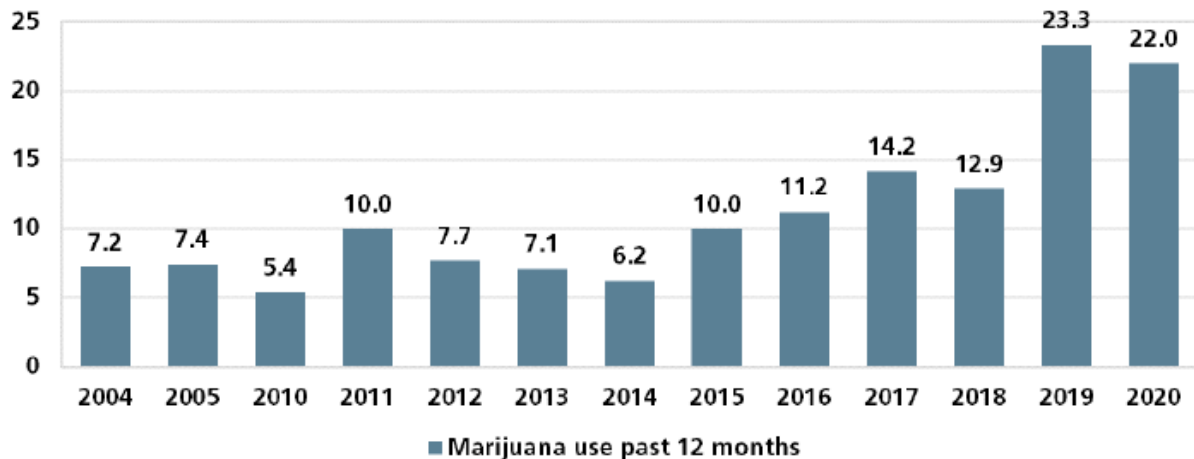
Drug-Impaired Driving

1. Traffic Injury Research Foundation

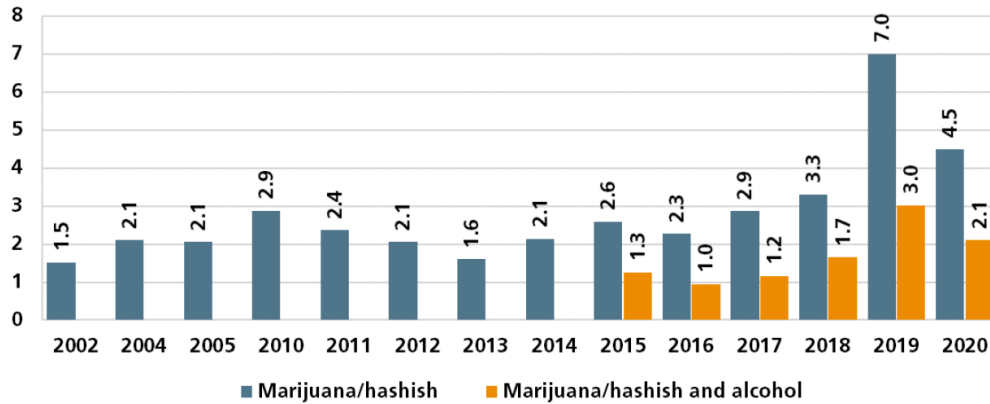
According to the Foundation's [Road safety monitor 2020: Trends in marijuana use among Canadian drivers](#):

- Marijuana use has been steadily increasing since 2004.
- There was an increase in the percentage of Canadians reporting driving within two hours of using marijuana and alcohol since 2016.

Trends un the percentage of Canadians using marijuana in the last 12 months, 2004-2020



Trends in the percentage of drugged drivers in Canada 2002 - 2020

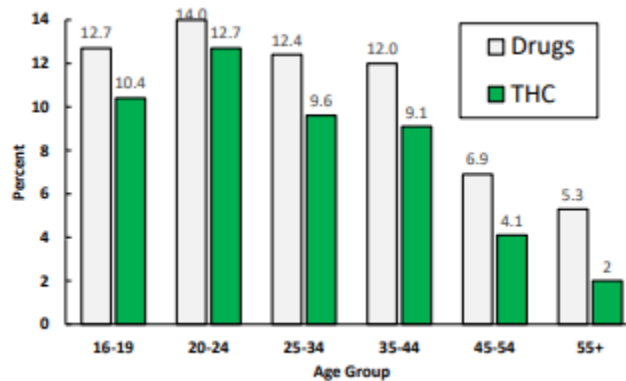


2. Canadian Council of Motor Transport Administrators (CCMTA)

According to their [Compilation of Jurisdictional Roadside Surveys Conducted Prior to Cannabis Legalization report](#) in 2019:

- 10.2% of drivers tested positive for drugs.
- 7.6% of drivers tested positive for cannabis (THC).
- Drug use was most prevalent among drivers aged 20 to 24 (14.0%) and decreased with increasing age.
- Cannabis use did not differ across survey nights.

Drivers Positive for Drugs/THC According to Age Group

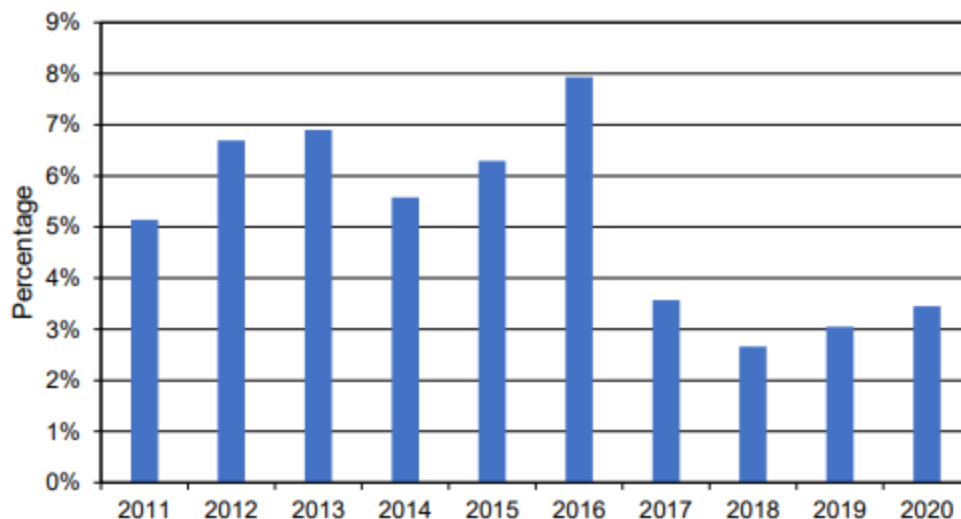


3. Transport Canada

According to their [Road Safety in Canada 2020 Report](#):

- 5.1% of the fatalities in 2011 involved a driver for which being under the influence of drugs was a contributing factor.

Percentage of fatalities involving a driver being under the influence of drugs as a contributing factor, 2011-2020



Percentage of fatally injured drivers for which being under the influence of drugs is a contributing factor by age group, 2011 - 2020

Age group	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
< 20	9.1	7.5	10.1	2.5	10.8	13.9	7.4	1.4	1.9	0.0
20-24	10.5	9.4	10.1	15.8	11.6	11.8	3.7	4.4	5.4	6.9
25-34	7.1	7.2	11.2	12.6	14.1	10.3	6.3	3.2	5.3	4.1
35-44	6.5	5.6	10.2	4.8	9.3	11.1	3.7	4.2	3.6	6.4
45-54	6.8	9.8	10.0	10.4	6.8	12.8	7.7	4.7	4.4	4.0
55-64	6.9	8.3	6.1	4.9	6.1	8.3	3.2	1.9	1.8	1.9
65 +	5.3	8.8	3.6	2.2	1.0	4.7	0.0	0.0	0.5	1.1
Total	7.2	8.1	8.6	7.6	8.1	9.8	4.2	2.7	3.1	3.5

4. MADD Canada (Mothers Against Drunk Driving) Organization

According to the MADD [Provincial Short-Term Alcohol and Drug-Related Suspensions & Federal Impaired Driving Charges report](#) in 2021:

- Breakdowns are also available per province.

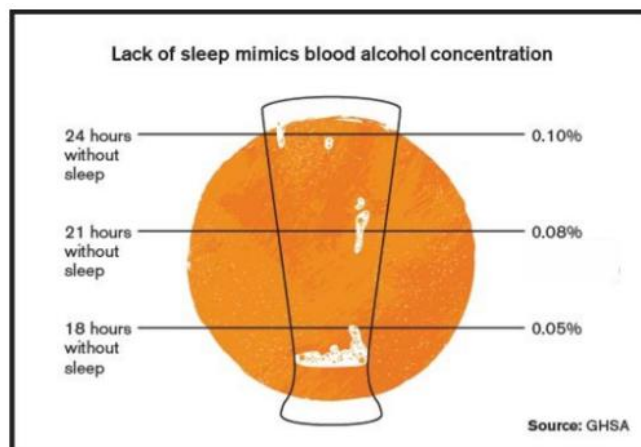
Available education resources

- [Infographic: Don't Drive High](#) (2018) (Public Safety Canada)
- [Infographic: Drug-impaired driving is illegal](#) (Public Safety Canada)
- [Guide: Talking Pot with Youth](#) (Canadian Centre on Substance Use and Addiction)
- [The Cannabis Talk Kit](#) (Drug Free Kids Canada)

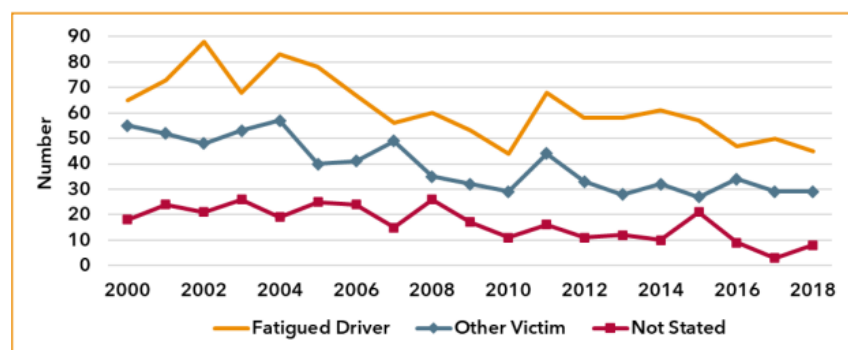
Year	Drugs	
	Susp	Charges
2010	1,534	925
2011	4,524	937
2012	4,262	1,132
2013	5,351	1,191
2014	5,162	1,347
2015	4,719	1,627
2016	4,660	1,917
2017	4,393	2,034
2018	4,624	2,728
2019	3,813	5,506

Fatigue-impaired Driving

- In 2018, it is estimated that about 20% of fatal collisions involve driver fatigue. (*CCMTA, 2010*) [International Transport Forum Road Safety Data for Canada](#)
- 20% of fatal collisions involve driver fatigue ([International Transport Forum Road Safety Data for Canada](#))
- 18.5% of respondents admitted that they had fallen asleep or nodded off while driving in the past year (Marcoux et al. 2012) [Fatigue-related Fatal Collisions in Canada 2000-2013](#) (October 2016) Traffic Injury Research Foundation
- Generally, fatigue-related fatal crashes more commonly occur in the middle of the night (3 a.m. to 5:59 a.m.) and afternoon (3 p.m. and 5:59 p.m.) [Fatigue-related Fatal Collisions in Canada 2000-2013](#) (October 2016) Traffic Injury Research Foundation
- Drowsy driving compares to impaired driving. [Traffic Injury Research Foundation](#)
- The number of fatalities in which the fatally injured driver was fatigued rose from 65 in 2000 to a high of 88 in 2002. [Traffic Injury Research Foundation](#)



Number of fatigue-related fatalities by category in Canada, 2000-2018

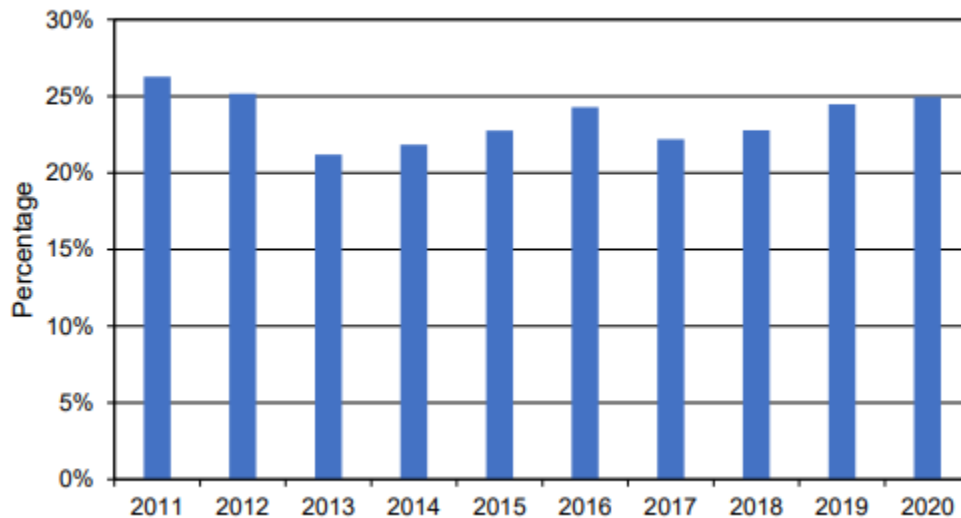


Available education resources

- [Drop it and Drive](#) (Traffic Injury Research Foundation)
- [Fatigue and Drowsiness resources](#) (Brain on Board)
- [Infographic – Brain on Board](#) (Brain on Board)

Aggressive Driving

Percentage of fatalities in speeding-related collisions from 2011-2020



- In 2018, approximately 23% of fatal crashes involved speeding. [International Transport Forum Road Safety Data](#)
- Data suggests that the prevalence of speeding has not noticeably changed from 2011 to 2020 ([Transport Canada 2020 Road Safety in Canada Report](#))
 - ❖ Additional data: approximately 83% of the speeding drivers involved in fatal collisions were male;
 - ❖ 70% of the speeding-related fatalities happened on rural roads;
 - ❖ 93% of the drivers killed in speeding-related collisions were the ones that were speeding

Available education resources

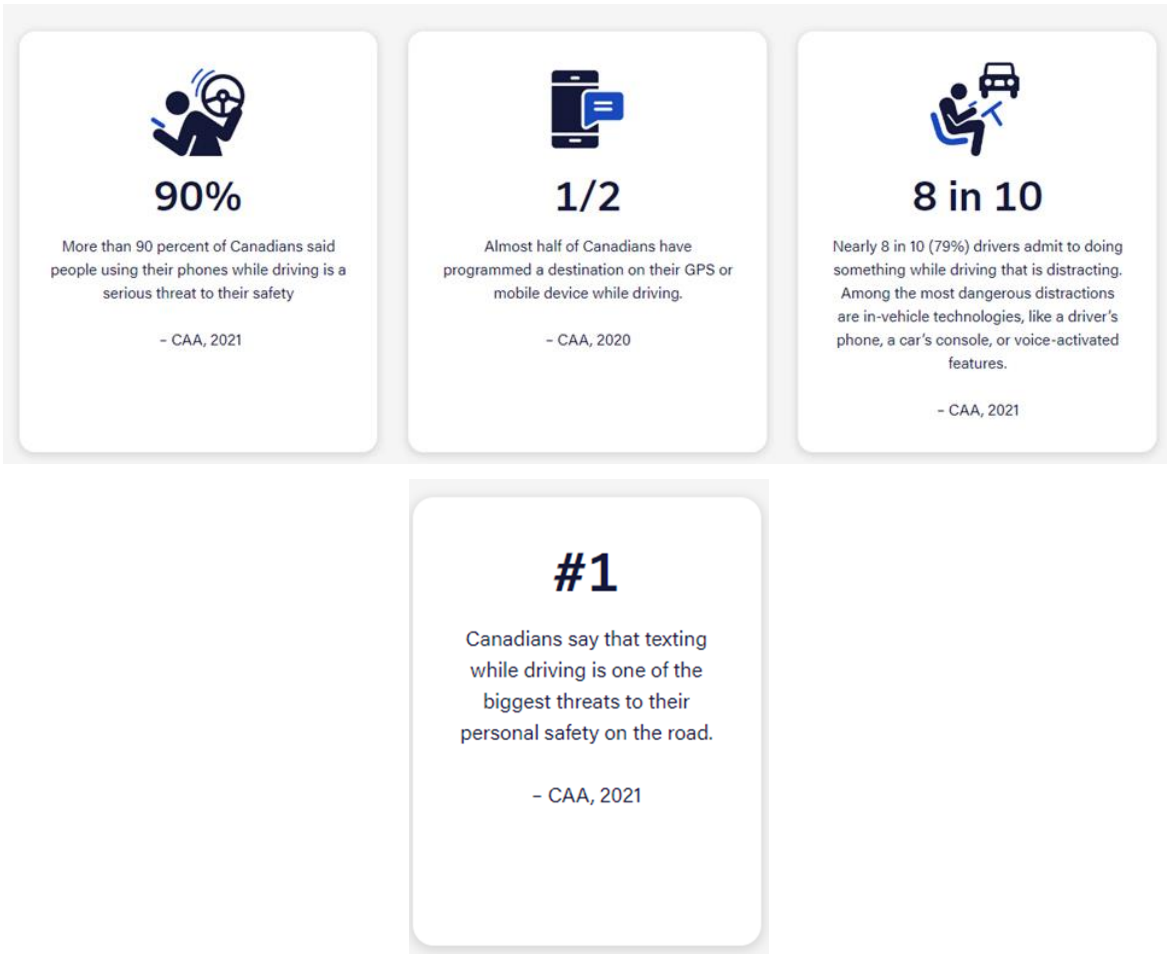
- [Speed and Risk infographic](#) (Traffic Injury Research Foundation)

Distracted Driving

1. Canadian Automobile Association

According to their [distracted driving statistics](#):

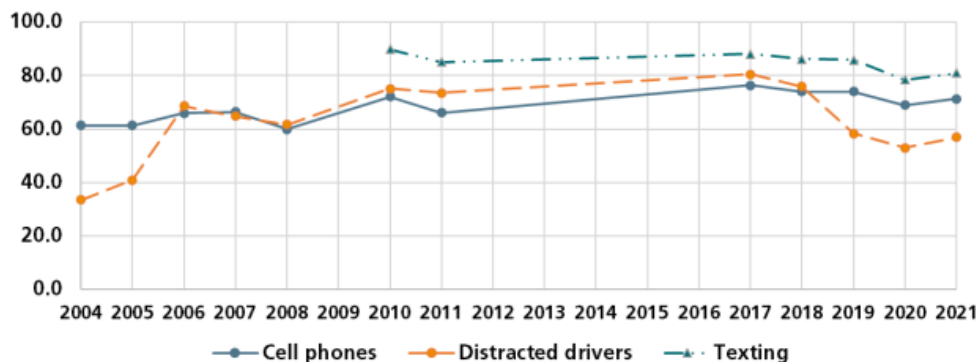
- Checking a text for 5 seconds means that at 90 km/h, you've travelled the length of a football field blindfolded.
- Mobile phone use while driving leads to 1.6 million crashes annually (National Safety Council, 2019)
- In 2018, distracted driving contributed to an estimated 20% of fatal collisions and 21% of serious injury collisions. (International Transport Road Safety data 2019)



2. Traffic Injury Research Foundation

Their [Distracted Driving Attitudes and Practices 2004-2021 report](#) shows concern related to distracted driving rose dramatically peaking in 2017 at 80.5%

Percentage of respondents concerned about distracted driving, 2004 - 2021



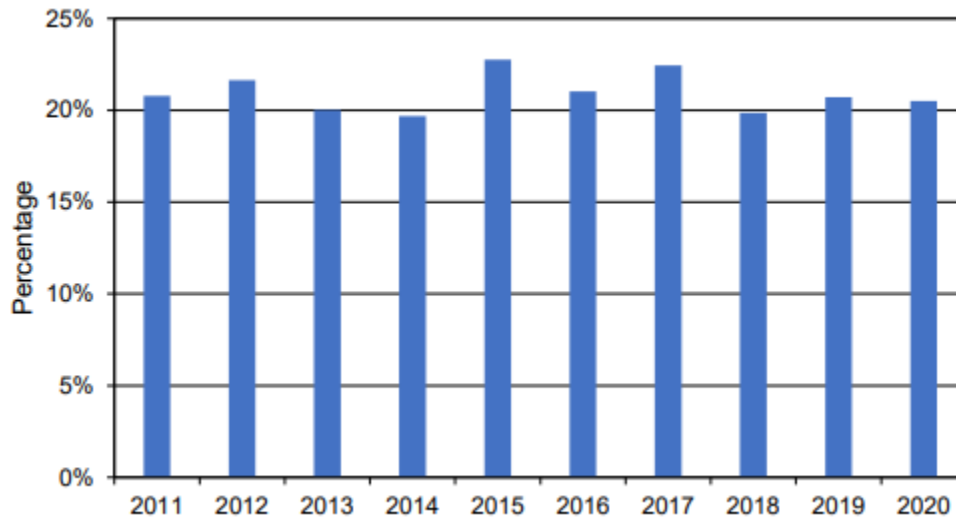
- A significant 173% increase in the percentage of respondents who reported they often texted on their phone while driving occurred between 2010 and 2021.
- Distracted driving fatalities have surpassed those caused by impaired driving in some parts of Canada (2019 report)

3. Transport Canada Road Safety Report 2020

According to the 2020 Transport Canada Road [Safety in Canada Report](#)

- Police found that 21% of fatalities happened in collisions that involved a driver who was distracted or inattentive.
- Roughly 2% of all fatal and injury collisions involve mobile device use as a contributing factor.

Percentage of fatalities involving a driver for which being distracted or inattentive is a contributing factor, 2011 to 2020



Available education resources

- [TELUS Wise against distracted driving infographic](#) (TELUS)
- [Safe Mobility infographic series](#) (Parachute)
- [Distracted driving factsheet](#) (click to start download manually) (Traffic Injury Research Foundation)
- [Infographic and data on distracted driving](#) (2019) (Insurance Canada)

Seatbelts and Child Restraints

1. Transport Canada Road Safety

According to the [Road Safety in Canada 2011 Report](#):

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

¹ Stewart et al., 1997

² Isaksson-Hellman et al., 1997

³ [Motor Vehicle Traffic Collision statistics, 2016](#), Transport Canada

2. Additional Information

- Belt use nationally has increased from 92.7% to 97.2 % since 2006. Most jurisdictions have seen significant increases in belt use over the years (Canadian Council of Motor Transport Administrators)
- Seat belt use in Canada over the last few years was approximately 95%. However, more than 30% of occupants killed in 2018 were unbelted at the time of the crash (International Transport Forum Road Safety Data)

