



## PUBLIC Agenda

Date: Thursday, September 19, 2024  
Time: 1:45 p.m. – 3:00 p.m.  
Location: 150 Goyeau, 4<sup>th</sup> Floor, WPS Headquarters

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1. Agenda
  - 1.1 Agenda
2. Closed Session: The Board met in closed session on September 19, 2024, pursuant to Section 44 of the Community Safety and Policing Act, for consideration of confidential subject matter related to personal matters, contractual negotiations, security of property, financial information, and legal matters.
3. Call to Order
4. Declarations of Conflict & Pecuniary Interest by Members
5. Approval of Agenda
6. Approval of Minutes
  - 6.1 Public Minutes August 29, 2024
7. Business Arriving from the Minutes
8. Delegations
9. Monthly Reports
  - 9.1 Professional Standards Report
  - 9.2 Crime Stoppers Report
  - 9.3 Information and Privacy Report
  - 9.4 Crime Statistics (Verbal)
10. Human Resources
  - 10.1 Strength Decrease – Retirements
11. Communications
  - 11.1 All Chiefs Memos
12. New Business
  - 12.1 2025 WPS Annual Awards Banquet Budget
13. Adjournment: Date of Next Meeting – **Thursday, October 31, 2024**



## Public Minutes

DATE OF MEETING:	Thursday, August 29, 2024
LOCATION:	4 <sup>th</sup> Floor Boardroom, WPS Headquarters
LIVESTREAMED AT:	<a href="https://www.facebook.com/windsorpoliceservicesboard/">https://www.facebook.com/windsorpoliceservicesboard/</a>
MEMBERS PRESENT:	Mayor Drew Dilkens (Chair) Councillor Jo-Anne Gignac John Elliott Sophia Chisholm Councillor Jim Morrison
PRESENT BY TEAMS:	Graham Wight, Police Services Advisor, Inspectorate of Policing Mayor Michael Prue, Board Advisor, Town of Amherstburg
REGRETS:	Robert de Verteuil
STAFF PRESENT:	Chief Jason Bellaire Deputy Chief Jason Crowley Deputy Chief Karel DeGraaf Gary Francoeur, Director, Corporate Communications Constable Bianca Jackson, Corporate Communications Constable Anne Suthers, Corporate Communications Inspector Chris Werstein Superintendent Paolo DiCarlo Kent Rice, Windsor Police Association
RECORDER:	Administrative Director

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### 1. Agenda

#### 1.1 Agenda

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2. **Closed Session:** The Board met in closed session on August 29, 2024, for consideration of confidential matters pursuant to Section 44 of the *Community Safety and Policing Act (CSPA)*, namely for subject matter related to personal matters, labour relations, potential litigation, information from province, contractual negotiations, financial information.

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3. **Call to Order** at: 1:45 p.m.

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4. **Declarations of Conflict & Pecuniary Interest by Members** **NONE**

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#### 5. Approval of Agenda

Motion to approve the Public Agenda for the meeting of Thursday, August 29, 2024, with the addition of Communications Item: 12.3 OASP Labour Conference, Moved by J. Gignac, Seconded by S. Chisholm

**RESOLVED THAT the Board agenda of August 22, 2024, be adopted with the addition of Communications Item: 12.3 OASP Labour Conference.**

**The motion carried**

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#### 6. Approval of the Minutes

6.1 Public Minutes of June 20, 2024

Motion to approve the Minutes of June 20, 2024, Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board Minutes of June 22, 2024, be approved as circulated.**

**The motion carried**

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7. **Business Arriving from the Minutes** **NONE**

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8. **Delegations** **NONE**

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#### 9. Monthly Reports

9.1 Professional Standards Report

Motion to receive the Professional Standards Report Moved by S. Chisholm, Seconded by J. Gignac

**RESOLVED THAT the Board receive the Professional Standards Report as circulated.**

**The motion carried**

9.2 Section 32 Reports

Motion to receive the Section 32 Reports Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board receive the Section 32 Reports as circulated.**

**The motion carried**

9.3 Crime Stoppers Report

Motion to receive the Crime Stoppers Report Moved by S. Chisholm, Seconded by J. Elliott

**RESOLVED THAT the Board receive the Crime Stoppers Report as circulated.**

**The motion carried**

9.4 Crime Statistics Report (Verbal)

Verbal report and discussion regarding Crime Statistics in the City of Windsor was held. Thirty-five percent of all crimes against a person are attributed to Intimate Partner Violence (IPV) and thirty-six percent of all crimes against property are attributed to shoplifting. For further details, refer to the WPSB Facebook livestream record:

<https://www.facebook.com/windsorpoliceservicesboard/> starting at Minute: 1:58

Motion to receive the Verbal Crime Statistics Report Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Windsor Police Service Board receive the verbal Crime Statistics in the City of Windsor Report.**

**The motion carried**

9.5 Information and Privacy

Motion to receive the Information and Privacy Report Moved by J. Elliott, Seconded by S. Chisholm

**RESOLVED THAT the Board receive the Information and Privacy Report as circulated.**

**The motion carried**

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## 10. Quarterly Reports

10.1 Use of Force Q2 Report

Motion to receive the Use of Force Q2 Report Moved by J. Gignac, Seconded by J. Morrison

**RESOLVED THAT the Board receive the Use of Force Q2 Report as circulated.**

**The motion carried**

10.2 Calls for Service – CCP/POP Q2 Report

Motion to receive the CCP/POP Q2 Report Moved by J. Elliott, Seconded by S. Chisholm

**RESOLVED THAT the Board receive the CCP/POP Q2 Report as circulated.**

**The motion carried**

10.3 Youth Crime Statistics Q2 Report

Motion to receive the Youth Crime Statistics Q2 Report Moved by J. Gignac, Seconded by S. Chisholm

**RESOLVED THAT the Board receive the Youth Crime Statistics Q2 Report**

**The motion carried**

10.4 Amherstburg Detachment Policing Activities Q2 Report

Motion to receive the Amherstburg Detachment Policing Activities Q2 Report Moved by J. Elliott, Seconded by J. Gignac

**RESOLVED THAT the Board receive the Amherstburg Detachment Policing Activities Q2 Report as circulated.**

**The motion carried**

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**11. Human Resources**

11.1 Promotions and Retirements

Motion to approve promotions Moved by J. Gignac, Seconded by S. Chisholm

**RESOLVED THAT the Board approve the promotion of Constable Keith Hunter to the rank of Sergeant.**

**The motion carried**

Motion to accept retirements Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board accept the retirement of Sergeant Edward Parent, Constable Robert Mousseau, Constable Holly Bedore, and Carlos Cardosa.**

**The motion carried**

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**12. Communications**

12.1 All Chiefs Memos

Motion to receive All Chiefs Memos Moved by S. Chisholm, Seconded by J. Elliott

**RESOLVED THAT the Board receive All Chiefs Memos as circulated.**

**The motion carried**

12.2 Tribunals Ontario – Ontario Civilian Police Commission

Motion to receive correspondence from Tribunals Ontario – Ontario Civilian Police Commission  
Moved by J. Gignac, Seconded by S. Chisholm

**RESOLVED THAT the Board receive the correspondence from Tribunals Ontario – Ontario Civilian Police Commission with respect to Deputy Chief Jason Crowley.**

**The motion carried**

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**13. New Business**

13.1 Policies New and Updated – Memo from Administrative Director

Motion to receive New and Updated Policies Memo Moved by J. Gignac,  
Seconded by S. Chisolm

**RESOLVED THAT the New and Updated Policies Memo from the Administrative Director be received as circulated.**

**The motion carried**

13..1.1 Adequate and Effective Policing

Motion to adopt Adequate and Effective Policing Policy Moved by J. Gignac,  
Seconded by J. Elliott

**RESOLVED THAT the Board adopt the Adequate and Effective Policing Policy as circulated.**

**The motion carried**

13..1.2 The Disclosure by the Chief of Police of Personal Information About Individuals

Motion to adopt The Disclosure by the Chief of Police of Personal Information About Individuals Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Disclosure by the Chief of Police of Personal Information About Individuals Policy as circulated.**

**The motion carried**

13.1.3 The Administration of the Disclosure of Secondary Activities to the Chief of Police

Motion to adopt The Administration of the Disclosure of Secondary Activities to the Chief of Police Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt the Administration of the Disclosure of Secondary Activities to the Chief of Police Policy as circulated.**

**The motion carried**

13.1.4 Handling of Discipline Within the Police Service

Motion to adopt the Handling of Discipline Within the Police Service Policy  
Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Handling of Discipline Within the Police Service Policy as circulated.**

**The motion carried**

13.1.5 Internal Complaints and Disclosure Against the Chief of Police or Deputy Chief of Police

Motion to adopt the Internal Complaints and Disclosure Against the Chief of Police or Deputy Chief of Police Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Internal Complaints and Disclosure Against the Chief of Police or Deputy Chief of Police Policy with amendment to Section 5 to read, Chair to report to the Board.**

**The motion carried**

13.1.6 Chief of Police Performance Evaluation System

Motion to adopt the Chief of Police Performance Evaluation System was Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Chief of Police Performance Evaluation System Policy as circulated.**

**The motion carried**

13.1.7 Electronic Monitoring of Employees

Motion to adopt the Electronic Monitoring of Employees was Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Electronic Monitoring of Employees Policy as circulated.**

**The motion carried**

13.1.8 Board Members Code of Conduct, Complaints and Other Governance Responsibilities of Board Members

Motion to adopt the Board Members Code of Conduct, Complaints and Other Governance Responsibilities of Board Members Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Board Members Code of Conduct, Complaints and Other Governance Responsibilities Policy as circulated.**

**The motion carried**

- 13.1.9 Respecting the Right to Disconnect from Work  
Motion to adopt the Respecting the Right to Disconnect from Work Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Respecting the Right to Disconnect from Work Policy as circulated.**

**The motion carried**

- 13.1.10 Equal Opportunity, Discrimination and Workplace Harassment Prevention  
Motion to adopt the Equal Opportunity, Discrimination and Workplace Harassment Prevention Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt the Equal Opportunity, Discrimination and Workplace Harassment Prevention Policy as circulated.**

**The motion carried**

- 13.1.11 Human Resources  
Motion to adopt the Human Resources policy Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt the Human Resources Policy as circulated.**

**The motion carried**

- 13.1.12 Board Administrative Framework  
Motion to adopt the Board Administrative Framework Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Board Administrative Framework Policy as circulated.**

**The motion carried**

- 13.1.13 Administration of Public Complaints – Police Officer  
Motion to adopt Administration of Public Complaints – Police Officer Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Administration of Public Complaints – Police Officer Policy as circulated.**

**The motion carried**



- 13.1.14 Process for Selecting Chief of Police and Deputy Chief of Police  
Motion to adopt Process for Selecting Chief of Police and Deputy Chief of Police  
Moved by J. Gignac, Seconded by J. Elliott  
**RESOLVED THAT the Board adopt The Process for Selecting Chief of Police and Deputy Chief of Police Policy as circulated.**  
**The motion carried**
- 13.1.15 Management of Police Records  
Motion to adopt the Management of Police Records Moved by J. Gignac  
Seconded by J. Elliott  
**RESOLVED THAT the Board adopt The Management of Police Records Policy as circulated.**  
**The motion carried**
- 13.1.16 Police Response to Persons in Crisis – Mental Illness/Neurodevelopmental Disability  
Motion to adopt the Police Response to Persons in Crisis – Mental Illness/Neurodevelopmental Disability Moved by J. Gignac,  
Seconded by J. Elliott  
**RESOLVED THAT the Board adopt The Police Response to Persons in Crisis – Mental Illness/Neurodevelopmental Disability Policy as circulated.**  
**The motion carried**
- 13.1.17 Management of Police Service Board Records  
Motion to adopt Management of Police Service Board Records Moved by  
J. Gignac, Seconded by J. Elliott  
**RESOLVED THAT the Board adopt The Management of Police Service Board Records Policy as circulated.**  
**The motion carried**
- 13.1.18 Use of Board Issued Equipment and Technology  
Motion to adopt Use of Board Issued Equipment and Technology Moved by  
J. Gignac, Seconded by J. Elliott  
**RESOLVED THAT the Board adopt The Use of Board Issued Equipment and Technology Policy as circulated.**  
**The motion carried**

13.1.19 Institutional and Police Service Members Conflicts of Interest

Motion to adopt Institutional and Police Service Members Conflicts of Interest Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Institutional and Police Service Members Conflicts of Interest Policy as circulated.**

**The motion carried**

13.1.20 Administration of Police Service

Motion to adopt Administration of Police Service was Moved by J. Gignac, Seconded by J. Elliott

**RESOLVED THAT the Board adopt The Administration of the Police Service Policy as circulated.**

**The motion carried**

13.2 Windsor Police Service Census Report

Motion to receive the Windsor Police Service Census Report 2023 Moved by J. Gignac, Seconded by S. Chisholm

**RESOLVED That the Windsor Police Service Board receive the Windsor Police Service Board receive the Windsor Police Service Census Report 2023 as circulated.**

**The motion carried**

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**14. Adjournment**

Motion to adjourn Moved by J. Gignac, Seconded by S. Chisholm

**THAT the Board adjourn the meeting of August 29, 2024, at 2:30 p.m.**

**The motion carried**

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**DATE OF NEXT MEETING: September 19, 2024, at 1:45 p.m.**



HONOUR IN SERVICE

Date: September 3, 2024

To: Chair and Members of the Police Service Board

From: Deputy Chief Karel DeGraaf

Re: PSB Reports August – Public Agenda

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Dear Chair and Members of the Board,

Please see the attached reports for the public agenda from the Windsor Police Services Professional Standard Branch for the month of August.

Sincerely,

A handwritten signature in blue ink that reads "K.A. De Graaf".

Karel DeGraaf  
Deputy Chief Operational Support  
Windsor Police Service

Attachment: PSB Public Report – August

# August 2024

The Professional Standards Office addressed the following number of complaints:

<b>8</b>	New Complaints received in	<b>August</b>	2024	<b>26</b>	Complaints Pending as of	<b>Aug 1st</b>	2024
		8	Public			1	
		0	Service			1	
		0	Chief			0	7
		0	Tariff			0	
		0	Civilian Misconduct			5	
		0	WorkplaceHarassment			0	0
		0	SIU			1	
						3	11
						7	
						0	0
						0	
						2	2
						4	4
						2	2

Of the **34** complaints handled in the PSB office in August:

**8** Complaint Files Closed **26** Pending Complaints Carried into **Sep** 2024

Total	Public	Service	Chief	Tariff	Civilian	Workplace	SIU
2020	0						
2021	0						
2022			0				
2023	0	0	0				
2024	6	0	0	0	0	0	2
Files opened Jan-Jun 2024	2	0	0	0	0	0	2
Files opened Jul 2024	4	0	0	0	0	0	0

		Opened In	2020	1	
			2021	1	
			2022	0	9
			2023	0	
			2024	7	
			2023	0	0
			2024	0	
			2022	1	
			2023	3	11
			2024	7	
			2023	0	0
			2024	0	
			2023	0	
			2024	0	
			2024	2	2
			2024	4	4
			2024	0	0

## YEAR TO DATE REPORT OF NEW COMPLAINTS

	OIPRD Complaints					
	Public Complaints			Service/Policy		
	2022	2023	2024	2022	2023	2024
January	5	17	5	0	3	2
February	7	7	3	1	1	0
March	7	7	3	0	0	1
April	7	6	12	1	0	0
May	8	12	7	0	0	1
June	2	10	5	0	2	0
July	2	7	9	1	3	1
August	7	11	8	2	0	0
September	10	9		1	1	
October	6	6		1	1	
November	16	16		1	1	
December	8	6		1	0	
<b>TOTAL</b>	<b>85</b>	<b>114</b>	<b>52</b>	<b>9</b>	<b>12</b>	<b>5</b>

	Internal Complaints					
	Chief's Complaints			Informal Discipline		
	2022	2023	2024	2022	2023	2024
	0	0	1	<del>0</del>	5	0
	2	2	0	<del>17</del>	17	2
	2	0	0	4	7	0
	4	1	2	1	0	0
	1	3	0	8	2	0
	2	0	1	4	2	1
	1	0	3	3	3	1
	4	1	0	0	0	0
	0	3		4	0	
	3	1		4	4	
	1	2		3	1	
	0	0		8	0	
	<b>20</b>	<b>13</b>	<b>7</b>	<b>39</b>	<b>41</b>	<b>4</b>



## Windsor & Essex County Crime Stoppers Police Coordinator Report August 1<sup>st</sup> – 31<sup>st</sup>, 2024

### Overview

Crime Stoppers exists to provide a means for the public to pass along anonymous information that assists in solving crimes, recovering stolen property, seizing illegal drugs, and locating those for whom there is an outstanding warrant of arrest. Locally, the program is operated jointly as Windsor-Essex County Crime Stoppers and has the responsibility to receive and disseminate information to all law enforcement agencies within Essex County.

### AM800

“Crime of the Week” report with AM800 radio recorded every Monday which airs every Tuesday morning and afternoon.

- August 6<sup>th</sup> – Crime Stoppers Golf Tournament
- August 13<sup>th</sup> – Unknown Male with knife- W.P.S.
- August 20<sup>th</sup> – Drugs seizure- W.P.S.
- August 27<sup>th</sup> – Robbery seeking male suspect –W.P.S.

### St. Clair College-Media Plex and Radio CJAM FM 99.1

- Recorded weekly – Crime of the Week on hold until September

### CTV News

- Lemmy the dog and outstanding female Samantha Roberts, aired August 23<sup>rd</sup>

### Social Media

- Daily/Weekly Facebook, Twitter and Instagram posts

## Crime Stoppers Upcoming Calendar

- September 15<sup>th</sup> – Festival of First Nations, Seacliff Park, Leamington
- September 24<sup>th</sup> – University of Windsor Volunteer Fair
- October 26<sup>th</sup> Broomsticks & Brushes, Tecumseh Mall

This statistical report is reflective of August 1<sup>st</sup> – 31<sup>st</sup>, 2024.

Crime Stoppers tip information was distributed to the following agencies during this period.

Windsor Police Service  
WPS - Amherstburg Detachment  
Ontario Provincial Police  
LaSalle Police Service  
Ministry of Revenue and Finance  
Windsor & Essex County Health Unit- Tobacco Enforcement  
CBSA  
ROPE  
Windsor Police Criminal Intelligence Unit – Cannabis Enforcement

### **Attached documents include:**

Police Coordinators Report  
Monthly Statistical Report  
Tip Summary Report

### **This Report was Prepared By:**

Constable Lauren Brisco – Windsor Police Service

*TOTAL POPULATION REPRESENTED – 398,718 (2019 CENSUS)*

*POPULATION (CITY) – 217,188*

*POPULATION (COUNTY) – 126,314*

*POPULATION (LASALLE) – 33,180*

*POPULATION (AMHERSTBURG) – 22,036*

*\*\*SI on Statistical Report is “Since Inception” – 1985*



# Windsor - Essex County Crime Stoppers - Statistical Report

Filter Date: August 2024    Run Date: 2024/09/03

Statistic	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tips Received	131	123	139	168	130	113	112	138	0	0	0	0
Tip Follow-ups	84	96	132	131	145	117	96	72	0	0	0	0
Arrests	11	2	1	14	6	0	21	0	0	0	0	0
Cases Cleared	11	8	1	7	5	0	0	0	0	0	0	0
Charges Laid	23	38	16	34	12	0	0	0	0	0	0	0
Fugitives	0	0	0	0	0	0	0	0	0	0	0	0
Administrative Discipline	0	0	0	0	0	0	0	0	0	0	0	0
# of Rewards Approved	5	7	2	4	3	4	6	0	0	0	0	0
Rewards Approved	\$450	\$1,650	\$950	\$1,200	\$850	\$800	\$1,900	\$0	\$0	\$0	\$0	\$0
# of Rewards Paid	1	0	0	0	1	0	1	0	0	0	0	0
Rewards Paid	\$100	\$0	\$0	\$0	\$350	\$0	\$650	\$0	\$0	\$0	\$0	\$0
# of Weapons Recovered	0	1	3	0	0	0	0	0	0	0	0	0
# of Vehicles Recovered	0	3	0	1	0	0	0	0	0	0	0	0
Property Recovered	\$0	\$155,000	\$0	\$8,300	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0
Cash Recovered	\$0	\$6	\$970	\$7,486	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$0
Drugs Seized	\$145,520	\$100	\$4,625	\$125,245	\$0	\$0	\$365,152	\$0	\$0	\$0	\$0	\$0
Total Recovered	\$145,520	\$155,106	\$5,595	\$141,031	\$0	\$0	\$367,652	\$0	\$0	\$0	\$0	\$0

Statistic	Q1	Q2	Q3	Q4	YTD	SI
Tips Received	393	411	250	0	1,054	62,761
Tip Follow-ups	312	393	168	0	873	22,290
Calls Received	0	0	0	0	0	3,138
Arrests	14	20	21	0	55	7,168
Cases Cleared	20	12	0	0	32	10,480
Charges Laid	77	46	0	0	123	10,520
Fugitives	0	0	0	0	0	625
Administrative Discipline	0	0	0	0	0	3
# of Rewards Approved	14	11	6	0	31	1,925
Rewards Approved	\$3,050	\$2,850	\$1,900	\$0	\$7,800	\$1,278,760
# of Rewards Paid	1	1	1	0	3	975
Rewards Paid	\$100	\$350	\$650	\$0	\$1,100	\$835,352
# of Weapons Recovered	4	0	0	0	4	558
# of Vehicles Recovered	3	1	0	0	4	38
Property Recovered	\$155,000	\$8,300	\$2,000	\$0	\$165,300	\$13,731,473
Cash Recovered	\$976	\$7,486	\$500	\$0	\$8,962	\$617,071
Drugs Seized	\$150,245	\$125,245	\$365,152	\$0	\$640,642	\$120,394,734
Total Recovered	\$306,221	\$141,031	\$367,652	\$0	\$814,904	\$134,743,278



# Windsor - Essex County Crime Stoppers Tip Summary Report

Created Date: 2024/08/01 to 2024/08/31

Offense Type	Count
Animal Cruelty	1
Arson	2
Assault	2
Attempt Murder	0
Breach of Condition	1
Break and Enter	1
By Law	1
Child Abuse	2
COVID-19	0
Cybercrime	3
Disqualified Driving	1
Drugs	32
Elder Abuse	0
Fraud	3
Highway Traffic Act	1
Hit and Run / Fail to Remain	0
Homicide	0
Human Smuggling	0
Human Trafficking	3
Illegal Cigarettes	0
Immigration	0

Impaired Driver	8
Indecent Act	3
Liquor (sales to minors, sales without licence)	0
Mischief	2
Missing Person	2
Motor Vehicle Collision	1
Possession of Stolen Property	3
Prostitution/Morality	0
Repeat Impaired Driver	0
Robbery	3
Sexual Assault	0
Stolen Vehicle	0
Suspended Driver	2
Suspicious Activity	11
Terrorism	0
Test Tip	0
Theft	31
Threats	0
Warrant	4
Weapons	6
<i>Other</i>	8
<i>Unknown</i>	4
<b>Total</b>	<b>141</b>



Date: September 5, 2024

To: Chair and Members of the Police Service Board

From: Deputy Chief Karel DeGraaf

Re: Municipal Freedom of Information and Protection of Privacy Act – August

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Dear Chair and Members of the Board,

Please see the attached report for the Municipal Freedom of Information and Protection of Privacy Act for August.

A handwritten signature in black ink that reads "K. A. De Graaf".

Karel DeGraaf  
Deputy Chief Operational Support  
Windsor Police Service

Attachment: FOI Report – August



Date: September 3, 2024

To: Windsor Police Services Board

From: Marilyn Robinet, Coordinator - Information & Privacy Unit

Re: **Municipal Freedom of Information and Protection of Privacy Act for August 1 – August 31, 2024**

**Windsor & Amherstburg**

<b>MONTHLY REPORT</b>	
Number of requests received	61
Number of Appeals received	0
Number of Privacy Complaints received	0
Total fees received	\$415.37
<b>COMPLIANCE RATES</b>	
Basic Compliance Rate	75%
Extended Compliance Rate	82%

## **SUMMARY OF APPEALS**

MA21-00219 – An individual requested access to 911 call related to an allegation pending before the courts. Access was denied under 52(2.1) of the act which states: the act does not apply to a record relating to a prosecution if all proceedings in respect of the prosecution have not been completed. Requester has appealed the decision and continues to seek access to the report.

Stage: INTAKE

MA22-00278 – A general request for access to E911 Dispatch Contract (Resolved during Mediation), fees paid by Amherstburg for Policing (Resolved during Mediation) and number of times “specialty units” were dispatched to Amherstburg.

Stage: ADJUDICATION

**Municipal Freedom of Information and Protection of Privacy Act for August 1 – August 31,  
2024**

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MA23-00108 – An individual requested access to two reports involving the individual. Partial access granted. Individual seeking access to severed portions.

Stage: ADJUDICATION

MA23-00226 – Media request for record related to notification of a named officer speeding.

Stage: MEDIATION

MA23-00558 – Media request for records related to a named officer.

Stage: INTAKE

MA23-00562 – Request for records involving the personal information of another individual.

Stage: MEDIATION

MA23-00644 – Request for records involving the personal information of the requester and other parties.

Stage: MEDIATION

MA23-00673 – Request for records involving the personal information of the requester and other parties.

Stage: MEDIATION

MA23-00672 – Request for records involving the personal information of the requester and other parties.

Stage: MEDIATION

MA23-00683 – Request for records involving the personal information of the requester and other parties.

Stage: MEDIATION

MA23-00822 – Request for records involving the personal information of the requester and other parties.

Stage: INTAKE

**Municipal Freedom of Information and Protection of Privacy Act for August 1 – August 31,  
2024**

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MA24-00068 – Request for records involving the personal information of the requester and other parties.

Stage: MEDIATION

MA24-00079 – Request for records involving the personal information of the requester and other parties.

Stage: MEDIATION

MA24-00099 – Request for records involving towing contract and records related to pending charges.

Stage: **CLOSED DURING MEDIATION**

MA24-00311 – Media Request records related to signage and promotional materials at Headquarters.

Stage: **CLOSED**

MA24-00468 – Request for records that fall outside the scope of the act.

Stage: INTAKE

Respectfully submitted,

*Marilyn Robinet*

Marilyn Robinet, Co-ordinator,  
Information and Privacy Unit



Date: September 5, 2024

To: Chair and Members of the Police Service Board

From: Deputy Chief Karel DeGraaf

Re: Human Resource Report – September - Public

---

Dear Chair and Members of the Board,

Please see the attached Human Resource Report for the September Public Agenda.

A handwritten signature in cursive script that reads "K.A. De Graaf".

Karel DeGraaf  
Deputy Chief Operational Support  
Windsor Police Service

Attachment: HR Report – Retirements

# WINDSOR POLICE SERVICE

## Human Resources



Police Services  
Board Report

Retirements





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Date: September 4, 2024  
To: Windsor Police Services Board  
Chair and Members  
From: Jason Bellaire, Chief of Police  
Re: **Human Resources Monthly Report (Public)**

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## **Retirements:**

### **Constable Dale Roorda (#7303)**

Date Hired: January 4, 1993  
Date Retired: July 25, 2024  
Years of Service: 31 yrs & 7 mos

### **Superintendent Brendan Dodd (#7821)**

Date Hired: January 17, 1994  
Date Retired: August 31, 2024  
Years of Service: 30 yrs & 7 mos

Respectfully submitted for the information of the Board.

Ministry of the Solicitor General

Public Safety Division

25 Grosvenor St.  
12<sup>th</sup> Floor  
Toronto ON M7A 2H3

Telephone: (416) 314-3377  
Facsimile: (416) 314-4037

Ministère du Solliciteur général

Division de la sécurité publique

25 rue Grosvenor  
12<sup>e</sup> étage  
Toronto ON M7A 2H3

Téléphone: (416) 314-3377  
Télécopieur: (416) 314-4037



**MEMORANDUM TO:** All Chiefs of Police and  
Commissioner Thomas Carrique  
Chairs, Police Service Boards

**FROM:** Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

**SUBJECT:** **Changes to Ontario's Collision Reporting  
Threshold and Collision Coding Standards for  
Micromobility Vehicles**

<b>DATE OF ISSUE:</b>	<b>August 14, 2024</b>
<b>CLASSIFICATION:</b>	<b>General Information</b>
<b>RETENTION:</b>	<b>Indefinite</b>
<b>INDEX NO.:</b>	<b>24-0053</b>
<b>PRIORITY:</b>	<b>Normal</b>

At the request of the Ministry of Transportation, I am sharing an update on changes to Ontario's collision reporting threshold and collision coding standards for micromobility vehicles.

For further information on these changes, please review the attached memo from Marcelle Crouse, Associate Deputy Minister, Transportation Safety Division, Ministry of Transportation. If you have any questions, please contact Raj Cheema, Manager, Road Safety Program Development Office at [Raj.Cheema@ontario.ca](mailto:Raj.Cheema@ontario.ca).

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weatherill".

Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

Attachments

c: Mario Di Tommaso, O.O.M.  
Deputy Solicitor General, Community Safety



**MEMORANDUM TO:** Kenneth Weatherill  
Assistant Deputy Minister  
Public Safety Division  
Ministry of the Solicitor General

**FROM:** Marcelle Crouse  
Associate Deputy Minister  
Transportation Safety Division  
Ministry of Transportation

**DATE:** August 13, 2024

**SUBJECT:** **Changes to Ontario’s Collision Reporting Threshold and Collision Coding Standards for Micromobility Vehicles**

---

This memorandum is to inform the policing community across the province about two recent changes to Ontario’s collision reporting requirements:

1. An increase to the Property Damage Only (PDO) collision reporting threshold; and
2. Updated collision coding standards for micromobility vehicles.

Further details about these changes are provided below. I would ask that you please bring these changes to the attention of any enforcement personnel who would find it useful or relevant to their duties. Your support on this is greatly appreciated.

**1. Property Damage Only Collision Reporting Threshold**

A Property Damage Only (PDO) collision involves damage to public or private property, including vehicles and their loads, but no bodily injury to any person. Currently, PDO collisions must be reported to the Registrar of Motor Vehicles if they exceed a specified dollar threshold or if any door of a motor vehicle that is open or opening comes into contact with a cyclist, a bicycle, or a moving vehicle.

**As of January 1, 2025**, the Property Damage Only (PDO) collision reporting threshold will increase from \$2,000 to \$5,000. This change is an amendment to [section 11 of Ontario Regulation 596 \(General\)](#) under the *Highway Traffic Act* (HTA).

**2. Updated Collision Coding Standards for Micromobility Vehicles**

The Ministry of Transportation relies on police-reported collision information to evaluate the safety risks and impacts of emerging vehicle types. This memorandum provides

updated coding standards for documenting collisions involving the vehicle types specified in the Table below. These changes are effective immediately.

***Coding Identifiers for Reportable Collisions involving Micromobility Vehicles***

Vehicle	Collision Report Coding Standards	
	'Vehicle Type' Field*	'Body Style' Field
E-scooter	E-scooter (Code 38)	"PS" for personal units
		"SS" for shared (rental) units
E-bike	E-bike (Code 37)	"PA" for pedal-assist
		"TP" for throttle-propelled
		"MP" for moped-style
		"MC" for motorcycle-style
Cargo E-bike	E-bike (Code 37)	"CC" for commercial cargo units
		"PC" for personal cargo units
Golf Cart	Golf Cart (Code 39)	

\* *Micromobility Vehicle Type codes were introduced as of Jan 29, 2023.*  
*Visual examples of common vehicle types are provided in the appendix for reference.*

Please note that the same coding standards apply whether collisions are reported using the Motor Vehicle Collision Report ("MVCR") form (SR-LD-401) or an electronic collision data system. The new micromobility coding method does not require any updates to the current collision reporting IT systems. Police services are asked to incorporate the instructions in this memorandum into their current reporting practices.

An updated MVCR Manual and Micromobility Collision Coding Reference Chart reflecting the changes noted are attached. If there are any questions regarding updates to Ontario's collision reporting requirements, please contact Raj Cheema, Manager, Road Safety Program Development Office at [Raj.Cheema@ontario.ca](mailto:Raj.Cheema@ontario.ca).









Thank you for your assistance in communicating these changes.

Sincerely,



Marcelle Crouse  
Associate Deputy Minister  
Transportation Safety Division  
Attachments: Micromobility Collision Coding Reference Chart, MVCR Manual

# Micromobility Collision Coding Reference Chart

Vehicle	Device Type	Description	Example	Collision Coding Standards	
				'Vehicle Type' Field	'Body Style' Field (New free text values)
<b>E-Bike (Power-Assisted Bicycle)</b>  Max. 32 km/h Max. 120 kg Max. 500 W	Pedal Assist	Traditional bicycle design and <u>must be pedalled</u> to engage battery power.		<b>E-Bike</b> (Code 37)	<b>PA</b> <i>(denotes 'pedal assist')</i>
	Throttle Propelled	Traditional bicycle design and can be <u>propelled without pedalling</u> .		<b>E-Bike</b> (Code 37)	<b>TP</b> <i>(denotes 'throttle propelled')</i>
	Moped Style	Moped design with a seat, pedals, step-through frame, and a platform footrest.		<b>E-Bike</b> (Code 37)	<b>MP</b> <i>(denotes 'moped')</i>
	Motorcycle Style	Motorcycle design with a straddled seat and pedals.		<b>E-Bike</b> (Code 37)	<b>MC</b> <i>(denotes 'motorcycle')</i>
<b>Cargo E-Bike (Pilot Project)</b>  Max. 32 km/h Min. 55 kg Max. 1000 W Max. 4.0 m (L) x 1.3 m (W) x 2.2 m (H)	Personal Cargo E-Bike	E-bike equipped with pedals and a platform or box used to carry large items.		<b>E-Bike</b> (Code 37)	<b>PC</b> <i>(denotes 'personal cargo')</i>
	Commercial Cargo E-Bike	E-bike with pedals, a platform or box owned by a commercial entity and used for commercial purposes (e.g., Purolator, FedEx).		<b>E-Bike</b> (Code 37)	<b>CC</b> <i>(denotes 'commercial cargo')</i>
<b>E-Scooter (Pilot Project)</b>  Max. 24 km/h Max. 45 kg Max. 500 W	Personal E-Scooter	Kick-style electric scooter used for personal mobility.		<b>E-Scooter</b> (Code 38)	<b>PS</b> <i>(denotes 'personal scooter')</i>
	Shared (Rental) E-Scooter	Kick-style electric scooter device from a local shared mobility provider.		<b>E-Scooter</b> (Code 38)	<b>SS</b> <i>(denotes 'shared scooter')</i>

# **Motor Vehicle Collision Reporting Manual**

**Ontario Ministry of Transportation**

**June 1, 2024**

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## Amendment Notice

MVCR

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Name of Manual	Prefix	Amendment	Date
Motor Vehicle Collision Report Manual	MVCR	4	June 2024

This page lists the subjects revised in this amendment.

Changes in This Amendment	
Introduction: General	MVCR 0101
Form: Vehicle	MVCR 0210
Classification of Collisions: Box 42	MVCR 0322

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## Amendment Record

MVCR

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Amendment Number	Date
1	March 1989
2	April 2011
3	August 2015
3	January 2023
4	June 2024



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# HOW TO USE YOUR MANUAL

MVCR

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## Summary

Sections are the major divisions of this manual. This manual contains four sections, each section is given a two digit number as follows:

Section	Contents
01	Introduction
02	Form
03	Template
99	Index

### Introduction

This section must be read before completing the collision form.

### Form

This section contains explanation of fields on the form.

### Template

This section contains an explanation of all codes on the template or overlay.

## Subject

Subjects are divisions of a section. The subject number appears at the top of each page as part of the procedure number.

## Numbering

This manual uses a four digit numbering system to identify the Section and Subject. The first two digits are the Section number and the last two digits are the Subject number, e.g., 0314 is **Section 03 Template, Subject 14 Towed Vehicle**.

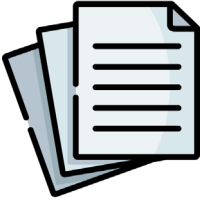
The numbers are located in the top right hand corner of each page.

## Finding Information

Refer to the Table of Contents located at the front of the Manual.

**Revision Mark**

The REV icon indicates revisions and sections that came into effect on January 29, 2023. Please ensure you are familiar with these changes related to collisions occurring on January 29, 2023 or later.

**Paper Icon**

**Paper Form Only:** Instructions with this icon apply only to police using the paper form to collect collision data.

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MVCR 0000

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## INTRODUCTION

General

MVCR 0101

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### Summary

Motor Vehicle Collision Reporting is completed in the event of a collision that involves at least one motor vehicle that is in motion at the time of a collision or involves a Dooring incident.

Motor Vehicle Collision Reporting serves a variety of users including:

- police officers
- traffic engineers who analyze collisions and trends for highway design and maintenance
- traffic collision researchers who analyze collision statistics
- traffic legislation and collision prevention
- involved persons, their lawyers and insurance companies

### How is Collision Reporting Completed?

Police use either digital software or a paper form (example below) to collect collision data. While the majority of information in this manual applies to both data collection formats, a number of instructions apply to the paper form only. These sections are identified with the paper form only icon.

Digital software interfaces vary, and so for instructions specific to their software, police should consult their software provider.

Regardless of the data collection method, data is submitted to the Ministry of Transportation digitally, and a PDF report of the collision is produced. The report is similar in format to the paper form, with a few differences for readability.

SR-LD-401 (Upper)

Column 1 is used for Vehicle 1, Driver 1 and Trailer 1 information.

Column 2 is used for Vehicle 2, Driver 2 and Trailer 2 information.



For collisions involving more than two vehicles, use additional SR-LD-401 forms, e.g., for Vehicle 3 or Vehicle 3 and Vehicle 4 use an additional form. Stroke out the Column 1, 2 number and write in 3, or 3 and 4 respectively as needed.

For more information, see the topic called *Multiple form Reports* in MVCR 0103.

**Definition of Collision**

For the purposes of collision reporting, a collision is the contact resulting from the motion of a motor vehicle or streetcar or its load, that produces beyond property damage, injury or death.

Additionally, a motor vehicle is deemed to be involved in a collision if any door of the motor vehicle that is open or opening comes into contact with a cyclist, a bicycle or a moving vehicle, even if the motor vehicle is stationary, stopped or parked.

The term collision indicates that the initial point of contact involves at least one motor vehicle or streetcar.

Motor Vehicle Collision Reporting is used for reporting off-road vehicle collisions whether they occur on or off a public roadway.



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**Motor Vehicle Defined**

For the purposes of this guide, motor vehicles refer to vehicles that are defined under HTA.

**Note:** A street car is not a motor vehicle under the HTA definition.

**Offroad Vehicles Defined**

Off-road vehicles are captured within the HTA definition of motor vehicle, specifically "any other vehicle propelled or driven otherwise than by muscular power." The HTA also points to the definition in the Off-Road Vehicles Act, which states:

"Off-road vehicle" means a vehicle propelled or driven otherwise than by muscular power or wind and designed to travel,

- on not more than three wheels, or
- on more than three wheels and being of a prescribed class of vehicle; ("véhicule tout-terrain")

Ontario Regulation 316/03 provides further direction on types of Off-Road Vehicles and their operation.

**Motorized Snow Vehicles Defined**

A motorized snow vehicle is defined as a self-propelled vehicle designed to be driven primarily on snow.

**Definition of Collision Motorized Snow Vehicle or Off Road Vehicle**

For the purposes of collision reporting, a collision is the contact resulting from the motion of a motorized snow vehicle or off road vehicle or its load, that produces property damage, injury or death.

**Contact Defined**

Contact refers to contact to both internally and externally of the motor vehicle.

**Motion Defined**

For vehicles equipped with automatic transmission, motion refers to a moving vehicle with driver in the driver seat and/ or:

- wheels turning and axles rotating
- skidding (moving with wheels locked, axles not rotating)

- stopped with the engine running and the gear in any other position other than PARK or NEUTRAL

For vehicles equipped with manual transmission, motion refers to a moving vehicle with driver in the driver seat and/or:

- wheels turning and axles rotating
- skidding (moving forward with wheels locked, axles not rotating)
- stopped with the engine running and in any gear but NEUTRAL

**Note:** A parked vehicle does not constitute a vehicle in motion.

A rolling driverless vehicle is considered to be in motion.

## Reportable Collisions

Motor Vehicle Collision Reporting must be completed and electronically submitted to the Ministry of Transportation for any collisions which involve at least one motor vehicle and where the collision meets at least one of the following conditions:



Conditions
<ul style="list-style-type: none"> <li>• results in a fatality within 30 days</li> <li>• results in injury to one or more persons</li> <li>• results in total damage exceeding \$2000 (increases to \$5000 as of January 1, 2025)</li> <li>• involves at least one motorized snow vehicle where total damage exceeds \$400</li> <li>• Involves dooring, when a passenger or driver opens a door in the path of a cyclist, bicycle, or moving vehicle</li> </ul>

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**Hit and Run Collisions**

Reports of hit and run collisions should not be delayed until driver(s) are apprehended. If a driver is later apprehended, amended information must be submitted within 10 days.

**Non-Reportable Collisions****Conditions**

Motor Vehicle Collision Reporting does not have to be completed if the collision:

- was not a dooring collision
- did not involve injury/fatality, and
- total damage not exceeding \$2000 (increases to \$5000 as of January 1, 2025), or
- total damage is less than \$400 for a motorized snow vehicle

**Hit and Run Drivers**

For non-reportable collisions which involve hit and run drivers, if the driver is apprehended before the report is completed, the report is not submitted to MTO. It may be retained by the investigating police service.

**Submission Requirements**

Collision reporting must be submitted to the Ministry of Transportation in a digital format within 10 days of the collision date.

**Questions from Police**

If you are unsure whether motor vehicle collision reporting needs to be completed, contact Police or MTO.

If the incident does not meet the definition of a motor vehicle collision as outlined in the introduction, do not report the collision event to the ministry.

**Note:** Municipalities or police services may require the form to be completed as per their service policy for these types of collisions, but the data is not required to be submitted to MTO.

For clarification or interpretation of coding, Police Services may contact [Collision.Reporting.Support@ontario.ca](mailto:Collision.Reporting.Support@ontario.ca).

**To Order MVCR  
Forms (SR-LD-401)**

To order Motor Vehicle Collision Report forms, send requests to:  
[SigningAuthorityOrders@ontario.ca](mailto:SigningAuthorityOrders@ontario.ca).

Allow four to six weeks for delivery.

**MVCR Manuals**

The Motor Vehicle Collision Report Manual is only available in digital format.

The most current edition can be downloaded from the MTO Collision System website: [intra.ecollision.mto.gov.on.ca](http://intra.ecollision.mto.gov.on.ca).

Or by emailing: [Collision.Reporting.Support@ontario.ca](mailto:Collision.Reporting.Support@ontario.ca)

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## INTRODUCTION

### Vehicles

MVCR 0102

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#### Summary

The definitions and interpretations as contained in the Ontario Highway Traffic Act, the Off Road Vehicles Act, and the Motorized Snow Vehicles Act apply in this manual.

#### Motorized Snow Vehicles

Motor Vehicle Collision Reporting is used for reporting of motorized snow vehicle collisions whether they occur on or off a public roadway as required by the Motorized Snow Vehicles Act.



#### Off-Road Vehicles

Off-road vehicles are captured within the HTA definition of motor vehicle, specifically "any other vehicle propelled or driven otherwise than by muscular power." The HTA also points to the definition in the Off-Road Vehicles Act, which states:

"Off-road vehicle" means a vehicle propelled or driven otherwise than by muscular power or wind and designed to travel,

- on not more than three wheels, or
- on more than three wheels and being of a prescribed class of vehicle; ("véhicule tout-terrain")

Ontario Regulation 316/03 provides further direction on types of Off-Road Vehicles and their operation.

#### Trailers

Where a vehicle is towing more than one trailer, additional trailers are recorded in the Trailer Section on a separate form and cross referenced.

Areas to identify towed vehicles, trailer types and trailer connections are included on the form. Diagrams showing the various types of connections are included in this manual (see 0314 for details).

#### School Bus

Under the HTA, the definition of a school bus means a bus that:

- is painted chrome yellow

- displays on the front and rear thereof the words “school bus” and on the rear thereof the words “do not pass when signals flashing”.

**School Purpose  
Vehicles**

A school purpose vehicle is a vehicle leased or contracted for the transportation of pupils to and from school.

---

## INTRODUCTION

### General Rules

MVCR 0103

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#### Paper Form General Rules

If collecting collision data using a paper format prior to electronic submission to the MTO, investigating officers must complete each area of the SR-LD-401 form as follows:


- Write U/K in the text field or 00 in the box field for unknown.
- If no information is available for an area, draw a diagonal line through the field.
- If the Driver wears corrective lenses, enter an X in the Cond. box.

**Note:** Ensure that printing on the form is neat and legible.

**Time** Time is reported using the 24-hour clock (military time), as follows:

Time	Enter
1:00 a.m.	0100
1:00 p.m.	1300
midnight	0000
noon	1200

**Dates** Dates are entered using the System International (SI) format. The numeric sequence of YY/MM/DD is used for year/month/day, e.g., write 10-04-21 for April 21, 2010.


 **Names** All surnames are entered surname first in capital letters, followed by first given name in full and initials, e.g., HOWARD, John F.G.

**Assigning Drivers and Vehicles** When assigning designations D1, D2, V1, V2 to drivers and vehicles, designate D1 and V1 as the at fault or most at fault driver as determined by the investigating officer.

**Driver's Address** Exact information must be entered to locate the person in question, e.g., street and house number, municipality or lot, concession and rural route. See Section 9903 for details on street abbreviations.

**Code Box Abbreviations** Abbreviations shown on the template include:

Code	What it Means
D1	Driver 1
P1	Pedestrian 1
R1	Road 1
V1	Vehicle 1

 **Code Box Errors** If you make an error on the original report which cannot be corrected legibly, cross out the box. Enter the box number and the correct code in one of the Error Entry boxes on the lower right side of the form.



**Note:** Correction using the error code boxes does not change the report type to "amended".

### Multiple Selections

Some form areas/boxes allow for multiple selections.

### Multiple Form Reports

Each report form contains space for:

- one to two Drivers
- one to two Vehicles (with or without one Towed Vehicle each)
- one to five Involved Persons

**Note:** A maximum of two persons may be pedestrians.

Use additional forms if the collision involves more than five involved persons or more than two pedestrians or more than two vehicles or double trailers.

Those areas of the additional forms that identify Diver 1 or 2, and Vehicle 1 or 2 may be changed by stroking out the identifying number and placing the correct one beside it, e.g., V3, V4.

Common information such as location, road jurisdiction, road surface and other descriptions/codes do not have to be repeated on the subsequent forms.

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---

**FORM****Collision Number****MVCR 0201**

---

**Summary**

1. Enter the file number designated by the police service
2. Enter the appropriate collision number according to the format used by the police service reporting the collision.

**Note:** Municipal Jurisdictions use their own format for a collision number.

---

---

**FORM****Collision Date****MVCR 0202**

---

**Summary**

Enter the collision date in YYMMDD format. If the date of the collision is not known, enter the date on which the collision was reported.

**Day of the Week**

Enter the abbreviated alpha description, i.e., Mon, Tue, Wed, Thu, Fri, Sat or Sun.

**Time**

Enter the time using the 24 hour clock (military time), as follows:

Time	Enter
1:00 a.m.	0100
1:00 p.m.	1300
midnight	0000
noon	1200

**Example**

Collision Date	Y	M	D	Day of the Week	Time (24 Hr.)
	2	0	1	Wednesday	13 : 35
	2	5	8		

---

---

# FORM

## Report Type

MVCR 0203

---

### Summary

This field defines the type of report being submitted.



### Original

For the first report of the collision to be submitted, enter X beside "Original." Do not record as amended if changes are captured using the error code boxes.



### Amended

For a revised issue of a previously submitted report beside "Amended." Do not use a photocopy of the original report.

For an Amended Report, include the following Fields/Code Boxes for cross referencing:

- Collision Number, if any
- Collision Date
- Classification of Collision, Box 42
- Name of Investigating Officer
- Badge No.
- Div./Stat./Det.
- Name of Submitting Police Service
- Location
- Municipality
- Driver's Licence Number for one driver

#### **If the Driver's Licence Number is Not Available**

If the Driver's Licence number is not available, enter the Driver's Name, Address, Sex and Date of Birth.

---

If Name, Address, Sex and Date of Birth are not available, enter the Plate No. and Province of registration.

### **Record Only New Information**

Record only new information. If cross referencing information has changed, enter both new and old information.



### **Fail to Remain**

According to the Highway Traffic Act, every person in charge of a vehicle that is directly or indirectly involved in a collision shall remain at the scene. Record if the driver(s) failed to remain at the site of a collision. The report is recorded as "Fail to Remain" even if the driver(s) are subsequently apprehended.

If the driver of a vehicle involved in a dooring collision leaves the scene, record them as 'Fail to Remain,' regardless of whether it was the passenger or the driver who opened the door. Passengers cannot be recorded as 'Fail to Remain,' as this field is driver-specific.



### **Self Reporting**

Indicate that the collision is self reported in cases where the collision is being reported by a member of the public and no police officer was present at the scene of the collision.

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---

**FORM****Time Officer Arrived or Date Collision Was  
reported to Police Service****MVCR 0204**

---

**Summary**

Enter the date and time the police officer arrived at the collision site.

If the collision is reported to police on a later date, enter the date and time the collision was reported.

Enter the time using the 24 hour clock (military time), as follows:

<b>Time</b>	<b>Enter</b>
1:00 a.m.	0100
1:00 p.m.	1300
midnight	0000
noon	1200

---

---

**FORM****Emergency Equipment****MVCR 0205**

---

**Summary****Emergency Service Provider(s) Present**

This field is for recording emergency equipment at the collision site and the service performed.

Multiple selections are allowed.

**Emergency Equipment in Attendance**

The investigating officer records all emergency equipment in attendance at the collision, including:

- Fire truck (01)
- Ambulance (02)
- Air rescue (03)
- Hydro - electricity and pole repair (04)
- Ministry of Transportation (MTO) vehicles - lane blocking, road clearing or maintenance, traffic control (05)
- Other (99)

Emergency equipment does not include tow trucks.

**Service Performed**

Enter the service performed (text).

---

**FORM****Dangerous Goods Involvement****MVCR 0206**

---

**Summary**

For each vehicle transporting dangerous goods, enter the Product Identification Number (P.I.N.) obtained from the placards on the vehicle, and the associated country code. Unless otherwise specified on the placard, the country code is UN for United Nations.

If the number is not available, leave blank.



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**FORM****Investigating Police Officer/Service****MVCR 0207**

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**Summary** Record information on the investigating officer and police service in this area.

**Name of Investigating Officer** Enter your surname first in capital letters, followed by first given name in full and initials.

**Badge No.** Enter the badge number of the investigating officer.

**Div./Stat/ Det.** The Division, Station or Detachment. Descriptors may be alpha or numeric, e.g., traffic division or station 52.

**Plat/Squad** Enter the Platoon or Squad. It is usually numeric.

**Name of Submitting Police Service** Enter the name of the submitting Police Service.

**Example**

Name of Investigating Officer DOE, Jack J	Badge No. 2468	Div./Stat./Det. Traffic	Plat/Squad 1234
Name of Submitting Police Service Anywhere Police Service			

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**FORM****Location****MVCR 0208**

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**Summary**

The location is vital for provincial, municipal and rural collision data systems. For legal and engineering purposes it is important that the location data is accurate.

**Road 1/Road 2  
(R1/R2)  
Traffic way and  
Reference Point**

If a collision occurs at an intersection, then information about both roadways (i.e., road name, highway, suffix) is reported. Road 1 is assigned as outlined below.

If the collision occurs at a non-intersection location, then information about Road 1 (R1) is reported, while the R2 field contains information about a reference point instead. The distance from the collision to the Reference Point is recorded in the 'Distance' field, in order to locate the collision along Road 1.

**Intersection Same Road Authority**

If the collision occurs at the intersection of two or more roadways which fall under the jurisdiction of the same road authority, Road 1 is assigned in the following order of priority:

- freeways, i.e., QEW or 400 series.  
QEW first and remaining freeways in numerical order, starting from the lowest number
- through highway
- larger roadway by number of lanes
- heaviest volume
- alphabetical order
- numerical order, lowest number first

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### Intersection Different Road Authorities

If the collision occurs at an intersection that is under the jurisdiction of more than one road authority, Road 1 is the roadway under the jurisdiction of the more senior authority. Jurisdiction is assigned according to the following order of seniority:

- federal
- provincial
- regional/district municipality
- municipality
- county or district
- township

**Note:** Where two or more roadways are under the jurisdiction of the same road authority, Road 1 is determined as outlined above in Same Road Authority.

### Non-Intersection

Road 1 is designated as the road where the initial impact occurred even if the collision concludes on another roadway. A reference point is entered in R2, as outlined below.

### Reference Point

The reference point is used as an additional method to confirm the location of a collision along a stretch of roadway (R1). Suitable points of reference are other roadways, bridges, houses or buildings or other permanent, identifiable objects. Trees, fences, rock faces and light/ hydro poles are *not* suitable.

When a reference point is entered, the 'Distance' field is also completed (e.g. R1: On Purple St, Reference Point: Green St, Distance: 120m W)

**Distance**

The 'Distance' field is completed when a reference point is entered, and contains three pieces of information:

- numerical value of the distance from the reference point to the collision site
- whether the numerical distance value is given in metres (m) or kilometres (km)
- the direction from the reference point to the collision site, north (N), south (S), east (E), west (W).

**Note:** Only one direction can be chosen. Do not enter 'NW' or 'SE'.

**Parking Lots**

For parking lots and other off-highway collisions, if using a paper form, enter the property name (e.g. Purple Plaza Lot) as R1 and enter the street address of the parking lot as R2 (see example below). If using a digital format, enter the parking lot or other off-highway location in the description field of R1, and not in the R1 field.

**Ramp No.**

For locations where the collision is on a ramp, the ramp number is derived based on GPS Coordinates. OPP can also look up the Ramp No. using the MTO's Location Management System. The Ramp No. is displayed in the R1 (Trafficway) or R2 (Reference Point) fields of the PDF collision report.

**Highway No.**

For collisions occurring on provincial highways or at a ramp intersection, report the Highway No. in the R1 (Trafficway) or R2 (Reference Point) fields.

**Municipality**

Enter the name of the municipality.

**County, District or Reg. Municipality**

Enter the name of county, district or regional municipality.



**GPS Latitude/GPS Longitude**

The GPS coordinates of the collision site are entered. This is a required field.

The format is decimal degrees. A minimum of four significant decimals is required, but more may be provided.

Note that longitude is presented as a negative value on the report, as Ontario is west of the prime meridian. Latitude is presented as a positive value as we are north of the equator.

Example:

Latitude: 45.35574      Longitude: -77.01211

**Examples**

**Parking Lot**

Location	R1	Trafficway (i.e., Road Name, Highway, Ramp No., Suffix) <b>On Purple Plaza Lot</b>	Distance <input type="checkbox"/> M. <input type="checkbox"/> Km.	Check as applicable <input type="checkbox"/> N. <input type="checkbox"/> S. <input type="checkbox"/> E. <input type="checkbox"/> W.	GPS Latitude 4   4 . 9   5   8   4   3
	R2	Reference Point <b>2345 Purple Plaza Centre</b>	Municipality <b>Purpleville</b>	County, District, Reg. Municipality	GPS Longitude -   7   6 . 5   3   4   1   9

**Non-Intersection**

Location	R1	Trafficway (i.e., Road Name, Highway, Ramp No., Suffix) <b>Avenue Street</b>	Distance 105 <input checked="" type="checkbox"/> M. <input type="checkbox"/> Km.	Check as applicable <input type="checkbox"/> N. <input type="checkbox"/> S. <input checked="" type="checkbox"/> E. <input type="checkbox"/> W.	GPS Latitude 1   2 . 3   4   5   6   7
	R2	Reference Point <b>Boulevard Road</b>	Municipality <b>Anywhere</b>	County, District, Reg. Municipality	GPS Longitude -   9   8 . 7   6   5   4   3

**At Intersection**

Location	R1	Trafficway (i.e., Road Name, Highway, Ramp No., Suffix) <b>Collins Bay Rd.</b>	Distance <input type="checkbox"/> M. <input type="checkbox"/> Km.	Check as applicable <input type="checkbox"/> N. <input type="checkbox"/> S. <input type="checkbox"/> E. <input type="checkbox"/> W.	GPS Latitude 4   4 . 2   5   0   0   8
	R2	Reference Point <b>Taylor Kidd Blvd.</b>	Municipality <b>City of Kingston</b>	County, District, Reg. Municipality	GPS Longitude -   7   6 . 6   1   0   5   9

**On Highway**

Location	R1	Trafficway (i.e., Road Name, Highway, Ramp No., Suffix) <b>Hwy 401</b>	Distance 1 <input type="checkbox"/> M. <input checked="" type="checkbox"/> Km.	Check as applicable <input type="checkbox"/> N. <input type="checkbox"/> S. <input type="checkbox"/> E. <input type="checkbox"/> W.	GPS Latitude 4   4 . 4   4   8   1   1
	R2	Reference Point <b>Larue Mills Rd</b>	Municipality <b>Mallorytown</b>	County, District, Reg. Municipality	GPS Longitude -   7   5 . 8   9   1   8   3

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**FORM****Driver****MVCR 0209**

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**Summary**

D1 is assigned to the driver which is the initiator of the collision, i.e., D1 strikes D2.

**Note:** D1 is the person whom was deemed to be at fault or most at fault as determined by the investigating officer.

In this section all data pertinent to the drivers is entered.

**Driver**

Enter the Driver's first and last name. If completing a paper form, enter the driver's surname first in capital letters, followed by the first given name in full and initials, e.g., JONES, Brian A.

**Note:** If a pedestrian is involved in the collision, include pedestrian information in the involved persons section, not in the driver area.

If a single motor vehicle is involved with a pedestrian the driver regardless of whether or not they are at fault will be put in the D1/V1 section.



Cyclists should be recorded as drivers. However, they cannot be recorded in the D1 position; record them as D2 or later.

**Address**

Enter the driver's address.

**Telephone No.**

Enter the driver's telephone number.

**Driver's Licence Number**

Enter the driver's licence number in full.

**Driver's Licence Prov.**

Enter the name of the licensing Province/State & Country. Please use Canada Post abbreviations, e.g., BC, PE, ON etc.

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**Class** Enter the class of licence, e.g., A, B or G. For jurisdictions outside of Ontario, codes may be numeric.

**Cond.** Enter restrictive conditions and/or endorsements.

**Gender** Enter M for male, F for female, X for gender neutral. This field should reflect the value displayed on the 'Sex' field of the person's driver's licence or other identification at the time of the collision.

**D.O.B.** Enter date of birth in the sequence of year-month-day. Use only numbers, e.g., September 16, 1965 is entered as 65-09-16 or 1965-09-16.

**Proper Licence to Drive Class of Vehicle** Indicate if the driver has the proper licence to drive the vehicle.

**Suspended Driver** Indicate if the driver's licence is suspended.



**Dooring** Dooring collisions involve any door of a motor vehicle that is open or opening coming into contact with a cyclist, a bicycle or a moving vehicle, even if the motor vehicle is stationary, stopped or parked. All dooring collisions should be reported; there is no minimum property damage threshold.

For the purposes of collision reporting, the 'dooring' collision must involve a vulnerable road user using a non motor vehicle, such as a bicycle, e-bike, e-scooter or other micromobility. In these instances, complete the 'Dooring' field by selecting one of the available options (Driver, Passenger, Not Applicable).

A situation involving the door of motor vehicle hitting another motor vehicle should not be recorded using the 'Dooring' field. However, these collisions are still reportable, as long as one of the motor vehicles was in motion.

If a dooring collision involving a vulnerable road user has occurred, use the 'Dooring' field to indicate the following:

- **Driver** - the collision was a dooring collision, and the driver opened the door that came into contact with the cyclist, bicycle, or moving vehicle.
- **Passenger** - the collision was a dooring collision, and a passenger opened the door that came into contact with the cyclist, bicycle, or moving vehicle. Indicate which passenger opened the door by entering the passenger's seating position and the area of initial impact.

Or, if a dooring collision has not occurred but a response is required, indicate:

- **Not Applicable** - The collision was not a dooring collision.

MTO's collision reporting system requires a response for the 'Dooring' field in scenarios where the vehicle types and vehicle manoeuvres or sequence of events selected could potentially indicate a dooring collision.



If 'Dooring' has been indicated as either Driver or Passenger, the vehicle whose open door caused the initial impact should be recorded as Vehicle 1, even if that vehicle is parked or disabled. Also, record 'Single Motor Vehicle - Other' for the Initial Impact between the motor vehicle's door and the vulnerable road user, even in cases where additional motor vehicles are subsequently involved in later impacts (e.g. a cyclist collides with the open door of a parked motor vehicle and is thrown into a lane of live traffic, where they are struck by a second motor vehicle).

Under 'Sequence of Events - Movable Objects', the value of 'Open Door of Vehicle' can be selected for collisions involving the dooring of a vulnerable road user, as well as for collisions involving two motor vehicles. Note that it should be selected for the vehicle that hit the open door (not for the vehicle whose door was opened).

According to the Highway Traffic Act, every person in charge of a vehicle that is directly or indirectly involved in a collision shall remain at the scene. If the driver of a vehicle involved in a dooring collision leaves the scene, record them as 'Fail to Remain,'





regardless of whether it was the passenger or the driver who opened the door. Passengers cannot be recorded as 'Fail to Remain,' as this field is driver-specific.

**Blood Test Admin.**

Indicate if a breathalyzer, drug recognition test, or blood test was administered.

**BAC Test Results**

Indicate the results of any blood alcohol concentration tests conducted for each driver involved.

This field is required if a Driver Condition of 'Had been drinking', 'Ability impaired, alcohol' or 'Ability impaired alcohol (over 0.08)' is selected. If test results are not yet available, select 'Unknown'.

**<0.02:**

Test returned a BAC of less than 0.02, or found no evidence of alcohol.

**0.02 - 0.049**

Test returned a BAC between 0.02 and 0.049 inclusive

**0.05 - 0.079**

Test returned a BAC value between 0.05 and 0.079 inclusive.

**0.08 - 0.119:**

Test returned a BAC value between 0.08 and 0.119 inclusive.

**0.12 - 0.159:**

Test returned a BAC value between 0.12 and 0.159 inclusive.

**0.16 and over:**

Test returned a BAC value of 0.16 or more.

**Unknown:**

Test results are unknown.



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**FORM****Vehicle****MVCR 0210**

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**Summary**

Designations V1 and V2 are assigned to the vehicles in a collision, V1 is the vehicle the at fault driver or most at fault driver was operating at the time of the collision, e.g., V1 strikes V2.

If collision data is being collected using a paper format, write U/K for any fields that are unknown, and use a diagonal line to indicate fields that are not applicable (for example, CVOR number is not applicable if the vehicle is not a commercial vehicle). If using a digital format, leave unknown or non-applicable fields blank.

**Indirectly Involved**

Indicate if the vehicle action contributed to or caused a collision but did not sustain an impact, damage or injury to its occupants.

**Make/Year  
Model/Colour  
Body Style**

For Ontario licence plates, the Body Style field is auto-populated, based on the vehicle licence plate. Body style information for out-of-province licence plates and unlicensed vehicles is manually entered by the police officer.



Body Style is grouped into classes . Each class is associated with a series of codes for specific body types. More detailed information on the body types can be found in the Vehicle Policy Manual.

<b>Class</b>	<b>Code</b>	<b>Descriptor</b>
Passenger	CV	Convertible
Passenger	2D	2 door Sedan
Passenger	2B	2 door Hatchback
Passenger	4D	4 door Sedan
Passenger	4B	4 door Hatchback
Passenger	2W	2 door Stationwagon
Passenger	4W	4 door Stationwagon
Passenger	VN	Van
Passenger	MH	Motorhome

Passenger	SX	Sedan Extended Body
Passenger	TY	Utility (as in Sport Utility Vehicle)
Passenger	DB	Dunebuggy
Motorcycle	MS	Street
Motorcycle	MD	Dual Purpose
Motorcycle	MT	Scooter/ Limited Speed Motorcycle
Motorcycle	MB	Mini bike
Motorcycle	MW	Three wheel cycle
Moped	N/A	N/A
Trailer	FV	Freight Van
Trailer	OV	Open Top Van
Trailer	PF	Platform
Trailer	LB	Lowbed
Trailer	DP	Dump
Trailer	PL	Pole
Trailer	LV	Livestock
Trailer	AT	Auto Transport
Trailer	LT	Liquid Tanker
Trailer	DT	Dry Bulk Tanker
Trailer	MX	Transit Mixer
Trailer	BT	Boat
Trailer	TV	Travel
Trailer	TT	Tent
Trailer	TY	Utility
Trailer	HR	Horse
Commercial Truck	VN	Van
Commercial Truck	PD	Parcel Delivery Van
Commercial Truck	SD	Sedan Delivery
Commercial Truck	FV	Freight Van
Commercial Truck	OV	Open Top Van
Commercial Truck	ST	Stake/Rack
Commercial Truck	PF	Platform

Commercial Truck	DP	Dump
Commercial Truck	TX	Tank/Pumper
Commercial Truck	MX	Transit Mixer
Commercial Truck	WR	Wrecker
Commercial Truck	PR	Packer
Commercial Truck	CN	Crane
Micromobility	PA	Pedal Assist E-Bike
Micromobility	TP	Throttle Propelled E-Bike
Micromobility	MP	Moped Style E-Bike
Micromobility	MC	Motorcycle Style E-Bike
Micromobility	PC	Personal Cargo E-Bike
Micromobility	CC	Commercial Cargo E-bike
Micromobility	PS	Personal E-Scooter
Micromobility	SS	Shared (Rental) E-Scooter



**Note:** Abbreviations for colors may be used but are not recommended.

**Air Brake**

Indicate if there are air brakes.

**Plate No.**

Enter the plate number.

If the plate number does not match the vehicle registration (e.g. stolen plate, plate not authorized), select the option 'Plate/Vehicle Mismatch' and manually input the accurate VIN #, plate number and vehicle details (make, model, year, etc.) of the involved vehicle when submitting the data to MTO. This indicator may appear as a checkmark option but can vary based on your software.

**Prov.**


Enter the name of the Province/State/Country issuing the plate. Abbreviations may be used.



**Number of Occupants in Vehicle**

Enter the number of occupants in the vehicle including the driver.

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<b>Owner</b>	Enter the name of the owner of the vehicle, company name or surname first, followed by the first name in full and initials or indicate that the owner is the same person as the driver.
<b>Address Telephone No. Postal Code</b>	Enter the address, telephone number and postal code of the vehicle owner in the spaces provided. In instances where the owner and driver are the same, if using a paper form, draw a diagonal line through all three areas, and if using a digital format, leave these fields blank.
<b>Insurance Co. And Policy No.</b>	Enter the name of the insurance company and policy number for the vehicle or indicate that there is no insurance plan.
<b>CVOR No.</b>	If a commercial vehicle is involved, enter the Commercial Vehicle Operator Registration (CVOR) number.
<b>LIC. Class Required</b>	Enter the class of licence required to operate the vehicle.
<b>Loaded or Unloaded</b>	Indicate whether a commercial vehicle is loaded or unloaded.
 <b>Reported Approx. Speed</b>	Enter the approximate speed estimated by independent witnesses, drivers or the officer.
<b>Ride Hire Services</b>	<p>For each vehicle involved, record whether it was actively engaged in providing ride hire services at the time of collision (i.e. currently carrying passengers or on its way to pick up passengers).</p> <p>Ride hire services transport passengers between points not along a fixed route or schedule for a fee. These services include traditional taxi service and service provided by a transportation network company that arranges paid transportation in privately owned vehicles (ride-hailing). This field does not include delivery of goods, rental vehicles, car-sharing or public transit vehicles, although it does include public transit service offered through a taxi or a transportation network company (i.e. a transit agency is covering all or a portion of the cost of the trip in a taxi or ride-hailing vehicle).</p>

**Taxi**

Ride hire services provided by a driver in a vehicle designated solely for this purpose and regulated as a taxi.

**Ride-Hailing**

Ride hire services provided by a transportation network company (TNC), which arranges transportation in privately owned vehicles for financial compensation that is paid to the driver and to the TNC. Includes ride-sharing, in which the TNC arranges transportation for multiple people with similar trip origins and destinations in the same privately owned vehicle.



**Examples**

Vehicle <input type="checkbox"/> Indirectly Involved	Make	Year	Model	Colour
	Mack	2005	Convent	Black
	Body Style	Air <input type="checkbox"/> Y Brake <input checked="" type="checkbox"/> N		Plate No.
	TRA.			RM-2274
	Province	Number of Occupants in Vehicle		Ride Hire Services
	Quebec	1		<input type="checkbox"/> Ride-Hailing <input type="checkbox"/> Taxi
	Owner (Last Name, First Name)	<input type="checkbox"/> As above		Telephone No.
	Black Mack Trucking			905-691-9981
	Address (Unit No., Street No. and Name)			
331 Dorchester St.				
City/Town	Province	Postal Code	Country	
Montreal	Quebec	J6J 2A9	Canada	
Insurance Company <input type="checkbox"/> None			Policy No.	
Truckers Mutual			STE-7713-5C	

Vehicle <input type="checkbox"/> Indirectly Involved	Make	Year	Model	Colour	
	Kia	2020	Sedona	Blue	
	Body Style	Air <input type="checkbox"/> Y Brake <input checked="" type="checkbox"/> N		Plate No.	
	Vn			XYZ 789	
	Province	Number of Occupants in Vehicle		Ride Hire Services	
	Ontario	2		<input type="checkbox"/> Ride-Hailing <input type="checkbox"/> Taxi	
	Owner (Last Name, First Name)	<input checked="" type="checkbox"/> As above		Telephone No.	
	/				
	Address (Unit No., Street No. and Name)				
/					
City/Town	Province	Postal Code	Country		
/					
Insurance Company <input type="checkbox"/> None			Policy No.		
New Insurance Group			5555555555		

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**FORM****Trailer****MVCR 0211**

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 **Summary**

A trailer is any object equipped with wheels hauled by a motor vehicle and includes a towed motor vehicle. Details on the trailer are required even if the unit was not damaged.

If collision data is being collected using a paper format, write U/K for any fields that are unknown, and use a diagonal line to indicate fields that are not applicable (for example, CVOR number is not applicable if the vehicle is not a commercial vehicle). If more than one trailer is towed by a vehicle, information for the additional trailer(s) must be entered on additional forms.

**Make  
Plate No.  
Prov.**

Enter the make, plate number and issuing Province/State. Abbreviations are permitted.

If using a digital format to collect collision data, leave unknown or non-applicable fields blank.

**Owner  
Address  
Postal Code  
Telephone No.**

Enter the company or individual name, address, postal code and telephone number for the registered owner of the trailer or indicate if the owner of the trailer is the same as the owner of the vehicle.

**Insurance**

Enter the name of the insurance company and the policy number or indicate if the information is the same as for the vehicle.

**Examples**

<b>Trailer</b>	Make <b>Airstream</b>	Plate No. <b>CCM 112</b>	Province <b>Quebec</b>	
	Owner (Last Name, First Name) <input type="checkbox"/> As vehicle above <b>DOE, John J</b>	Telephone No. <b>(123) 456-789</b>		
	Address (Unit No., Street No. and Name) <b>123 Avenue Street</b>			
	City/Town <b>Cityville</b>	Province <b>Quebec</b>	Postal Code <b>C3C 3C3</b>	Country <b>Canada</b>
	Insurance Company <input type="checkbox"/> As Vehicle Above <b>The Insurance Co.</b>	Policy No. <b>123456789</b>		

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**FORM****Investigating Officer's Description and Diagram****MVCR 0212**

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**Summary**

Enter the text description, if possible, in the top portion of the diagram area using standard abbreviations. Details concerning the text description and diagram follow.

**Officers  
Description**

The text description is an investigation of the collision based on the facts gathered at the scene. When read in conjunction with the diagram, it provides a clear explanation of the collision.

When describing the actions of the involved vehicles or persons, include:

- what the unit was, e.g., Vehicle 1, pedestrian, involved person or animal
- direction of travel
- R1/R2 or road name
- position on road
- actions of vehicles/persons
- speed of vehicle

In the case of hit and run, indicate which vehicle left the scene of the collision, e.g. V1 (H&R).



Descriptions should be brief. Complete sentences are not required.  
The following abbreviations may be used:

Item	Abbreviation
vehicle which initiated the collision	V1
second vehicle or more	V2, V3, etc.
driver who initiated the collision	D1
second driver or more	D2, D3, etc.
pedestrian	P
directions	<ul style="list-style-type: none"> <li>• EB (eastbound)</li> <li>• WB (westbound)</li> <li>• NB (northbound)</li> <li>• SB (southbound)</li> </ul>
left turn/right turn	LT/RT
road	RD
highway	HWY
street	ST
left	Lt
right	Rt

## Diagram Contents

The diagram must clearly show how the collision occurred.

The diagram should contain the following data, if applicable:

- north arrow in the circle provided
- R1/R2 or road name(s)
- approximate impact area, located by the distance from the curb or edge of the roadway or any other relevant measurement

Include the area of impact measurement in the unused portion of the diagram section instead of on the diagram.

- If the vehicle left the roadway, measure the distance at an angle relative to the direction the vehicle was travelling at time of collision.

If no impact occurred, measure at right angles from the edge of the roadway.

- vehicle, pedestrians or animals at the impact area
- road markings, e.g., lane and intersection markings
- final vehicle locations
- traffic control signs at the scene
- object(s) which obstructed drivers view
- street widths
- road defect(s)

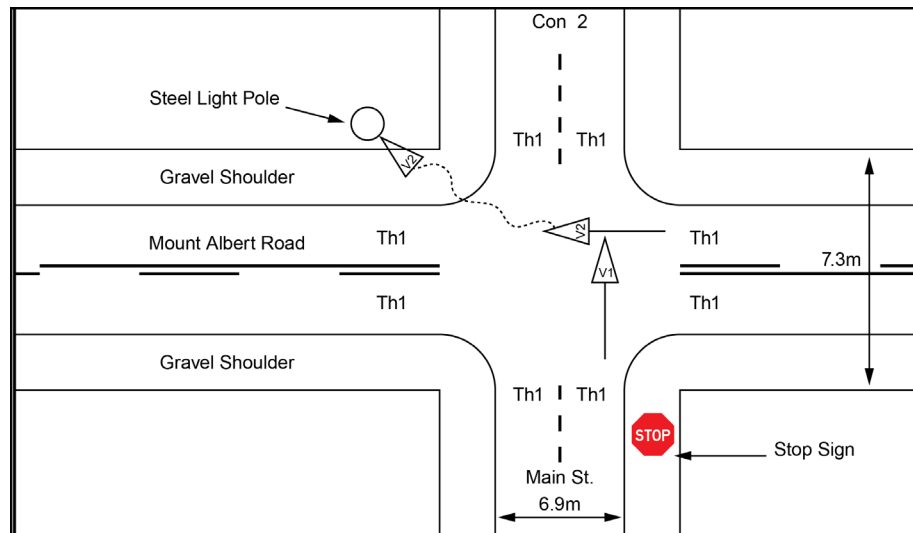
### Diagram Symbols

The following general rules apply to the diagram:

- a solid line indicates a vehicles path before impact
- a broken line indicates a vehicles path after impact
- use one arrowhead per unit
- put the vehicle/pedestrian number in the arrowhead
- the vehicle arrowhead must indicate the direction the unit was facing when it came to rest
- the symbols/paths must touch when contact occurs

**Note:** Symbols may be used to depict vehicles, pedestrians and animals.

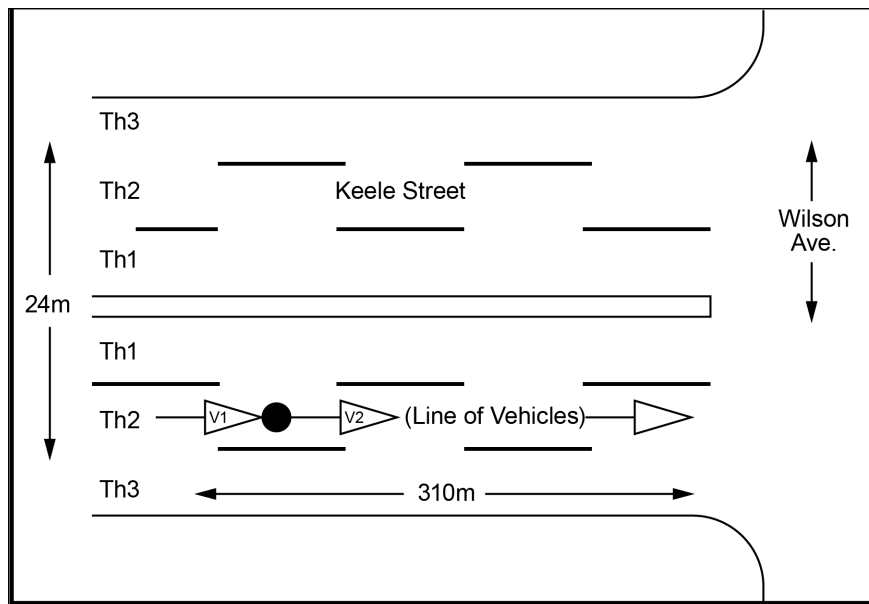
Examples



**V1 was NB on R1 at an unknown speed. V1 failed to stop at the stop sign and collided with V2 that was WB on R2 at 65km/h. After the impact, V2 lost control and struck a light pole on the NE corner.**

**Area of Impact was 1.2m south of north edge of roadway and 5.4m east of west edge of roadway.**

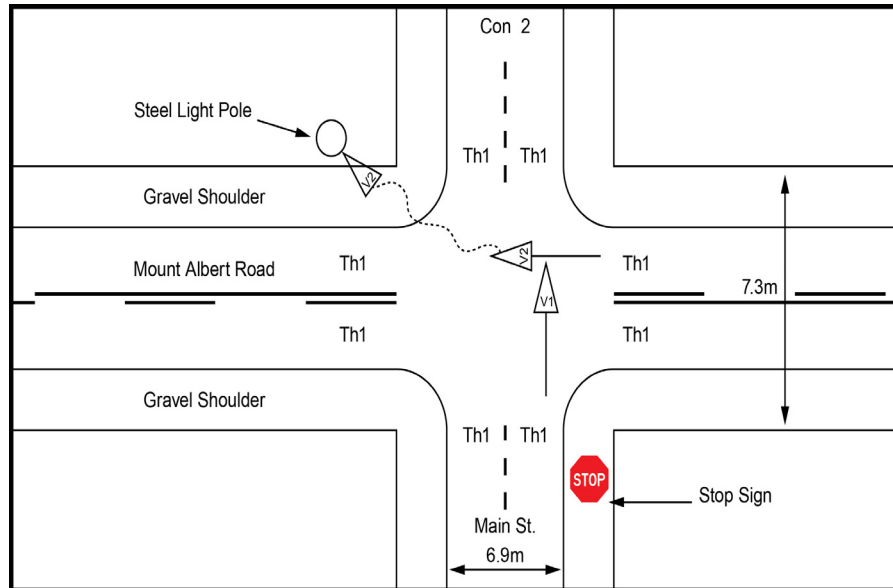
Note the North orientation and the use of symbols in the collision diagram.



**V1, V2 NB on Keele St. in L2 at less than 15 Km/h. V2 stopped for traffic queued at traffic signals. V1 failed to stop and struck the rear of V2.**

Note the placement of the point of impact information off the diagram and in written form. You may arrange the text and the collision diagram to provide sufficient space for both items.

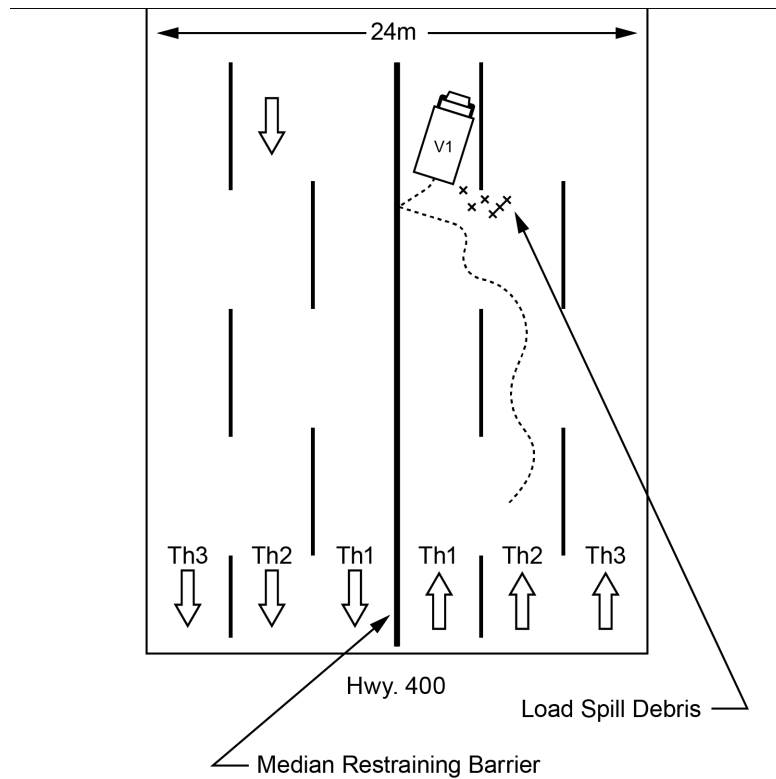
In multi-vehicle collisions the entire area of the first form may be used for the collision diagram. Use subsequent sheets for the collision description.



**V1 EB on 11th Ave. at a reported high rate of speed. V2 SB on Centre St., stopped at stop sign, then proceeded. V1 failed to stop at stop sign and struck V2.**

**Point of impact 7.0m E of the W curb line of Centre St., 6.0m N of the S curb line of 11th Ave.**

You may orient the required information as necessary.



**V1 NB on HWY 400 in L2 @100km/h lost control due to blow out of left front tire, struck median box beam barrier and rolled over, spilling load and coming to rest in L1 on Rt side.**

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**FORM****Lanes/Speed****MVCR 0213**

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**Summary**

Information pertaining to the speed limits and number of through lanes, as well as total number of all lanes is required. If collision occurred at an intersection, include information for Road 1 (R1) and Road 2 (R2).

**Number of Through Lanes**

Enter the total number of through lanes for each roadway.

Record the total number of through lanes for both directions of travel, including on divided facilities and complex freeways (i.e., for two through lanes in each direction, record the total number of through lanes as four).

For collisions on ramps or transfer lanes (lanes used to move from express lanes to collector lanes or vice versa), record only the number of lanes on the ramp or transfer.

**Number of All Lanes**

Enter the total number of all lanes for each roadway.

Record the total number of all lanes for both directions of travel, including on divided facilities and complex freeways.

Include through lanes, all types of turn lanes, passing, high occupancy vehicle/high occupancy toll (HOV/HOT), transit, speed change, and parking lanes. Do not include shoulders (left/right or bus by-pass) or bicycle lanes as part of the total lane number.

For collisions on ramps or transfer lanes (lanes used to move from express lanes to collector lanes or vice versa), record only the number of lanes on the ramp or transfer.

**Posted Speed Maximum**

Enter the maximum speed limit for each roadway. Speed limit signs are white with a black message. There is always a maximum speed, although statutory speed limits may not always be posted. For roadways in municipalities and built-up areas, the statutory speed

limit is 50km/hr. On undivided rural highways, it is 80km/hr. Ramps or right turn channels have the same posted speed as the through road.

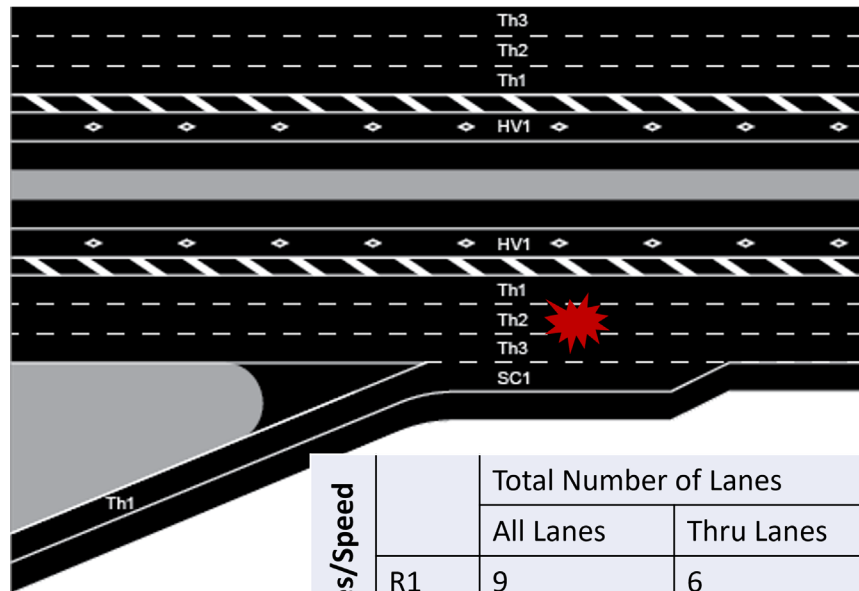
**Posted Speed Advisory**

Advisory posted speed limits are posted on ramps and curves.

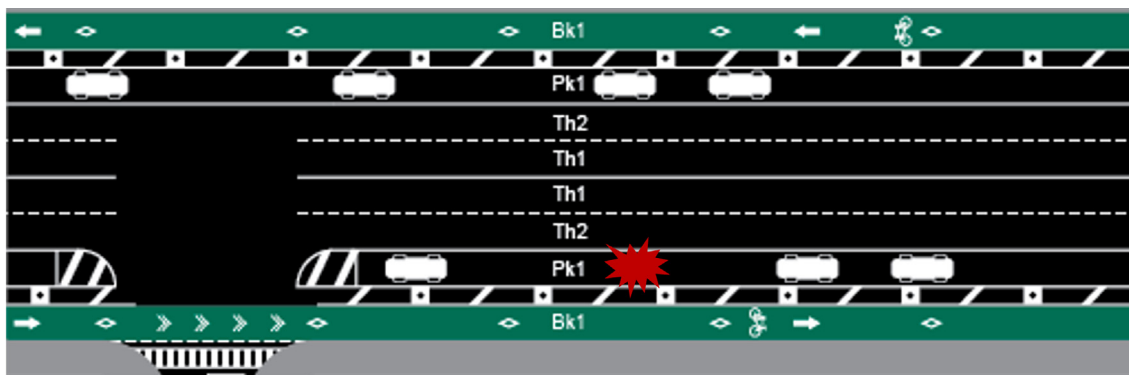
These are warning signs which are yellow with a black message.

In construction zones, signs are construction orange with a black message.

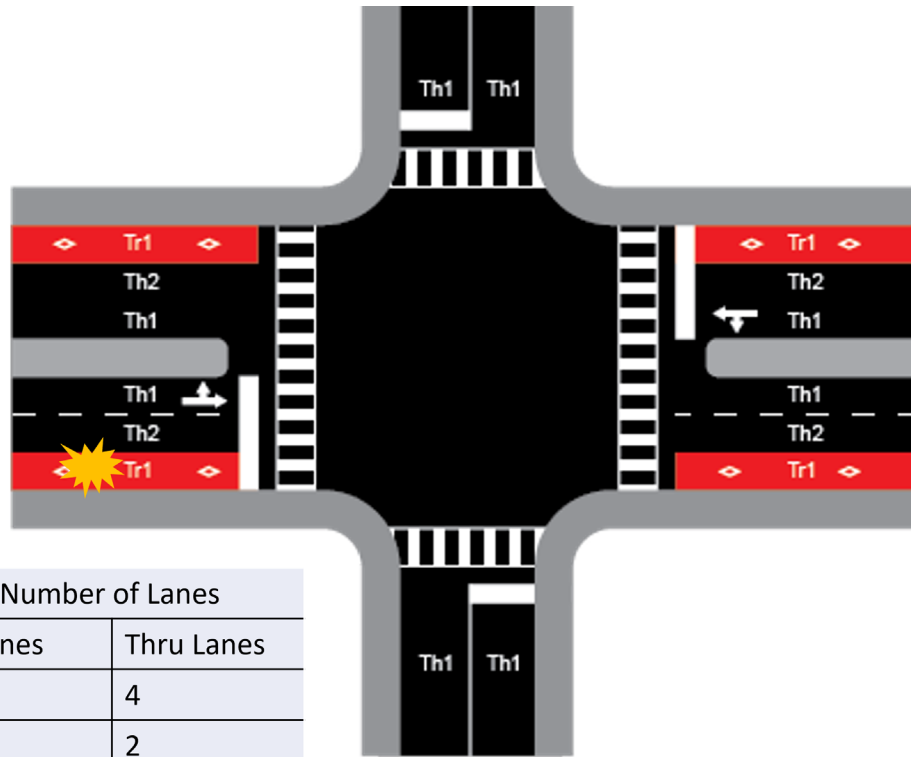
**Examples**



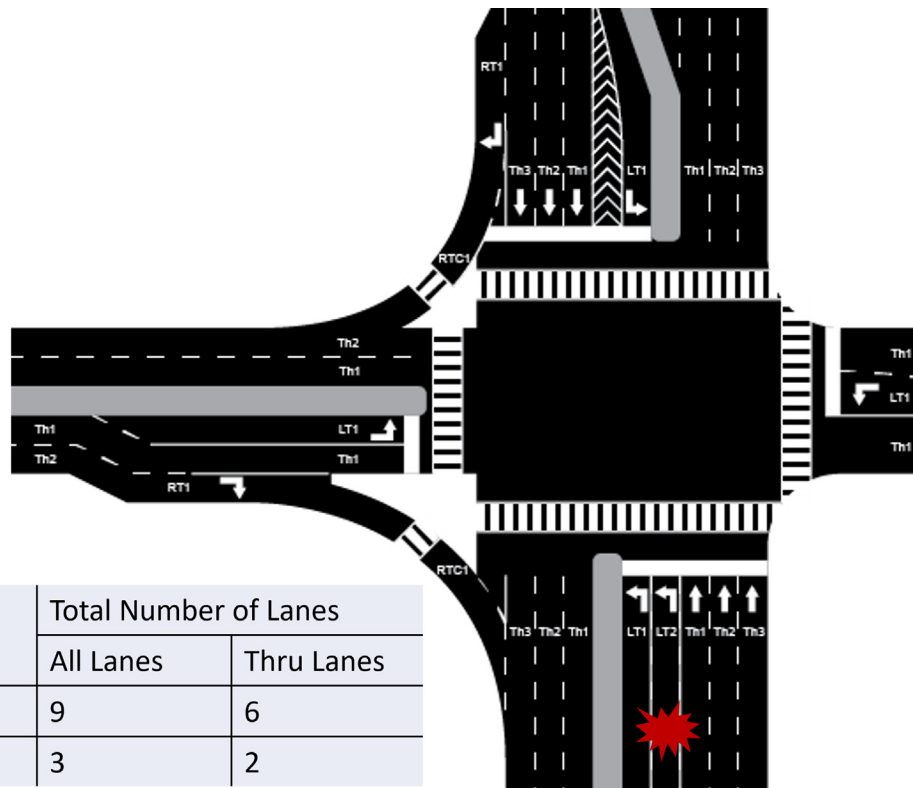
Lanes/Speed		Total Number of Lanes	
		All Lanes	Thru Lanes
	R1	9	6
	R2		



Lanes/Speed		Total Number of Lanes	
		All Lanes	Thru Lanes
	R1	6	4
	R2		



Lanes/Speed	Total Number of Lanes	
	All Lanes	Thru Lanes
R1	6	4
R2	2	2



Lanes/Speed	Total Number of Lanes	
	All Lanes	Thru Lanes
R1	9	6
R2	3	2



---

## FORM

### Description of Code(s) 95, 96, 97, 98, 99

MVCR 0214

---

#### Summary

Several fields provide categories for conditions not contained in the given selections. Normally, the selection is entitled Other. It does not include unknown items, but only items not included in the given selections.



If using a paper form, enter the code box number or field name and a description of the condition. If you need additional space, use the written description area of the form.

#### Examples

Descriptions of Code(s) 95, 96, 97, 98, 99  
48 - Pothole

Descriptions of Code(s) 95, 96, 97, 98, 99  
35A - Eating while driving

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# FORM

## Describe Damage to Other Property

MVCR 0215

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### Summary

If damage has occurred to public property, i.e., property other than the vehicle(s) involved, always report the collision and any resulting damage.

### Person and/or Agency Advised

Enter the name of the individual/agency.

#### Examples

Describe Damage to Other Property	Wooden fence	Person and/or Agency Advised	Municipality - City of Purpleville	Y	M	D	Time (24 Hr.)
				2	2	0	09 : 00
				5	1	0	

Describe Damage to Other Property	Guide rail	Person and/or Agency Advised	MTO	Y	M	D	Time (24 Hr.)
				2	2	0	20 : 34
				1	1	1	

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**FORM****Involved People - Injured Taken To/By****MVCR 0216**

---

**Summary**

If the collision involves injury or fatality, record the location where the involved person was taken and the means of transportation used to remove them from the scene. If an involved person claims to be injured, but chooses to seek medical attention at a later day, enter involved person number and add note: seek own medical attention.

The involved person number must match the involved person number in column 69. See Subject 0334.

**Example**

No.	Involved People - Injured Taken To/By
1	Seek own medical attention
2	Anywhere Hospital / ambulance
3	Seek own medical attention

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**FORM****Independent Witness - Name****MVCR 0217**

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**Summary**

Complete this field according to local Police Service policy.

Enter the name of the independent witnesses to the collision.

**Note:** If charges are laid, expected or pending, leave the box empty.  
The box remains optional for an investigation.

Additional details are not required.

**Witness  
Statements**

The method of recording driver and witness statements is determined by the individual Police Service.



The reverse of the form has been lined for your convenience.

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**FORM**

**Vehicle Taken To/By**

**MVCR 0218**

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**Summary**

Enter the address/ location to which each vehicle is transported and the name of the person or agency conveying it.

If using a paper form, draw a line through the field in instances where the vehicle is driven away/taken away by the driver.

If using a digital format, leave this field blank if the driver drives or takes the vehicle away themselves.

**Example**

Vehicle Taken To/By									
v1 112 Tow Road - Kingston Towing Co.									
v2									

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# FORM

## Persons Charged

MVCR 0219

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### Summary

Indicate which involved person is being charged and the relevant charges.

If using a digital format, this field may be associated with each involved person's information.

If using a paper format, complete this information in the **Persons Charged** field.



Record the section number and the Act or the bylaw under which the charge is laid. Indicate which driver is being charged. If a person other than the driver is charged as a result of the collision, enter the surname first in capital letters followed by the given name and initials.

If the charge involves an HTA charge for commercial vehicle, include Provincial Offences Ticket Number (POT) number. For multiple charges, include the most serious charges first: e.g., moving violations, then equipment violations.

Where applicable, abbreviations:

For	Enter
Driver 1/2	D1/D2
Highway Traffic Act	H.T.A.
Criminal Code	C.C.
Provincial Offences Ticket	P.O.T.

### Example

Persons Charged - Section and Act & P.O.T. No. D1 - Section 253(1)(a) C.C.
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**FORM**

**Name of Coroner**

**MVCR 0220**

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**Summary**

If applicable, enter the name and telephone number of the coroner involved in the investigation.

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**FORM****If School Aged Children Involved****MVCR 0221**

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**Summary**

If the pedestrian or cyclist is school aged, i.e., ages 4 to 18 inclusive, enter the name of their school.

Be aware that this data is required throughout the entire year whether or not school is in session.

This information is required for collision prevention programs conducted by the schools.



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**FORM**

**Signature of Investigating Officer/Supervisor**

**MVCR 0222**

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**Summary**

The investigating officer and their supervisor must sign and date the report.

**Signature of Investigating Officer**

The investigating officer signs the report and checks off that the report is completed. Enter the date that the report was completed in YYMMDD format.

**Signature of Supervisor**

The supervisor of the investigating officer signs the report and enters their badge number. Enter the date that the report was reviewed in YYMMDD format.

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## TEMPLATE

### Collision Location - Box 1

MVCR 0301

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#### Summary

The location of the first harmful event.

Collision location may be divided into 'On Roadway' or 'Off Roadway'.

On Roadway locations include:

- 01- Non Intersection
- 02- Intersection related
- 03- At intersection (and all sub-values)
- 04- At/near private drive
- 05- At railway crossing
- 06- Underpass or tunnel
- 07- Overpass or bridge
- 11- Turnaround (when road jurisdiction is not provincial, as in a divided freeway)
- 98 Other on highway

Off Roadway locations include:

- 08- Trail
- 09- Frozen lake or river
- 10- Parking lot
- 11- Turnaround (when road jurisdiction is provincial, as in a divided freeway)
- 12- Service centre
- 13- Truck inspection station
- 14- Rest area

- 99 Other off highway

Note that collisions occurring on the entry or exit lanes of a service centre, rest area or truck inspection station are considered 'On Roadway'. Enter 'Non-intersection' as the Collision Location in these cases. Enter 'Service Centre', 'Rest Area' or 'Truck Inspection Station' only if the collision occurred in the facility itself.

If collision occurred in a location which is not a public roadway, it is considered to be an Off Roadway collision. The public roadway as defined under the HTA includes the roadway and shoulder.

**CODE 01  
Non-Intersection**

There are no intersections, underpasses, overpasses, tunnels, bridges, private drives or railway crossings. The cause of the collision is not related to activity at a nearby intersection. For a definition of intersection see Code 03.

**CODE 02  
Intersection  
Related**

A collision is intersection related in any of the following situations:

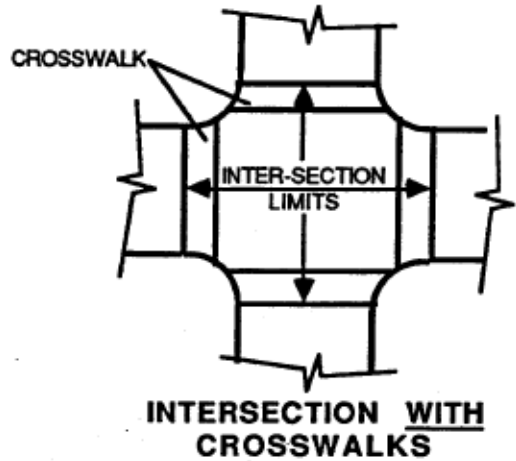
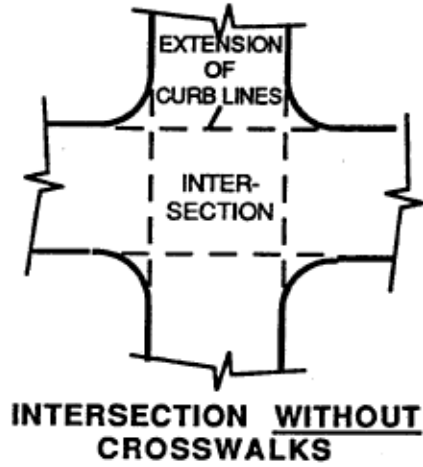
- a motor vehicle is moving toward an intersection, is within 100 m of the intersection and not turning into a private driveway
- a motor vehicle is moving away from an intersection in a turning action
- a motor vehicle is moving away from an intersection, is not turning and is within 100 m of the intersection

**Code 03  
At Intersection**

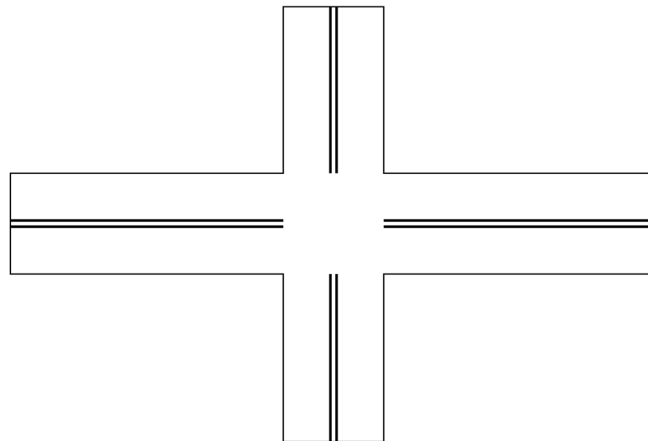
The area within the outermost lines of the crosswalks. If there are no crosswalks, the intersection is the area within an imaginary line extending from the curb or highway boundary lines.



**Note:** Right turn channels are not part of the intersection, and should be recorded as a lane type under Impact Location.

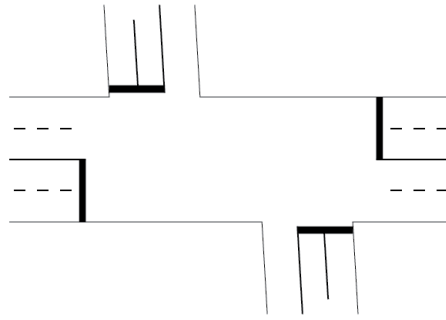


**CODE 30: Four Way**

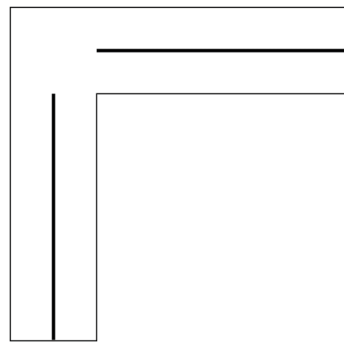




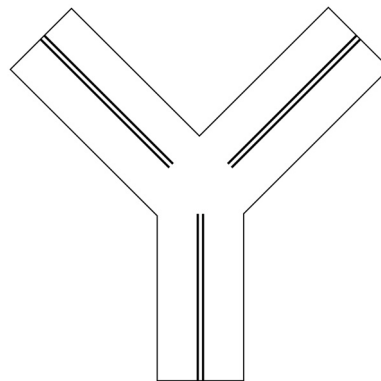
**CODE 31: Offset**



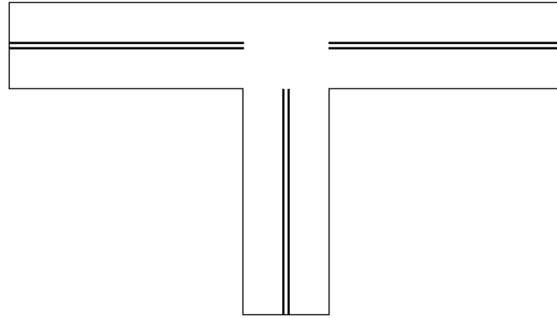
**CODE 32: L Intersection**



**CODE 33: Y intersection**

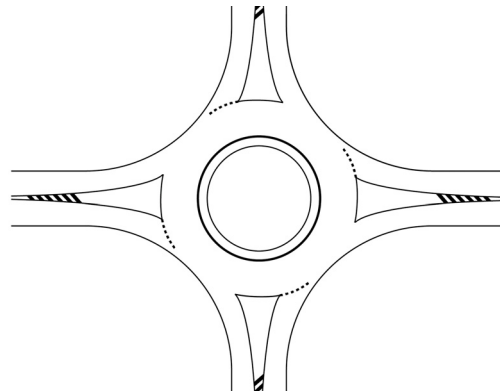


**CODE 34: T intersection**



**CODE 35: Roundabout**

Circular traffic pattern in which yield control is used on all entries, circulating vehicles have the right of way, pedestrian access is allowed only across the legs of the roundabout behind the yield line and circulation is counter-clockwise and passes to the right of the central island.



**CODE 97: Other intersection**

Collision occurred at an intersection type not specified by another value.

**CODE 04  
At/ near  
Private  
Drive**



Private drives are all entries or exits which are not public roadways, e.g.:

- entrance to plazas
- schools
- hospitals
- homes

- factories

For use when the cause of the collision is related to a nearby private drive, i.e., vehicle is turning into or out of a drive.

**CODE 05  
At Railway  
Crossing**

Collision occurred at a railway crossing. Includes locations where motor vehicle lanes cross a right of way dedicated to trains (e.g. heavy rail). Do not include crossings of light rail transit right of ways or street car tracks located in mixed traffic lanes

**CODE 06  
Underpass or  
Tunnel**

Collision occurred in a tunnel or on a roadway underneath a structure.



**CODE 07  
Overpass or  
Bridge**

Collision occurred on a bridge or on a roadway on a structure.

**CODE 98  
Other On Highway**

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).



**CODE 08  
Trail**

Collision occurred adjacent to trails or paths.



**CODE 09  
Frozen Lake or  
River**

Collision occurred on the surface of a frozen lake or river. This will often apply to off-road vehicles and snowmobiles but includes any vehicle operated on a frozen watercourse.

**CODE 10  
Parking Lot**

Collision occurred on private property designated for vehicular use. Includes driveways to parking lots and parking garages, but not residential drives.

Do not include carpool lots along Ontario highways. Record these under 'Rest Area' instead.



**CODE 11  
Turnaround**

Area in the median of a divided roadway where motor vehicles are permitted to travel across the opposing lanes of traffic or do a U-turn.

On provincial freeways, turnaround access is restricted to emergency and maintenance vehicles only, while on municipal and other roadways, public access may be permitted.

**CODE 12  
Service Centre**

Ontario Highway Service Centres are located on highways 400 and 401 across Ontario. These centres have been branded as ONroute, and onroute.ca provides the location of all ONroute service centres.

Select this Collision Location only if the collision occurred in the Service Centre facility itself. If the collision occurred on the lanes entering or exiting the Service Centre, select "Non-intersection" instead.

**CODE 13  
Truck Inspection Station**

Truck inspection stations are found at various highway locations across Ontario. Ontario 511 provides the location of all Ontario Truck Inspection Stations.

Signs indicate whether or not a station is open. If a station is open, trucks must enter and stop for inspection. Vehicles and loads are checked for weight, height, length, width and axle spacing. Driver licences are also checked for validity and proper class of licence for the vehicle.

Select this Collision Location only if the collision occurred in the Truck Inspection Station itself. If the collision occurred on the lanes entering or exiting the Truck Inspection Station, select "Non-intersection" instead.

**CODE 14  
Rest Area**

Public rest areas, including picnic parks and scenic lookouts, located along Ontario highways. These locations may include rest rooms, truck parking, food services, tourist information and other services. Also include carpool lots. Ontario 511 provides the location of all public rest areas and carpool lots along Ontario highways.

Record ONroute locations separately, as Service Centres.

Select this Collision Location only if the collision occurred in the Rest Area or carpool lot itself. If the collision occurred on the lanes entering or exiting the Rest Area or carpool lot, select "Non-intersection" instead.



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**CODE 99****Other**

Collision occurred off highway not described above, e.g.:

- field
- parkland
- residential drive

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).



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## TEMPLATE

### Impact Location - Box 2

MVCR 0302 (pt.1)

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#### Summary

Impact location assists safety and engineering staff in pinpointing the exact location of the initial impact.

#### CODE 01 Within Intersection

The intersection is defined as the area within the outer most lines of the crosswalks. If no crosswalks the intersection is the area within an imaginary line extending from the curb lines or highway boundary lines.

**Note:** Right turn channels are not part of the intersection.

#### Lane Types

If the collision occurred in a traffic lane, enter one of the lane types below. Lane types 02 to 07 represent the original lane types included for collision reporting. Lane types 18 to 24 were added for collisions occurring on January 29, 2023 or later.



#### CODE 02 Lane - Through

Collision occurred on a lane designated for through traffic movement. A through lane may also allow left or right turning, in addition to through movement. Do not include passing, speed change, high occupancy vehicle/high occupancy toll (HOV/HOT) lanes, or lanes used exclusively for transit, bicycles or turning movements.

If the lane is designated for parking, transit or as an HOV/HOT at certain times of the day or week, record it as that lane type if the designation was in force at the time of the collision. Otherwise, record it as a through lane.

On entry/exit ramps, each lane is a through lane and is numbered left to right (in the direction of travel) up to the gore/bullnose, when no separation exists between the new lane and the through lanes, except a solid or dashed painted line. From this point until the lane begins/ends, it is considered a speed change lane. Indicate that the collision occurred on a ramp under "Road Character". Ramp Number is derived based on GPS coordinates.



**CODE 03**  
**Lane - Left Turn**

Impact took place in a lane solely designated for left turning traffic in 1 direction of travel, i.e., vehicles travelling SB to EB or NB to WB, but not both.

A lane with markings indicating a combination of left turning and through movements should be considered a through lane.

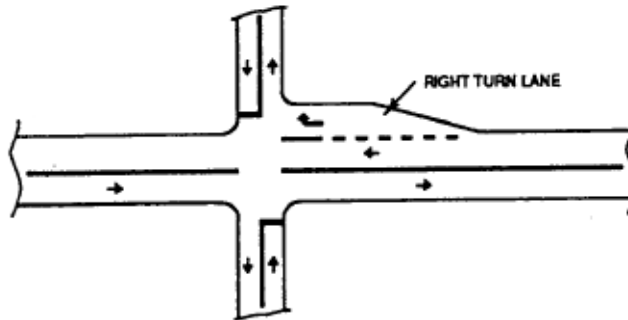


**CODE 04**  
**Lane - Right Turn**



For use if impact location is a lane solely designated for traffic turning right and the lane is not physically separated from the thru lane by raised medians or curbing (see Code 05). The portion of lane for a right turn channel before physical separation occurs is considered a right turn lane.

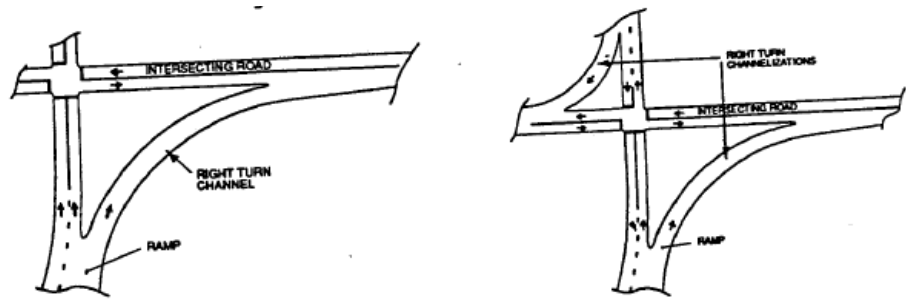
A lane with markings indicating a combination of right turning and through movements should be considered a through lane.



**CODE 05**  
**Lane - Right turn channel**

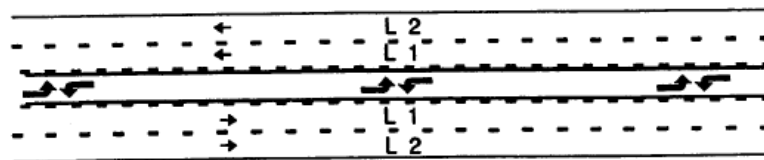


Collision occurred within a lane solely designated for right turning traffic and this lane is at least partially physically separated by a curb or restraining barrier from the through lanes. The portion of lane before the separation for the right turn channel begins is considered a right turn lane. A right turn channel may only occur where 2 roadways meet at grade. Ramps which enter or exit from the freeway are not right turn channels.



**CODE 06**  
**Two Way Left turn**

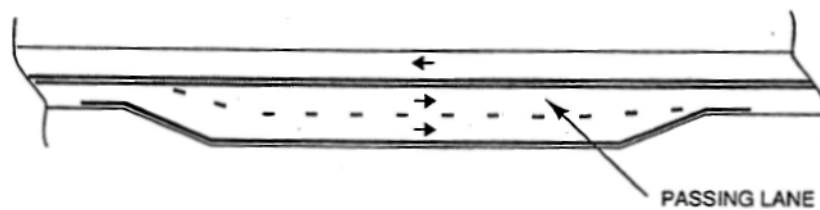
A continuous lane in the centre of the roadway for traffic from either direction that is turning left.



**CODE 07**  
**Lane - Passing**

A passing lane is constructed adjacent to an existing lane for a short distance to permit unimpeded passing in one direction. Frequently constructed on steep grades where a heavy vehicle would lose speed climbing. Passing is permitted in the opposite direction of travel if there is sufficient visibility and the lane is unoccupied.

The term passing lane is not to be confused with the two-way left turn lane on multi-lane facilities.



**CODE 18**  
**Lane - HOT**

"HOT" lane is an acronym for "high occupancy toll" lanes. HOT lanes are high occupancy vehicle lanes that allow vehicles that do not meet occupancy requirements to pay a toll to use the lane.



**CODE 19**  
**Lane - HOV**

High occupancy vehicle (HOV) lanes require passenger vehicles to have a minimum number of passengers.



If the lane is designated as a combined transit and high occupancy vehicle (HOV) lane, record it as an HOV lane. If the designation is time-of-day dependent, record it as an HOV lane if the designation was in force at the time of the collision; otherwise, record it as a through lane.

**CODE 20**  
**Lane - Bicycle**  
**(unprotected)**

A lane designated for use by cyclists (and potentially other micromobility users), marked by pavement markings and/or signage (bicycle symbol or reserved diamond symbol) and delineated from motor vehicle traffic lanes or a parking lane by a solid or dashed white painted line. Diagonal crosshatch markings may also be painted in a buffer area, but no consistent physical separation is provided. If a curb lane, no motor vehicle parking can be permitted within the bicycle lane space; otherwise, the lane should be recorded as a parking lane.

If bollards are present (flexible, vertical posts) and spaced greater than 6m apart (about the length of a passenger car/truck), the lane is considered unprotected. If bollards are spaced 6m or closer, the lane is considered protected.

Note that in some locations, protected bicycle lanes transition to unprotected ones in the vicinity of intersections to make space for motor vehicle turn lanes. Record the facilities present (protected/unprotected) at the location of the collision.

Paved shoulders lacking any bicycle symbols or signage are considered shoulders, not bicycle lanes.

Lanes that are reserved for the exclusive use of transit and cyclists (e.g. bus and bike lanes), with no delineation of separate space for transit vehicles and bicycles, are considered transit lanes.

Include bicycle lanes in lane numbering, but not in total lane counts

**CODE 21**  
**Lane - Bicycle**  
**(protected)**

A lane designated for use by cyclists (and potentially other micromobility users), physically separated from both motor vehicles and the sidewalk and marked by pavement markings and/or signage.



Separation from the motor vehicle traffic lane or parking lane must be near continuous and include vertical barriers (e.g. planters, median, curbs, flexible bollards, landscaping, etc), spaced 6m or closer together (about the length of a passenger car/truck).

Facility may be at the level of the roadway or of the sidewalk or between the two. Separation from the sidewalk may include horizontal or vertical elements such as a painted line, a material change between the facilities (asphalt to concrete), a curb or landscaped buffer.

If bicycle traffic and pedestrian traffic share the same pathway, record the Impact Location as 'Not On Roadway' (left side/right side), and the Collision Location as 'Trail'.

Likewise, if the separation from the motor vehicle lanes is a buffer of greater than 10 m or includes a sidewalk (i.e., the bike facility is on the outside edge of the sidewalk, not alongside the road), record the Impact Location as 'Not On Roadway' (left side/right side) and the Collision Location as 'Trail'.

Include bicycle lanes in lane numbering, but not in total lane counts. If the bicycle lane is bi-directional, use the lane numbering system to indicate that the collision occurred in the first or second of two bicycle lanes. Note that lane numbering only applies to the side of the road where the collision occurred. If the bike lane is uni-directional, and the second bike lane exists on the other side of the road, record the lane numbering as one bicycle lane only.

**CODE 22**  
**Lane - Transit**

A lane designated for the exclusive use of transit, either rail-based (light rail transit/street car) or bus rapid transit. Do not include lanes where transit operates in mixed traffic.

If the designation is time-of-day dependent, record it as a transit lane if the designation was in force at the time of the collision; otherwise, record it as a through lane.

If the lane is designated as a combined transit and high occupancy vehicle (HOV) lane, record it as an HOV lane.



Lanes that are reserved for the exclusive use of transit and cyclists (e.g. bus and bike lanes), with no delineation of separate space for transit vehicles and bicycles, are considered transit lanes.



**CODE 23**  
**Lane - Parking**

A lane designated for motor vehicle parking. If the lane is designated for parking only at certain times of the day or week, record it as a parking lane if the designation was in force at the time of the collision. Otherwise, record it as a through lane.



**CODE 24**  
**Lane - Speed change**

A lane intended to facilitate traffic entering or exiting a controlled access highway or other roadway of higher traffic speed. For entrance/exit ramps, the ramp portion is considered a through lane and should be numbered separately from left to right (in the direction of travel). The speed change portion begins/ends at the gore/bullnose, when no separation exists between the speed change lane and the through lanes, besides a solid or dashed painted line.

**CODE 08**  
**Shoulder - Left**

Collision occurred to the immediate left of travelled lanes (relative to the vehicle's direction of travel). Note: Shoulder areas are not included in lane numbering or total lane counts.



**CODE 09**  
**Shoulder - Right**

Collision occurred to the immediate right of travelled lanes (relative to the vehicle's direction of travel). Note: Shoulder areas are not included in lane numbering or total lane counts.

**CODE 25**  
**Shoulder - Bus by-pass**

Collision occurred in a shoulder area (left or right) that is marked for exclusive travel use by buses.

**Note:** Shoulder areas are not included in lane numbering or total lane counts.

**CODE 10**  
**Not on Roadway-  
Left Side**

Collision occurred beyond the shoulder area on the left (relative to the vehicle 's direction of travel).

**CODE 11**  
**Not on roadway-**  
**right side**

Collision occurred beyond the shoulder on the right (relative to the vehicle's direction of travel).



**CODE 12**  
**Off Highway**

Impact locations not on public highway, e.g.:

- parking lots
- bush trails

The vehicle(s) involved was/were operated off-highway prior to impact and was/were not an out of control vehicle(s).



**CODE 13**  
**Gore/ Bullnose**

An area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadways, which join at the point of divergence or convergence. The direction of traffic must be the same on both sides of these roadways. The area includes shoulders or marked pavement, if any, between the roadways.



**CODE 14**  
**Pedestrian**  
**Crossing -**  
**crossover**

Pedestrian crossovers are designated areas that allow pedestrians to safely cross a roadway. They are often found midblock, but may also be located at an intersection.

Different types of pedestrian crossovers exist, but they all include:

- Roadside signage that says, 'Stop for Pedestrians' and 'No passing here to crossing'
- Pavement markings that show where pedestrians should cross

Most pedestrian crossovers also have flashing lights, although some may not.





Drivers must wait for pedestrians to cross the full width of the road before proceeding.

School crossings or the painted line crosswalk delineation provided at signalized intersections are not crossovers and should be reported separately.



**CODE 15**  
**Pedestrian**  
**Crossing -**  
**crosswalk**

Any pedestrian crossing location usually found at intersections with traffic signals, pedestrian signals or stop signs.



**CODE 16**  
**Pedestrian**  
**Crossing - school**  
**crossing**

A school crossing is designated with a painted crosswalk and school crossing signage.



A school crossing guard may or may not be present at a school crossing. If a school crossing guard is present at the time of collision, record this under 'Traffic Control'.



**CODE 17**  
**Sidewalk**

An area at the side of the roadway physically separated from vehicle lanes, usually by a curb, and intended for exclusive use by pedestrians.



**CODE 99**  
**Other**

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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**TEMPLATE****Collision Lane Numbering - Box 3A, 3B****MVCR 0302 (pt 2)**

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**Summary**

Only complete these fields if the collision occurred in a lane (see Impact Location). The list of applicable lanes is:

- Through
- Left turn
- Right turn
- Right turn channel
- Two-way left turn
- Passing
- High Occupancy Toll (HOT)
- High Occupancy Vehicle (HOV)
- Bicycle (unprotected)
- Bicycle (protected)
- Transit
- Parking
- Speed Change

Note that for collisions prior to January 29, 2023, collision lane numbering was only completed for through lanes, and the Total of Collision Lane Type (Box 3B) was not recorded.

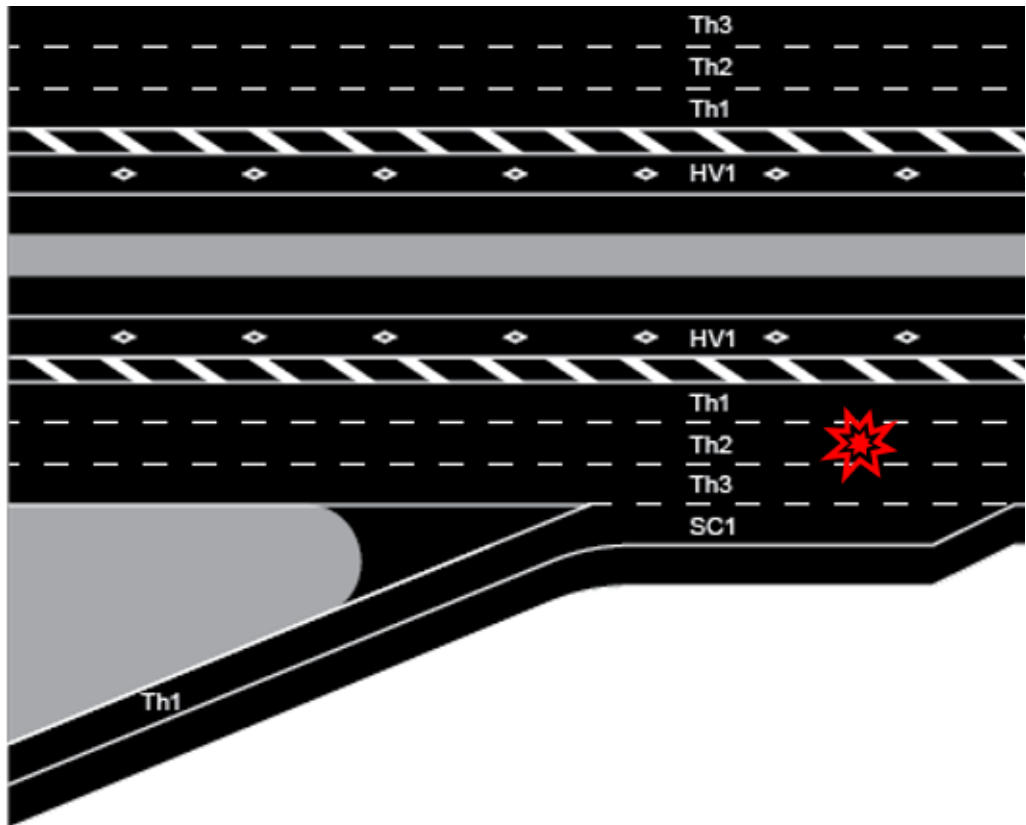
**Box 3A****Collision Lane Number**

Lanes are numbered according to type, starting from the centre line and moving outwards. When the lane type changes (for example, a left turn lane beside a through lane, or a through lane beside a right turn lane), re-start the numbering at 1.

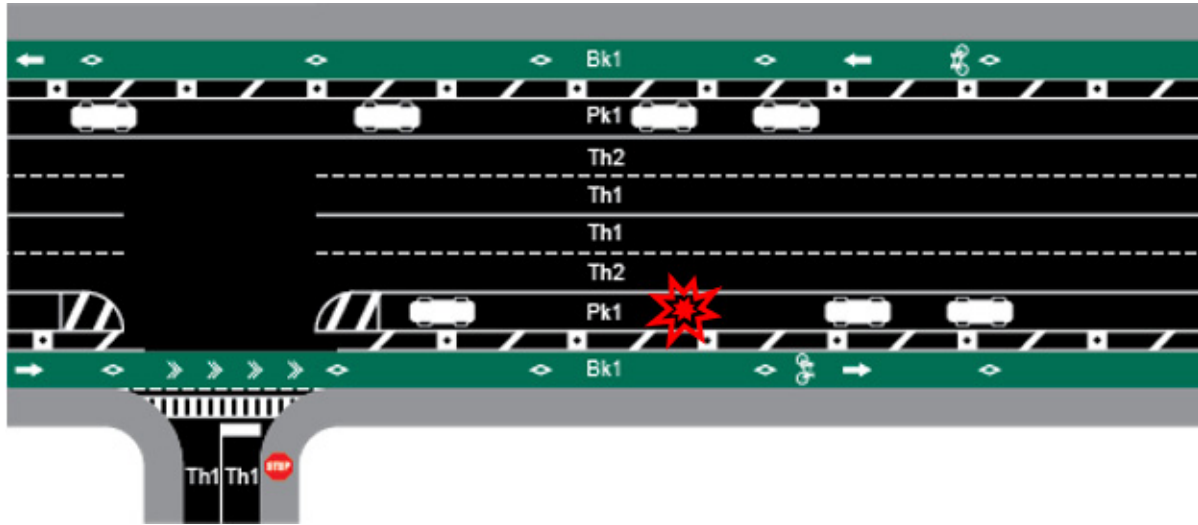
**Box 3B****Total Number of the Collision Lane Type**

Only include lanes of the same type and enter the total number of lanes of the same type as where the collision occurred. Only include lanes on the same side of the centre line as the collision.

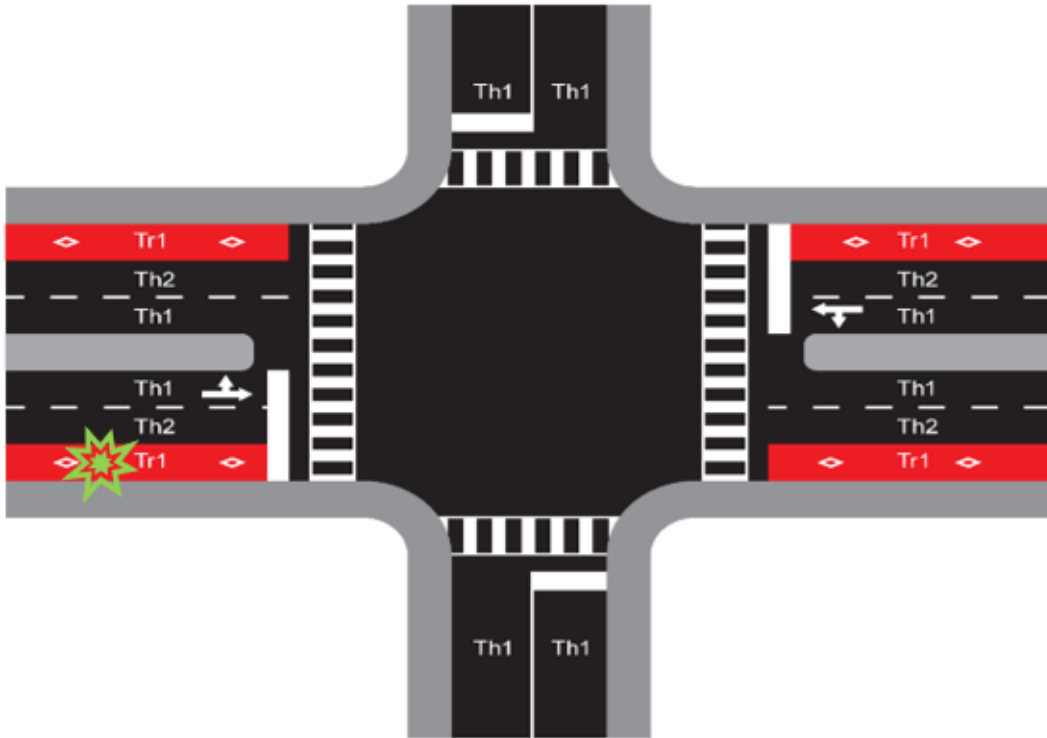
See diagrams below for examples.



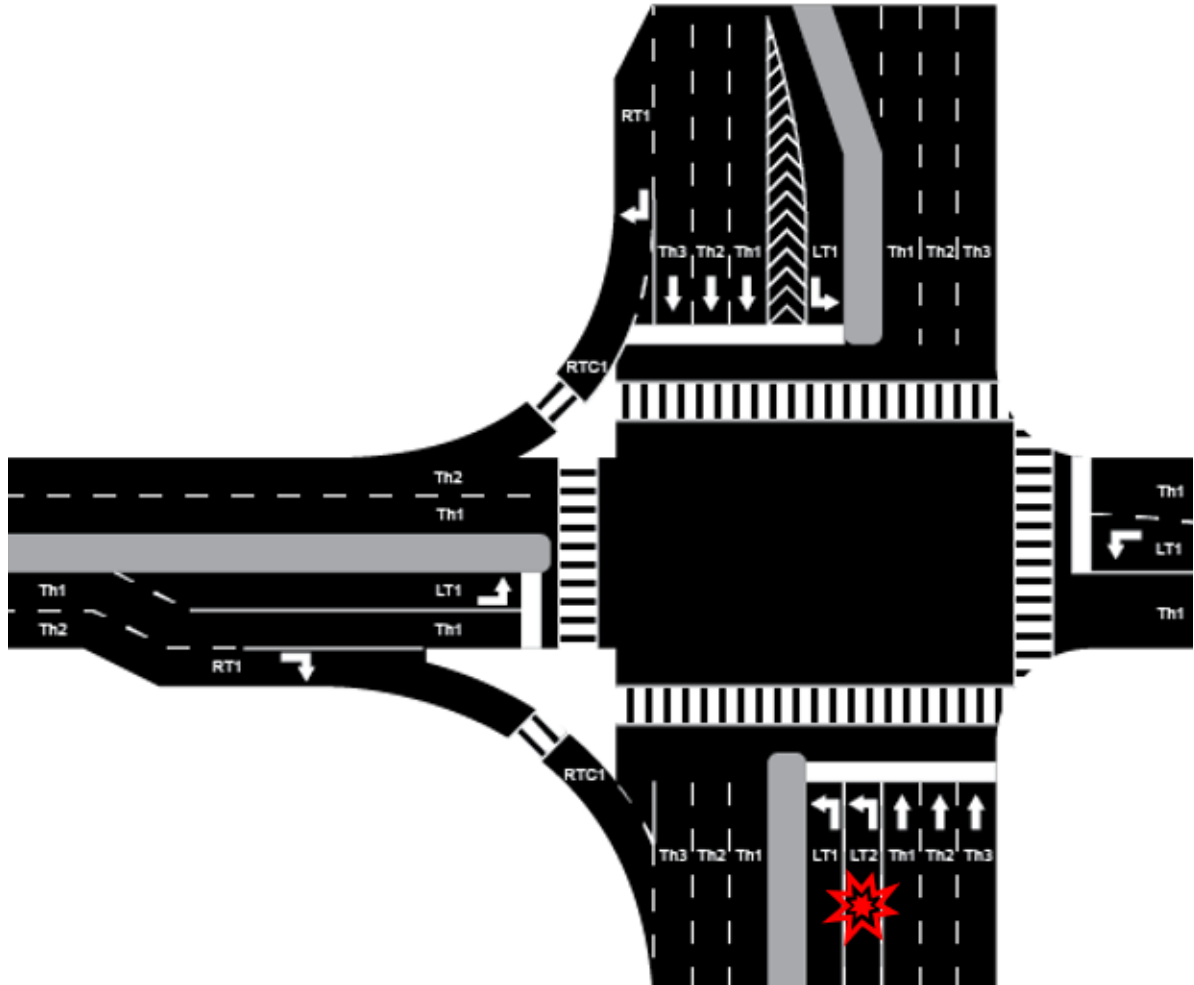
Impact Location (Box 2)	Lane Number of Impact Location (Box 3A)	Total Number of Lanes of Collision Lane Type (Box 3B)
Lane—Through	2	3



Impact Location (Box 2)	Lane Number of Impact Location (Box 3A)	Total Number of Lanes of Collision Lane Type (Box 3B)
Lane—Parking	1	1



Impact Location (Box 2)	Lane Number of Impact Location (Box 3A)	Total Number of Lanes of Collision Lane Type (Box 3B)
Lane—Transit	1	1



Impact Location (Box 2)	Lane Number of Impact Location (Box 3A)	Total Number of Lanes of Collision Lane Type (Box 3B)
Lane—Left Turn	2	2

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## TEMPLATE

### Environment Conditions - Boxes 4, 5

MVCR 0303

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#### Summary

The prevailing atmospheric conditions that existed at the time of the collision, and not at the time of the Police arrival at the collision scene.

Designations are used to determine whether environmental conditions were a factor in the collision. Data is used to determine action for recurring conditions contributing to collisions, e.g.:

- road icing
- drifting snow
- fog
- smoke from industry

**Note:** Up to 2 selections may be recorded, if required.

#### CODE 01 Clear

Dull, overcast or bright conditions are recorded as clear provided no precipitation or airborne matter, obscures visibility.

#### CODE 02 Rain

Self-explanatory.

#### CODE 03 Snow

Self-explanatory.

#### CODE 04 Freezing Rain/ Hail

Includes sleet and hail.

#### CODE 05 Drifting Snow

Snow drifting on or above roadway which obscures visibility of the roadway, road markings, traffic devices or highway fixtures.



**CODE 06**  
**Strong Wind**

If wind was a contributing factor in the collision.

**CODE 07**  
**Fog, Mist, Smoke,**  
**Dust**

Airborne matter obscuring visibility, whether of natural or industrial origin.

**CODE 08**  
**Glare**

The driver's vision was temporarily obscured by bright sunlight or artificial light.

**CODE 99**  
**Other**

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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**TEMPLATE****Light - Box 6****MVCR 0304**

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**Summary**

The light conditions at the time of the collision are recorded to assess the need for artificial lighting and control devices.

**CODE 01****Daylight**

The light conditions which normally occur between one half hour after sunrise and one half hour before sunset.

**CODE 02****Daylight Artificial**

The light conditions which normally occur between one half hour after sunrise and one half hour before sunset. Artificial illumination devices were functioning at the collision site.

**CODE 03****Dawn**

The light conditions which normally occur between one half hour before and one half hour after sunrise.

**CODE 04****Dawn Artificial**

The light conditions which normally occur between one half hour before and one half hour after sunrise. Artificial illumination devices were functioning at the collision site.

**CODE 05****Dusk**

The light conditions which normally occur between one half hour before and one half hour after sunset.

**CODE 06****Dusk Artificial**

The light conditions which normally occur between one half hour before and one half hour after sunset. Artificial illumination devices were functioning at the collision site.

**CODE 07****Dark**

The light conditions which normally occur between one half hour after sunset and one half hour before sunrise.

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**CODE 08**  
**Dark Artificial**

The light conditions which normally occur between one half hour after sunset and one half hour before sunrise. Artificial illumination devices were functioning at the collision site.

**CODE 99**  
**Other**

The collision occurred under light conditions not defined above. Includes non-normal occurrences such as a solar eclipse, major storm on location at which artificial illumination is not functioning e.g.:

- tunnel

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Traffic Control - Box 7

MVCR 0305

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#### Summary

This field is to identify any traffic control device at the collision scene. The device need not have been a factor in the collision. Up to three Traffic Controls can be recorded. For each Traffic Control selected, enter an associated Traffic Control Condition.

**Note:** Speed limits and pavement markings are not traffic control devices for this field.



#### CODE 01 Traffic Signal

Traffic signals have a minimum of three lights (red, yellow, green) mounted vertically in a yellow casement.

If the traffic signal was not functioning at the time of the collision, select 'Not Functioning' for the field 'Traffic Control Condition'.

If the traffic signal was functioning under the manual control of a police officer, enter 'Traffic Signal' and 'Functioning' for the field 'Traffic Control Condition'.

#### CODE 02 Stop Sign

A regulatory sign requiring driver to halt.

#### CODE 03 Yield Sign





A regulatory sign requiring driver to reduce speed and give right-of-way to approaching traffic before proceeding.

#### CODE 04 Pedestrian Crossover

School crosswalks or the normal painted line crosswalk delineation provided at signalized urban intersections are not crossovers. A pedestrian crossover may be located at an intersection or elsewhere and is designated by:

- mandatory X marks in each lane of road way 30 meters in advance of crossover
- mandatory overhead sign
- mandatory signs prohibiting passing

- optional pedestrian-activated warning lights

	<b>CODE 05 Police Control</b>	Traffic flow was controlled by a police officer using visual hand signals. Does not include manual control of a traffic signal by a police officer. However, if the traffic signal is not functioning, both 'Traffic Signal' (Condition: 'Not Functioning'), and Police Control are entered.
	<b>CODE 06 School Guard</b>	Control of traffic by a person other than a police officer to assist school children in crossing a road. Does not include a child acting in a "safety patrol" capacity. Record any additional traffic controls at the location as well (ie. stop sign, pedestrian crossover, traffic signal, pedestrian signal, etc.).
	<b>CODE 07 School Bus - flashing light and stop arm</b>	A chrome yellow and black bus, van or mini bus used to transport children, or mentally challenged adults to or from a training centre. This vehicle functions as a traffic control device when it is stationary, has red signal lights flashing and stop arm activated.
	<b>CODE 08 Traffic Gate</b>	A barrier to prevent vehicles from passing a point on the roadway. Normally, they are located at railway crossings, entrances to private parking lots and ramps used in conjunction with reversible lanes.
	<b>CODE 09 Traffic Control Person</b>	Any person directing or controlling traffic who is not a police officer or school crossing guard. Includes construction or railway flag persons and persons directing traffic when vehicles are backing from a driveway or public access, or persons at collision locations or other temporary locations.
	<b>CODE 10 No Control</b>	The intersection had no traffic control device of any kind and no traffic control person in place.
	<b>CODE 11 Flashing Beacon</b>	Auxiliary flashing lights installed in conjunction with yield, stop or other regulatory/warning signs.
	<b>CODE 12 Railway Crossing</b>	A railway crossing control will include signage (white 'X' with red border) and may also include flashing lights and a red and white gate that are activated upon the approach of a train."



**CODE 13  
Pedestrian Signal**

Pedestrian walk signals were provided. If walk signals were provided in some but not all directions, record the traffic control that is most relevant to the collision (e.g. on the side of the intersection where the collision occurred).



**CODE 14  
Half Signal**

A pedestrian control signal, where a traffic signal is provided to stop traffic on a single roadway (often mid-block) for the purpose of allowing pedestrians to cross.



If located at an intersection, the side road (with minor traffic) is controlled with stop signs, with pedestrian signals used for pedestrians crossing the main street and regular traffic control signals used on the main roadway approaches.

**Code 99  
Other**

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Traffic Control Condition - Box 8

MVCR 0306

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#### Summary

The condition of the traffic control device which was detailed in the Traffic Control field is entered. The condition of the traffic control device at the time of the collision is reported (not subsequent damage). Road authorities monitor the condition of traffic control devices at collision sites to ensure proper maintenance and to improve their performance through improved design and installation.

#### CODE 01 Functioning

Electronic or mechanical devices were operating correctly, e.g.:

- traffic signals

#### CODE 02 Not Functioning

Electronic or mechanical devices were operating incorrectly or were not operating. Includes traffic signal not operating due to a power failure, burned out bulbs. Includes signs which have deteriorated and are no longer reflectorized or lettering has peeled off. Does not include devices damaged in the collision.

#### CODE 03 Obscured

Traffic control devices which were functioning and/or in good repair but were not visible. Includes obscured by snow or ice build up, condensation, mud, parked vehicles or vegetation.

#### CODE 04 Missing/ Damaged

Traffic control devices missing or damaged prior to the collision. Includes signs/signals removed, vandalized or defaced to obscure message. Does not include traffic control devices damaged in the collision.

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## TEMPLATE

### Road Character - Boxes 9, 10

MVCR 0307

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#### Summary

This field provides a description of the physical nature of the highway at the collision location. For collisions occurring within an intersection, enter appropriate selections for each highway in the same order as in the LOCATION field.

For complex freeways, description must be one of the following:

05 Ramp

06 collector lane

07 Express lane

08 Transfer lane

**Note:** "Divided Highway"; ' or "Divided Highway with Restraining Barrier" are never used to describe complex freeways (see illustration).

#### Roadway

The part of the highway that is improved, designed or normally used for vehicular traffic. Does not include the shoulder.

#### Median Strip

Portion of a highway constructed to separate traffic flows by physical barrier or an unpaved strip.

#### Divided

A highway that has flows of traffic separated by median stripe(s) or restraining barrier.

#### CODE 01 Undivided One- way

An undivided highway designated for the movement of traffic in one direction only, regardless of the number of lanes. Does not include any section of a divided highway, QEW, 401 or any interchange ramp.



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**CODE 02**  
**Undivided Two-**  
**Way**

An undivided highway for traffic in opposite directions. Includes roads with only serrated concrete strips (singing medians) or painted lines between opposing lanes.

**CODE 03**  
**Divided with**  
**Restraining Barrier**

A highway divided into separate streams by a median strip with a physical barrier to impede or prevent a vehicle from travelling from one stream of traffic to another. Restraining barriers include guide rails, fences, walls or other physical barriers.

**CODE 04**  
**Divided with no**  
**Barrier**

A highway divided into separate flows of traffic by median stripe(s) of unpaved ground without restraining barriers, e.g., grass median with drainage ditch.

**CODE 05**  
**Ramp**

A roadway connecting two different highways at a grade-separated intersection permitting the transfer of vehicles from one highway to the other. A roadway is defined as a ramp regardless of its construction or use. Defining a roadway as a ramp supersedes all other designations. Included are entrances to and exits from controlled access freeways and free-flow connections between intersecting freeways (see illustrations).

**Note:** Transfer lanes on complex freeways are not ramps.

**CODE 06**  
**Collector Lane**

A roadway found only on complex freeways lying parallel to and on the right of the express lanes.

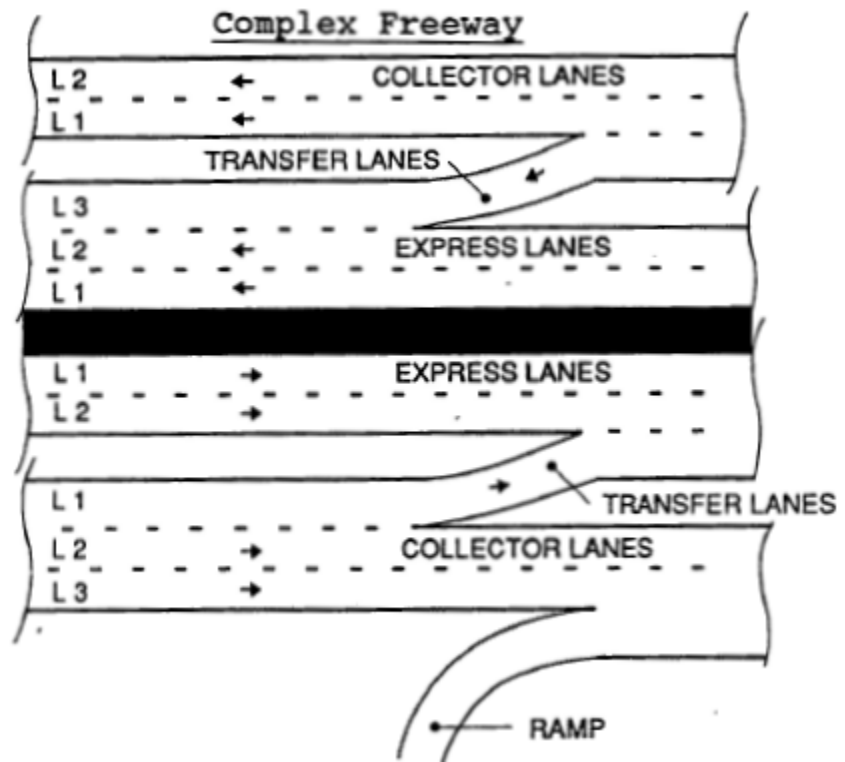
Collector lanes are accessed by transfer lanes to or from express lanes. Collector lanes are joined by access ramp to intersecting roadways (see illustration).

**CODE 07**  
**Express Lane**

The main through stream of traffic in each direction on complex freeways. Also the first set of lanes, immediately to the right of centre (see illustration).

**CODE 08**  
**Transfer Lane**

A connecting roadway between collector and express lanes, providing access to or from express lanes and collector lanes (see illustration).



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## TEMPLATE

### Road Surface - Boxes 11, 12

MVCR 0308

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#### Summary

If the collision occurred at an intersection, the condition of each road is described.

The material used to construct a road surface has a direct bearing on its frictional qualities and vehicle operation.

Enter the material type that best describes the road surface at the collision site.

#### CODE 01

##### Asphalt

Self explanatory.

#### CODE 02

##### Oil Treated Gravel

Comprised of sand, fines and crushed stone larger than that found in asphalt bound by oil products for a stable running surface with a glossy, tar-like appearance. A high quality oil treated surface known as a mulch surface is similar to asphalt but contains more coarse granular material in the running surface. Oil treatment and mulch surfaces are normally used on secondary and tertiary highways.

#### CODE 03

##### Gravel or Crushed Stone

Surface constructed of layers of natural or artificially crushed rock, placed and compacted without a binder material.

#### CODE 04

##### Concrete

A poured concrete slab surface is characterized by colouring lighter than asphalt, with regular joints or filled gaps between pavement slabs.

#### CODE 05

##### Earth

A natural soil driving surface compacted and left without any overlay of crushed gravel, concrete, asphalt or the addition of any binder material.

**CODE 06**  
**Wood** Planks or timbers laid to form a driving surface. Commonly used on bridge decks or roadways under construction.

**CODE 07**  
**Steel** Steel sections laid to provide a surface commonly used on bridge decks or roadways under construction.

**CODE 08**  
**Brick/ Interlocking**  
**Stone** Surface comprised of cut stone, brick small concrete blocks or cobblestones.

**Code 99**  
**Other** Surface material not described above.  
Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Road Condition - Boxes 13, 14

MVCR 0309

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#### Summary

Describe the condition of the road surface. If the collision occurred at an intersection, the condition of each road is described.

When assessing road surface condition, consider its relative impact on the different road users involved in the collision. A small pothole may have no impact on a driver, but may present a significant danger to a cyclist.

#### CODE 01

##### Good

Road surface in good repair and could not have an adverse influence on the operation of the vehicles involved in the collision.

#### CODE 02

##### Poor

Road conditions exist which require obvious maintenance and had some influence on the operation of the vehicles involved in the collision. Includes broken, uneven pavement, frost heave, rutting, large pot-holes or other obstacles which require the driver (including cyclists) to reduce speed or take evasive action.

#### CODE 03

##### Under Repair or Construction

Maintenance or construction zone is located in the travelling lanes or immediately adjacent to the roadway. Includes resurfacing, grading, shoulder maintenance and construction of additional lanes. Includes any work which changes the character, direction or alignment of a roadway. Does not include snow plowing, salting operations or other transient activities.



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## TEMPLATE

### Road Surface Condition - Boxes 15, 16

MVCR 0310

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#### Summary

The road surface condition at the collision site is recorded. For collisions occurring at or near an intersection, the condition for each road is entered. Where more than one condition applies, the most prevalent condition or the condition which had the greatest bearing on the collision is entered.

#### CODE 01 Dry

Road surface is free of any impediment to traction and tire adhesion.



#### CODE 02 Wet

The road surface was wet, but there was no standing water in the roadway.

#### CODE 03 Loose Snow

Recently fallen or blown snow covers a large portion of the road but not yet packed by traffic.

#### CODE 04 Slush

A mixture of heavy, wet snow and water covers a substantial portion of the road.

#### CODE 05 Packed Snow

Snow has been packed by traffic after falling or drifting onto road

#### CODE 06 Ice

Ice includes freezing rain or black ice on the road.

#### CODE 07 Mud

Wet soil deposited on road by construction, off-road vehicles, farm equipment, animals, precipitation.

#### CODE 08 Loose Sand or Gravel

Loose granular material on the road surface. This can be under wet or dry conditions.

#### CODE 09 Spilled Liquid

Liquid other than water on the road from vehicle spillage, e.g.:

- diesel fuel
- gasoline
- oil
- chemicals



**CODE 10**  
**Flooded**

Standing water covers a substantial portion of the roadway.

**CODE 99**  
**Other**

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Road Alignment - Boxes 17, 18

MVCR 0311

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#### Summary

The Road Alignment indicates the horizontal and vertical alignment of the road at the collision site. If the collision occurred at an intersection, indicate the alignment of each road.

#### CODE 01 Straight on Level

The road is tangent (straight) and exhibits no gradient (slope).

#### CODE 02 Straight on Hill

The road is tangent (straight) and exhibits a gradient (slope).

#### CODE 03 Curve on Level

The road exhibits no gradient (slope) but a change in horizontal alignment (curve or bend).

#### CODE 04 Curve on Hill

The road exhibits both a gradient (slope) and change in horizontal alignment (curve or bend).



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**TEMPLATE****Road Pavement Markers - Boxes 19, 20****MVCR 0312**

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**Summary**

The condition of pavement markings at the collision site is entered. If the collision occurred at an intersection, indicate the condition of the markings on each road.

**CODE 01****Exist**

Pavement markings are in good condition and clearly visible.

**CODE 02****Non-existent**

Pavement markings have not been placed on the highway.

**CODE 03****Obscured**

Pavement markings are present and normally visible, but were obscured by some temporary condition such as snow or mud at the time of the collision.

**CODE 04****Faded**

Pavement markings are faded, worn and barely visible.

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## TEMPLATE

Vehicle Type - Boxes 21, 22, 23, 24

MVCR 0313

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### Summary

Vehicle type is entered for each vehicle involved. Information on vehicle type is entered in MTO automated files to enable vehicle and roadway design to be monitored.

### CODE 00 Unknown

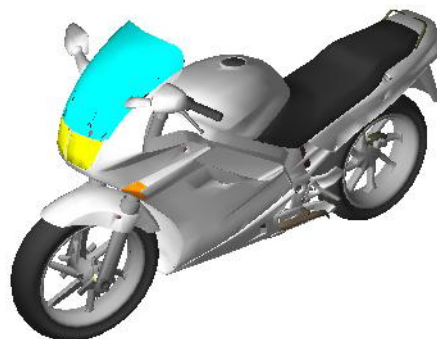
Self-explanatory.

### CODE 01 Automobile/ Station Wagon



### CODE 02 Motorcycle

A self-propelled vehicle with a seat or saddle for the driver and designed to travel with not more than 3 wheels in contact with the ground. Includes a motor scooter but not a moped/motor assisted bicycle.



REV

**CODE 03****Moped**

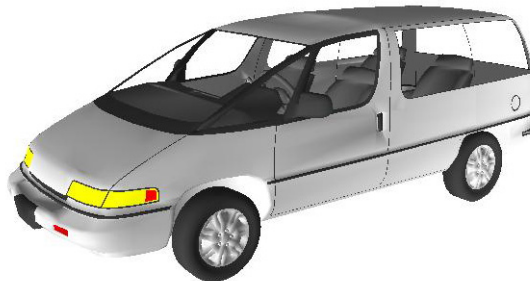
A moped, also known as a motor assisted bicycle, is defined under the Highway Traffic Act as having:

- working pedals
- weight not more than 55 kilograms
- no hand or foot operated clutch or gearbox driven by the motor and transferring power to the driven wheel,
- an attached motor driven by electricity or having a piston displacement of not more than fifty cubic centimetres, and
- maximum speed of 50km/hr on level ground within a distance of 2 kilometres from a standing start

The vehicle must bear a motor assisted bicycle/moped licence plate to be ridden on public roadways.

**CODE 04**  
**Passenger Van**

Designed to carry passengers. It may be registered with passenger or commercial plates.

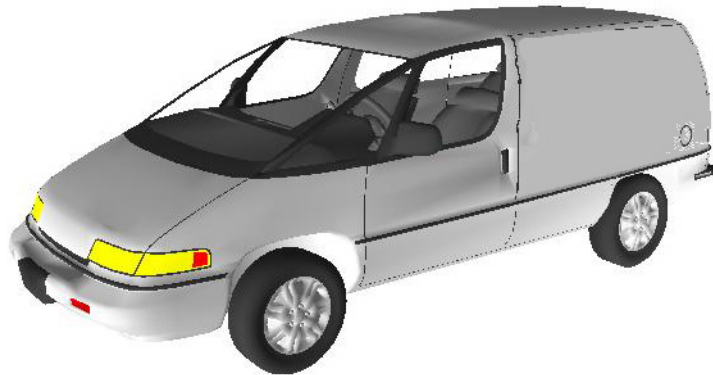


**CODE 5**  
**Pick-up Truck**

For the transportation of goods. Includes pick-up trucks with cap or box inserted camper.



**CODE 06**  
**Delivery Van**



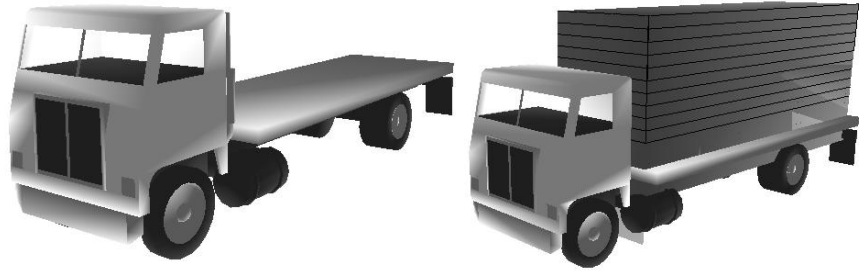
**CODE 07**  
**Tow Truck**

Designed and used as a tow truck.

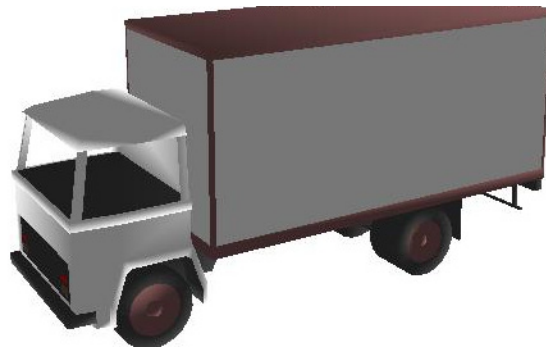


**CODE 08**  
**Truck-Open**

Flatbed or Flatbed with racks.



**CODE 09**  
**Truck Closed**



**CODE 10**  
**Truck Tank**

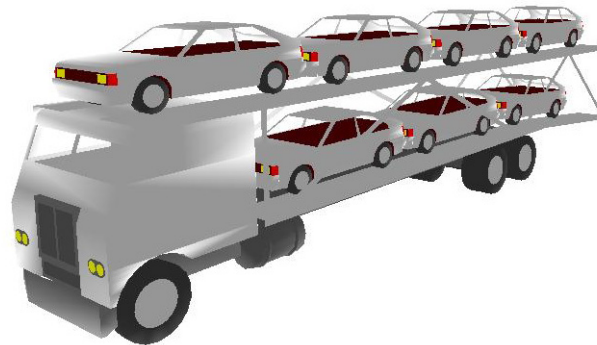


**CODE 11**  
**Truck-Dump**



**CODE 12**  
**Truck-Car Carrier**

A straight truck with the capacity to carry vehicles above and behind the cab. Normally used in combination with a car carrier semi-trailer.



**CODE 13**  
**Truck-Tractor**

A tractor pulling or not pulling a trailer. If not pulling a trailer, code boxes 25, 26, 27 and/ or 28 should be left blank.





**Code 41 Truck -  
Long Combination  
Vehicle**

A tractor pulling two semi-trailers, up to 40 metres in overall length, and operating under a Long Combination Vehicle Permit.



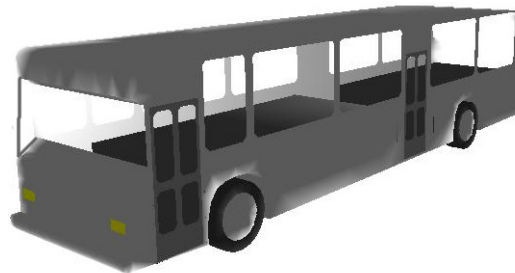
**Code 42 Truck -  
Crash/Blocker**

A truck that weighs at least 6,800 kilograms and has four-way flashers and a mounted flashing arrow board sign and is equipped with a crash-attenuating device.



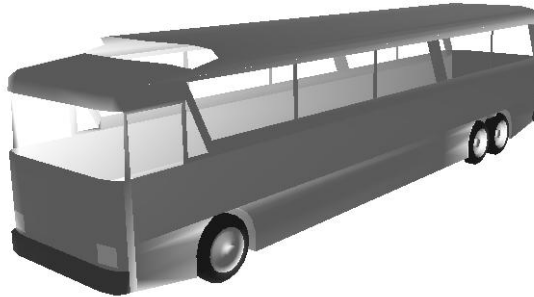
**CODE 14  
Municipal Transit  
Bus**

A motor vehicle operated for urban transit, usually having 2 separate doors.



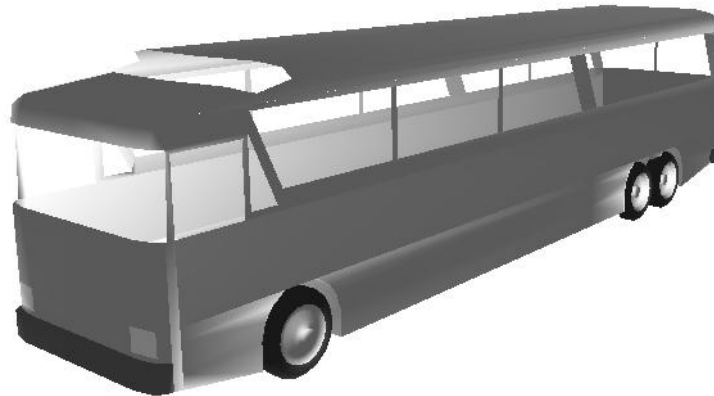
**CODE 15**  
**Intercity Bus**

A motor coach usually operated between urban centres, having one door and baggage capacity separated from passenger cabin.



**CODE 16**  
**Bus (other)**

A motor vehicle designed to carry passengers and not described above. These vehicles often belong to religious organizations or carry groups of people such as the physically disabled. It may be a family vehicle but not a school Vehicle.



**CODE 17**  
**School Bus**

A motor vehicle painted chrome yellow and black with a seating capacity for 24 passengers or more.



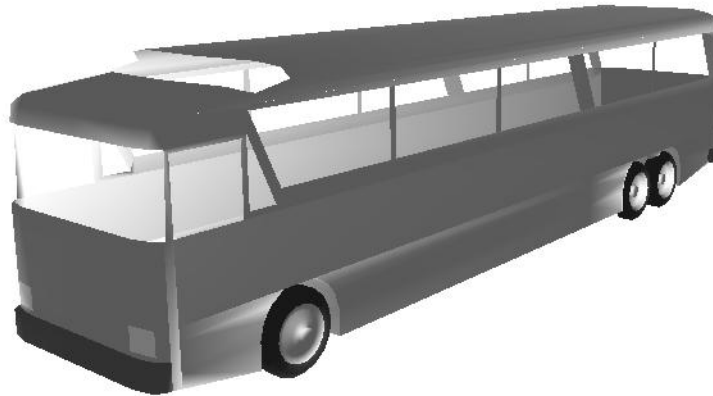


**CODE 18  
School Van**

A motor vehicle painted chrome yellow and black with a seating capacity of less than 24.

**CODE 19  
Other School  
Vehicle/Bus**

A privately owned vehicle operated under contract to a school board or principal and used to transport pupils

**CODE 20  
Motor Home**

**CODE 21**  
**Off-Road Two**  
**Wheels**

A recreational motorcycle equipped for use other than on streets, roads and public highways. Should bear a plate with green numbers and letters on a white background or red numbers and letters on a white background (dealer plates). Vehicle may be unplated if owner occupies the land where used.

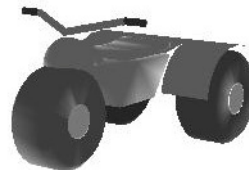


**CODE 22**  
**Off-Road Three**  
**Wheels**

Designed primarily for recreational use off-highway and only incidentally operated on public highways, i.e.:

- drive directly across a highway

Includes trappers or farmers using the vehicle for agriculture provided it bears a slow moving vehicle sign.



**CODE 23**  
**Off-Road Four**  
**Wheels**

Same as Code 22, but with 4 wheels.



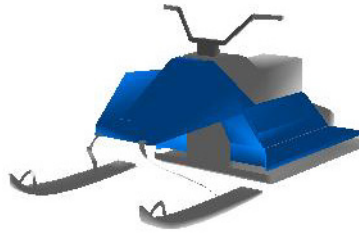
**CODE 24**  
**Off-Road Other**

Designed primarily for recreational use off-highway. May or may not be required to have an off-road vehicle plate.

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**CODE 25**  
**Motorized Snow**  
**Vehicle**

Self-propelled vehicle designed primarily to be driven on snow.

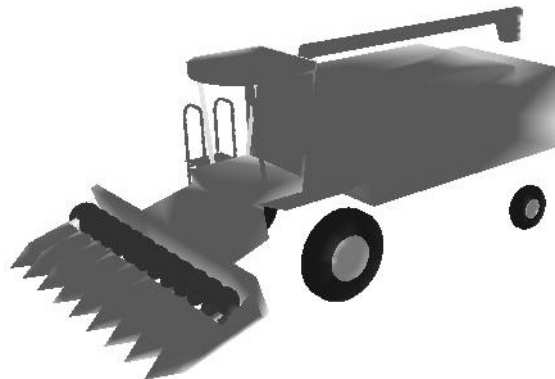
**CODE 26**  
**Farm Tractor**

Self propelled farm vehicle designed and used for drawing other implements of husbandry.

**CODE 27**  
**Other Farm Vehicle**

Self-propelled implements of husbandry, e.g.:

- sprayer
- harvester
- combine





**CODE 28  
Construction  
Equipment**

A road-building machine used for construction purposes and in line with regulations under the Highway Traffic Act. Usually unlicensed.

Includes utility repair equipment.



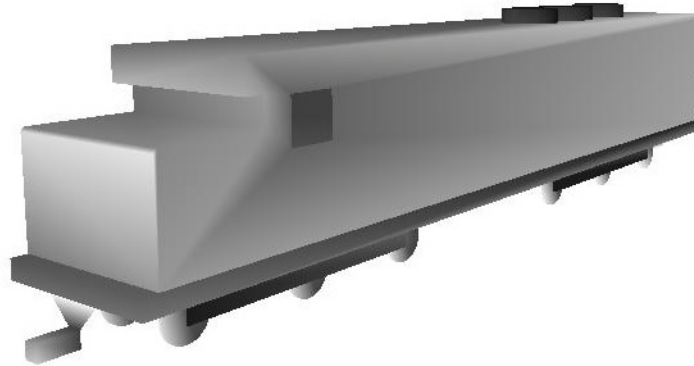
**CODE 43  
Maintenance  
Equipment**

A vehicle used for road maintenance purposes and in line with regulations for Road-building Machines under the Highway Traffic Act. May be unlicensed.

Includes street sweepers and grass mowers.



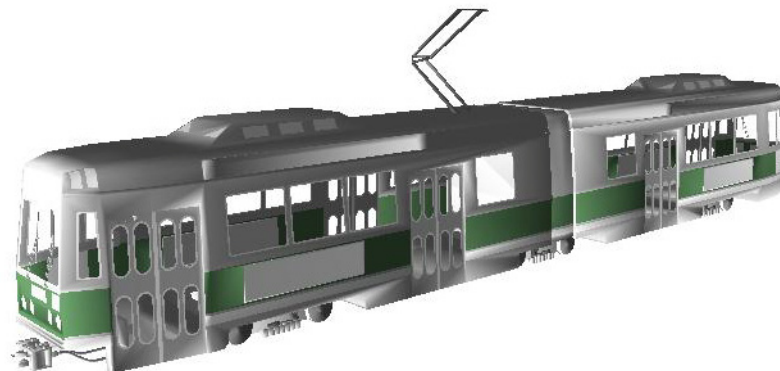
**CODE 29 Railway  
Train**



**CODE 30  
Street Car**

Passenger rail transit powered by electricity and operating in mixed traffic, sharing space with motor vehicle traffic. Stops may require passengers to enter/exit the vehicle by stepping onto the roadway.

For light passenger rail transit operating in a dedicated right of way, use 'Light Rail Transit (LRT)'. If the vehicle's route is at times in mixed traffic and at times in a dedicated right of way, record the Vehicle Type (Street Car or Light Rail Transit) that is applicable at the location of the collision.



**CODE 44 Light Rail  
Transit (LRT)**

Light passenger rail transit powered by electricity and operating in a dedicated lane, separated from motor vehicle traffic. Passengers

enter/exit the vehicle at a designated platform or section of sidewalk, and not by stepping into the roadway.

For heavy rail, select 'Railway Train'.

For passenger rail transit operating in mixed traffic, use 'Street Car'. If the vehicle's route is at times in mixed traffic and at times in a dedicated right of way, record the Vehicle Type (Street Car or Light Rail Transit) that is applicable at the location of the collision.

**CODE 31  
Snow Plow**

Self propelled vehicle plowing or blowing snow off a highway.

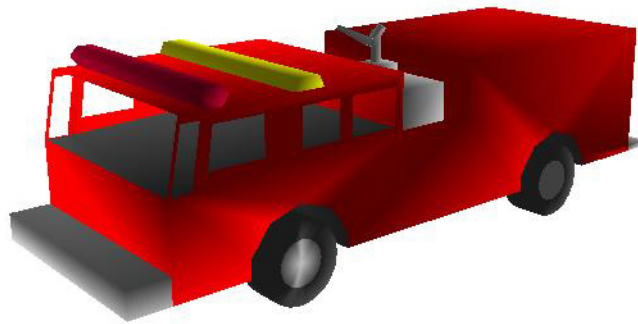


**CODE 32  
Ambulance**

Includes cardiac arrest emergency unit and ambulance buses.



**CODE 33**  
**Fire Vehicle**



**CODE 34**  
**Police Vehicle**



**CODE 35**  
**Other Emergency**  
**Vehicle**

Public Utility Vehicle





**CODE 36  
Bicycle**

A bicycle is a vehicle with one, two, or three wheels that relies solely on human power applied using pedals for propulsion. Four-wheeled cycles should be recorded under 'Other Micromobility'.



**CODE 37 E-bike  
(Power-Assisted  
Bicycle)**

A power-assisted bicycle, also called an electric bicycle or e-bike, is a bicycle with an electric motor that has:

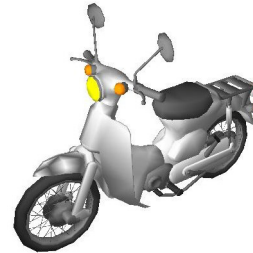
- working pedals
- two or three wheels
- a maximum assisted speed of 32 km/h
- a maximum weight of 120 kg
- an electric motor not exceeding 500 watts
- minimum wheel width of 35 mm and minimum diameter of 350mm

Removing the pedals makes the e-bike a motor vehicle, which requires a licence, insurance and registration to operate. It is also





illegal to modify an e-bike's electric motor to make it more powerful or to increase the assisted speed of the bike.



### **CODE 38 Electric Kick-Style Scooter (E-scooter)**

An electric kick-style scooter (e-scooter) is a vehicle that has:

- two wheels (one at the front and one at the back),
- a platform to stand on,
- a handlebar for steering,
- an electric motor that does not exceed 500 watts,
- a maximum speed of 24 km/h on a level surface,
- a maximum weight of 45kg, and
- a maximum wheel diameter of 17 inches.



- does not have pedals, a seat or a basket.



**CODE 39 Golf Cart**

A golf car or golf cart is an electric or gas-powered vehicle with two to six seats, capable of speeds up to 32 km/hr on a level surface.

Golf carts can be used on roads with a speed limit of up to 50 km/hr, in municipalities participating in the golf cart pilot.

If the golf cart is manufactured with seat belts, they must be worn by the driver and all passengers. Car insurance, licence plates and provincial vehicle registration are not required.



**CODE 40 Horse and Buggy**

Vehicle pulled by horses

**CODE 96 Other  
Micromobility**

Include any small, lightweight vehicle operated at low speeds (under 32km/hr), powered by human effort, electricity or a combination of both, and which is not already captured by another value.

Note: Pedestrians using wheelchairs are coded as pedestrians.

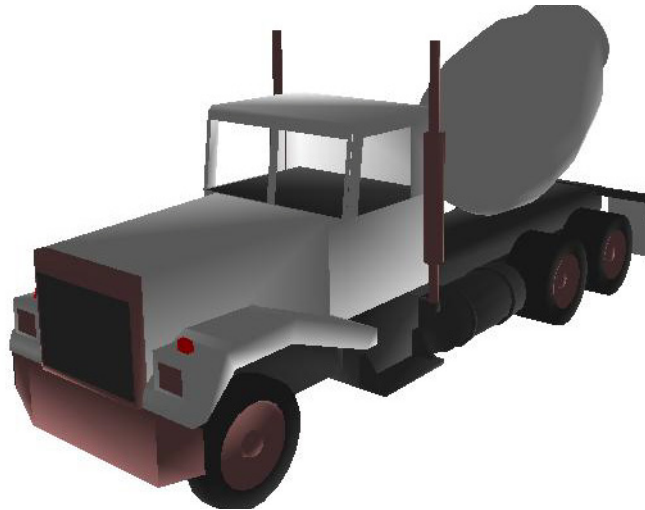
Detailed information is entered in the Description of Code (s) 95, 96, 97, 98, 99 field.

**CODE 97 Other  
Motor Vehicle**

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

**CODE 98  
Truck-Other**

Cement mixer, crane, etc.

**CODE 99  
Other non-  
motorized Vehicle  
type**

A non-motor vehicle not described above.

Provide Additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

**CODE Boxes  
23 and 24  
Emergency  
Vehicles**

Code 01 is entered in boxes 23 or 24 if Vehicles 1 or 2 or both were emergency vehicles active in the performance of their duties. The rotating vehicle light and siren must be activated for code to be entered.

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## TEMPLATE

Towed Vehicle - Boxes 25, 26

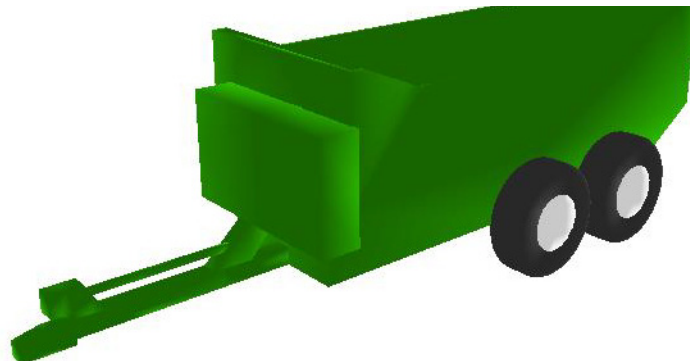
MVCR 0314

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### Summary

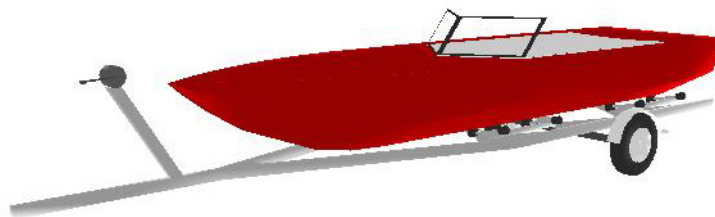
The following definitions and examples are provided for towed vehicles.

**CODE 01**  
**Recreational**  
**Trailer or semi-**  
**trailer - house tent**



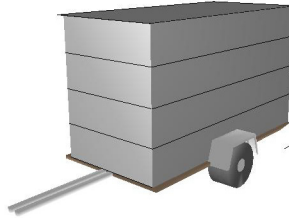
**CODE 02**  
**Boat Trailer**

Includes canoe, power boat, sailboat, etc.



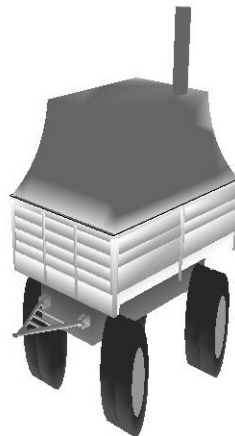
**CODE 03**  
**Small Utility Trailer**

Vehicle towed by a passenger vehicle, motorcycle or commercial motor vehicle (truck) whose registered gross weight is 3,000 kg. or less. Vehicle operator requires Class G licence only. Box and flatbed trailers for transporting goods, snowmobiles, off road vehicles and construction equipment are examples.

**CODE 04**  
**Wheeled Device or Apparatus**

A vehicle not designed to carry persons or property but equipment with attached wheels, e.g.:

- cement mixer
- compressor
- tar pot



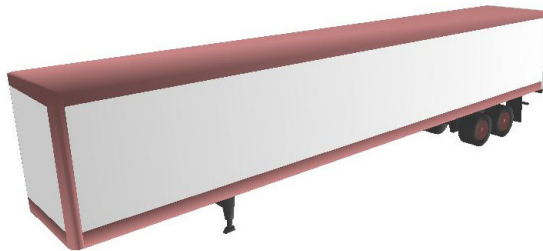
**CODE 05**  
**Large Full Trailer**

Trailer towed by a commercial motor vehicle (truck) with a registered gross vehicle weight greater than 3,000 kg. which is not supported by the towing vehicle.

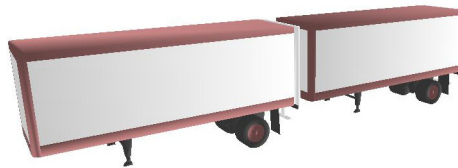


**CODE 06**  
**Large Semi Trailer**

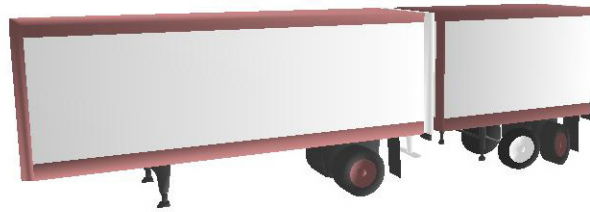
Trailer towed by a commercial motor vehicle (truck) with a registered gross weight greater than 3,000 KG which is supported by the towing vehicle using a 5th wheel connection. Vehicle operator requires a Class D or A licence.



**CODE 07**  
**Double Semi Trailer (semi-trailer -semi trailer)**



**CODE 08**  
**Double (semi-trailer-trailer)**



**CODE 09**  
**Farm Equipment**



**CODE 10**  
**Towed Motor Vehicle**

A motor vehicle towed by a tow truck or another motor vehicle using chains.



**CODE 99**

Towed vehicle other than those defined above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Trailer Type - Boxes 27, 28

MVCR 0315

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#### Summary

Trailer Type are for single and double trailer combinations with gross weight over 4600 kg.

The following illustrations assist in the proper selection.

#### CODE 01

##### Trailer Van



#### CODE 02

##### Flatbed/ Flatbed with Racks



#### CODE 03

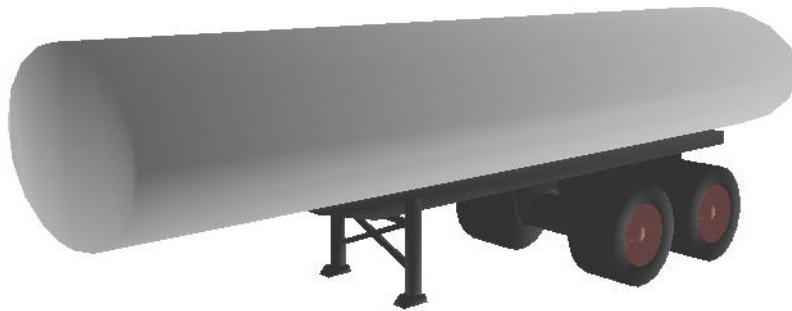
##### Low - bed Float





**CODE 04**

**Tank**



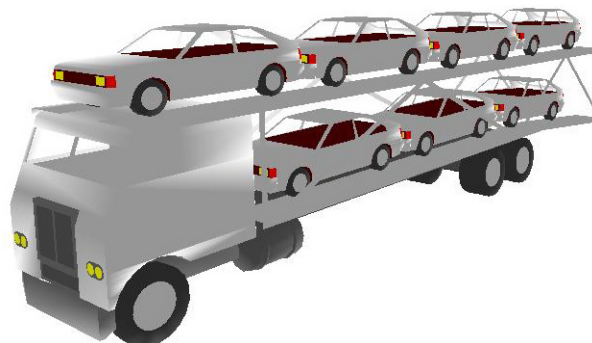
**CODE 05**

**Dump**



**CODE 06**

**Car Carrier**



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**CODE 07**  
**Livestock**



**CODE 99**  
**Other**

Trailer type is not defined above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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**TEMPLATE****Trailer Connection - Boxes 29, 30****MVCR 0316**

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**Summary****Converter Dolly**

Vehicle unit consisting of one or more axles, a fifth wheel assembly lower half and a draw bar used to convert a semi-trailer to a full trailer.

**Fifth Wheel**

Coupling device mounted on the vehicle chassis which consists of a skid plate, associated mounting brackets and latching mechanism that connects to a kingpin for supporting and towing a semi-trailer.

**CODE 01  
Single Drawbar  
Dolly (A train)**

Second trailer is towed from a single hitch located on the centre line of the first semi-trailer. The towed trailer may be either a semi-trailer using a converter dolly or a full trailer. If it is a full trailer the front axle(s) must be able to pivot.

**CODE 02  
Wheel connection  
only (B train)**

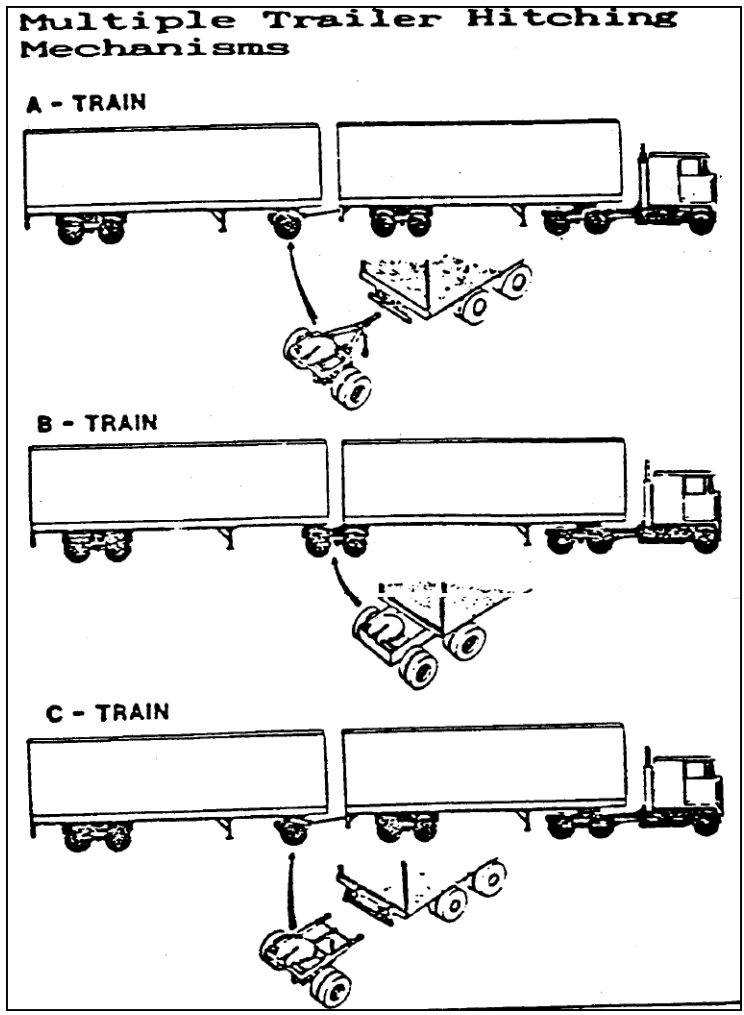
Second semi-trailer is attached by a fifth wheel permanently mounted on the rear-of the first semi-trailer.

**CODE 03  
Double Drawbar  
Dolly (C Train)**

Second semi-trailer sits on a converter dolly and is attached to the first trailer by 2 hitches. Both hitches must be at the same height on the trailer and the two drawbars on the converter dolly must be rigidly connected to prevent excessive sway.

**CODE 99  
Other**

Trailer Connection is not included above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).



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**TEMPLATE****Vehicle Condition - Boxes 31, 32****MVCR 0317**

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**Summary**

Any obvious defect which may have affected the operation of the vehicle and contributed to the cause of the collision. Information for each vehicle is entered. For bicycles, e-bikes, e-scooters, and other micromobility vehicles, use 'Headlamps Defective' (06) if front lights are dead or missing, and use 'Other lamps or reflectors defective' (07) if rear lights are dead or missing.

<b>Code</b>	<b>Apparent Vehicle Defects</b>	<b>Code</b>	<b>Apparent Vehicle Defects</b>
00	Not known	07	Other lamps or reflectors defective.
01	No apparent defect	08	Engine control defective
02	Service brakes defective	09	Wheels or suspension defective
03	Steering defective	10	Vision obscured
04	Tire puncture or blowout	11	Trailer hitch defective (specify).
05	Tire tread insufficient	99	Other defect (specify)
06	Headlamps defective		

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## TEMPLATE

### Apparent Driver Action - Boxes 33, 34

MVCR 0318

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#### Summary

The action each driver was making immediately prior to the collision is recorded. Does not apply to evasive action taken by driver to avoid the collision. Up to two selections can be made: primary (first selection, or 'A') and secondary (second selection, or 'B') with the primary action (A) being the one that most contributed to the collision in the judgment of the officer.

Driver Action is used to determine fault for data analysis purposes. Any Action besides 'Driving Properly' is considered at fault.



#### CODE 1 Driving Properly

Driver is proceeding with due regard for other drivers and cannot be faulted for involvement in the collision.

Note that Driving Properly indicates no fault, and cannot be selected with any other value, except 'Lost Control'.

#### CODE 02 Following Too Closely

Driver failed to maintain sufficient distance from the vehicle in front.

#### CODE 03 Exceeding Speed Limit

Driver was operating the vehicle at a speed in excess of the maximum posted limit.

#### CODE 04 Speed Too Fast for Conditions

Driver was operating the vehicle within the posted limit, but too fast for existing conditions at the collision site.

#### CODE 05 Speed Too Slow

Driver operates vehicle below the posted limit and impedes the normal movement of traffic or poses a hazard to other vehicles.

#### CODE 06 Improper Turn

The turn was made along a path or in a manner other than prescribed in the Highway Traffic Act, e.g.:

- turns made from lanes or into lanes other than those prescribed by the Highway Traffic Act
- turns where vehicle encroaches on lanes occupied by other vehicles (including vehicles struck while stopped on roadway)
- turns where vehicle encroaches on crosswalks, sidewalks or strikes fixed objects on the roadside
- Turns that were not properly signalled



### CODE 7 Disobeyed Traffic Control



Driver failed to obey a traffic control device. Failure to obey is defined as failing to fulfill the obligation (s) placed on the driver by the traffic control device, (e.g., failing to stop at a stop sign). Once obligation(s) are fulfilled, the apparent driver action can no longer be considered Disobeyed Traffic Control. Traffic control device include the following:

- traffic signals, including yielding to pedestrians while turning right on red light
  - regulatory signs, e.g.:
    - stop
    - turn prohibition
    - speed limit
    - one way only
    - yield

**Note:** Failure to obey a Yield sign involves failing to give right-of-way (by reducing speed or stopping) to a vehicle in or approaching an intersection.

- pedestrian crossovers
- police control of traffic
- school crossing guards

- school buses
- traffic gates
- traffic controllers

**CODE 08**  
**Failure to Yield**  
**Right-of-Way**

Vehicle fails to yield or give right of way to:

- oncoming vehicles when turning
- approaching traffic when entering a highway from a private drive
- a vehicle on the right when 2 vehicles enter an intersection at the same time with Stop signs on all approaches
- other vehicles approaching an intersecting roadway with no traffic control; after the vehicle had stopped at a stop sign
- pedestrians crossing roadway with right-of-way at signalized intersections and pedestrian crossovers.

**CODE 09**  
**Improper Passing**

On two-way undivided roadway where vehicle occupies or attempts to occupy an opposing lane while passing. Include changing lanes before and after passing and forcing an oncoming vehicle off the roadway.



**CODE 10**  
**Lost Control**

Driver loses control of the vehicle due to unexpected circumstances, e .g.:

- mechanical malfunction
- object on road-way
- slippery road surface
- losing consciousness

If the driver was driving properly and lost control due to unexpected circumstances outside of their control, select 'Driving Properly' as the first/primary action and 'Lost Control' as the secondary action.



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If poor driving was a factor in the driver losing control (exceeding speed limit, speed too fast for conditions, improper turn, etc.), select the action that most contributed to the driver losing control as the first/primary action, and 'Lost Control' as the secondary action.

'Lost Control' may be used on its own if it is not possible for the officer to determine why the driver lost control.

**CODE 11**  
**Wrong Way on One**  
**Way Road**

Self-explanatory.

**CODE 12**  
**Improper Lane**  
**Change**

Driver changing lanes becomes involved in or causes an collision, e.g.:

- attempting to pass
- passing on the shoulder
- overtaking on a divided facility
- moving from the passing to the driving lane on a four lane undivided facility

Does not include occupying or attempting to occupy an opposing lane.



**CODE 99**  
**Other**

Apparent driver action is not defined above. Note that selecting 'Other' indicates that the Driver was at fault for data analysis purposes.

Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Driver/ Pedestrian Condition - Boxes 35, 36, 37, 38

MVCR 0319

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#### Summary

Up to two conditions may be entered for each driver and pedestrian involved. The first selection entered (or 'A') is the primary condition that most contributed to the collision.



#### CODE 00 Unknown

If unknown, leave blank.

#### CODE 01 Normal

Self explanatory.

#### CODE 02 Had Been Drinking

The person had consumed alcohol but their physical condition was not legally impaired.

#### CODE 03 Ability Impaired, Alcohol (over .08)

The person had consumed alcohol and, upon testing, was found to have a blood alcohol level in excess of 80mg.

#### CODE 04 Ability Impaired, Alcohol

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

Pedestrian had consumed alcohol and was impaired in the judgment of the officer.

#### CODE 05 Ability Impaired, Drugs

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

**Note:** 'Ability impaired drugs' is a parent value, with two associated sub-values ('Cannabis' and 'Other drugs'). If 'Ability impaired drugs' (05) is selected, a sub-value must also be selected. Only the sub-value code will appear on the report. However, both sub-values map back to the parent value, for data analysis purposes.



**Code 50: Cannabis:**

The person had used cannabis and was legally impaired in the judgment of the investigating officer.

**Code 96: Other Drugs:**

The person had used drugs other than cannabis and was legally impaired in the judgment of the investigating officer.

**Note:** If the type of drug is known, record this information in the written description.

**CODE 06**  
**Fatigue/ Fell asleep**

Driver was unusually tired and may have fallen asleep. Fatigue was not the result of a drug, medical condition, or alcohol.



**CODE 07**  
**Medical or**  
**Physical Disability**

**Note:** Medical or physical disability is a parent value, with five associated sub-values:

- Sudden incapacitation
- Cognitive impairment
- Restricted motion
- Vision
- Other medical or physical disability

If 'Medical or physical disability' (07) is selected, a sub-value must also be selected. Only the sub-value code will appear on the report. However, all sub-values map back to the parent value, for data analysis purposes.

**Code 70: Sudden Incapacitation**

The person suddenly lost the ability to function normally in the moments prior to the collision (e.g. loss of awareness or consciousness, diabetic crisis, seizure, heart attack, stroke, sudden loss of vision, etc.), which contributed to the collision occurring. Include more detailed information in the written description. Sudden loss of mobility on its own (e.g. muscle spasms) should be recorded under 'Restricted Motion'.

**Code 71: Cognitive Impairment**

The person exhibited poor focus, confusion, disorientation, hallucinations or other cognitive impairment in the moments prior to the collision, which contributed to the collision occurring.

Include more detailed information in the written description. Do not include confusion or disorientation resulting from the collision or from drugs or alcohol (use 'Ability impaired drugs/Ability impaired alcohol' instead).

**Code 72: Restricted motion**

The person has restricted motion which contributed to the collision occurring. The restriction can be of sudden onset in the moments prior to the collision (e.g. muscle spasms), chronic (e.g., a musculature disorder such as osteoarthritis, or the effects of a previous stroke, etc.), or temporary (e.g., a broken arm or leg). Include more detailed information in the written description. Do not include restrictions which exist, but which did not contribute to the collision.

**Note:** For pedestrians, include any use of mobility resistive devices in this category, such as walkers, canes, wheelchairs or mobility scooters.

**Code 73: Vision**

The person has a requirement on their licence to wear glasses or contact lenses while driving but was not wearing them at the time of collision, or the person has vision waiver (VWVR) on their licence, and it is determined through the collision investigation that reduced vision or reduced field of vision contributed to the collision.

Alternatively, it is determined through the collision investigation that a person's limited vision contributed to the collision, but they have no licence requirement to wear glasses/contact lenses and no vision waiver on their licence (VWVR) (e.g. vision has deteriorated in the time since licence was granted or renewed).

Sudden loss of vision should be recorded under 'Sudden Incapacitation'. Temporarily obscured vision due to glare should be recorded under 'Environment Condition'.

**Code 97: Other medical or physical disability**

The person exhibited some other functional impairment or medical condition in the moments prior to the collision, which contributed to the collision occurring. Include more detailed information in the written description. Do not include conditions which exist but

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which did not contribute to the collision or conditions which are a result of the collision.



## **CODE 08 Inattentive**

**Note:** Inattentive is a parent value with four associated sub-values:

- hand-held device
- in car device
- two-way radio
- other inattention

If 'Inattentive' (08) is selected, a sub-value must also be selected. Only the sub-value code will appear on the report. However, all sub-values map back to the parent value, for data analysis purposes.

### **Code 80: Hand Held Device:**

The person was inattentive due to using a hand-held wireless communication, entertainment or other hand-held device, and this inattention contributed to the collision

### **Code 81: In-car device:**

The person was inattentive due to using an in-car device, such as a radio, GPS, in-car entertainment system, computer or a control screen, and this inattention contributed to the collision. Includes devices that have been temporarily fixed to the vehicle's dashboard or elsewhere. Includes 'hands-free' calling.

### **Code 82: Two-way radio:**

The person was inattentive due to using a two-way radio, and this inattention contributed to the collision. As of February 14, 2020, a temporary exemption allowing commercial drivers and amateur radio operators to use hand-held two-way radio communication devices while driving was made permanent.

### **Code 98: Other inattention:**

The person was inattentive in a manner not already specified (eating, reading, personal grooming, day-dreaming, etc.), and this inattention contributed to the collision.



## **CODE 09 Road Rage/ Aggression**

The person exhibited a fit of violent anger, especially one directed towards and endangering another driver or road user.

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**CODE 99**

**Other**

The Driver/ Pedestrian condition is not defined above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Pedestrian Action - Boxes 39, 40

MVCR 0320

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#### Summary

The action of any pedestrians immediately prior to their involvement or indirect involvement in the collision is recorded.

Details related to pedestrians are included in the 'Involved People' section of the report. For paper-based forms, if more than 2 pedestrians are involved, additional form(s) are completed.

#### CODE 00 Unknown

Self Explanatory.

#### CODE 01 Crossing with Right-of-Way

Pedestrian crossing the roadway at an intersection in a legal manner, i.e.:

- crossing with the traffic signal
- crossing at a stop sign
- crossing under the direction of an authorized person

#### CODE 02 Crossing without Right-of-Way

Pedestrian crossing the roadway at an intersection against a traffic signal, regulatory sign or against the direction of an authorized person. Excludes crossing to enter or after leaving school bus.

#### CODE 03 Crossing no Traffic Control

Pedestrian in a collision while crossing at an uncontrolled intersection or a non-intersection without traffic control.

#### CODE 04 Crossing Pedestrian Crossover

Pedestrian crossing a crossover in a proper manner. This requires a pedestrian to indicate intention to cross and to wait for approaching vehicles to stop. Pedestrian crossovers may be equipped with

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pedestrian activated, amber warning lights. The pedestrian should, but is not required to, activate them.

**Note:** A pedestrian crossover should not be confused with the pavement markings used at signalized urban intersections (see 0305).

**CODE 05**  
**Crossing Marked**  
**Crosswalk Without**  
**Right-of-way**

Pedestrian cross without right-of-way, i.e.:

- crossing against the traffic signals or the instructions of a police officer
- crossing without permission of school crossing-guard.

Include pedestrians who cross at pedestrian crossovers in an improper manner.

**Note:** If pedestrian using crossover in improper manner, Traffic Control must be Code 04 in 0305.

**CODE 06**  
**Walking on**  
**Roadway with**  
**Traffic**

Pedestrian walking in the same direction as the traffic, using the travelled portion of the highway.

**CODE 07**  
**Walking on**  
**Roadway Against**  
**Traffic**

Pedestrian walking in the opposite direction to the traffic, using the travelled portion of the highway.

**CODE 08**  
**Sidewalk or**  
**Shoulder**

Pedestrian on a shoulder, sidewalk or other pedestrian way which is adjacent to the roadway.

**CODE 09**  
**Playing or Working**  
**on Highway**

Pedestrian playing or working on the travelled portion of a highway. Includes highway construction and maintenance crews, tow truck operators, police/fire/emergency services attending collisions or children playing in the roadway.

**CODE 10**  
**Coming from**  
**Behind parked**  
**Vehicle or Object**

Pedestrian coming from behind a parked vehicle or object onto the roadway and is obscured from the view of drivers.



**CODE 11**  
**Running on**  
**Roadway** Exclude pedestrians running into pedestrian crossover or crosswalks.

**CODE 12**  
**Person Getting on/**  
**off School Bus** Pedestrian entering or leaving a school bus is involved in an collision. This includes pedestrian entering/leaving the bus or crossing the road to enter or after leaving bus.

**CODE 13**  
**Person getting on/**  
**off vehicle** Pedestrian entering or leaving a motor vehicle other than a school bus or a transit vehicle.

**CODE 14**  
**Pushing/ Working**  
**on Vehicle** Pedestrian pushing or working on a vehicle. Includes collisions involving the pedestrian, the vehicle or both.



**CODE 15**  
**Person Getting On/**  
**Off Transit** Pedestrian entering or leaving a transit vehicle is involved in a collision. This includes pedestrian entering/leaving the transit vehicle or crossing the road to enter or after leaving the transit vehicle.

**CODE 99 Other** Pedestrian action not described above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Road Jurisdiction - Box 41

MVCR 0321

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#### Summary

The authority having jurisdiction over the road at the collision site. If the collision occurred at an intersection or was intersection related, the jurisdiction of the more senior road authority has priority. The jurisdictional hierarchy is as follows:

- Federal
- Provincial
- Regional Municipality
- County or District
- Municipal
- Township
- Private Property and others

#### CODE 01 Municipal

Road under the jurisdiction of a municipal council, e.g. city streets in:

- Hamilton
- Toronto
- Brockville

Excludes township roads.

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**CODE 02**  
**Provincial**  
**Highway**

Highway under the jurisdiction of the Province of Ontario:

- Highway #401
- Highway #5
- the Queen Elizabeth Way

**CODE 03**  
**Township**

Roadway under the jurisdiction of a township council, e.g.:

- Essa Township
- Field Township
- Lindsay Township

**CODE 04**  
**County or District**

Roadway under the jurisdiction of a county or government or district council, e.g.:

- Kenora District
- Cochrane
- Manitoulin

**CODE 05**  
**Regional**  
**Municipality**

Roadway under the jurisdiction of a regional council, e.g.:

- Haldimand-Norfolk
- Hamilton-Wentworth
- Niagara

**Note:** Roadway under the jurisdiction of the District Municipality of Muskoka should be recorded under Regional Municipality.

**CODE 06**  
**Private Property**

Collisions on privately owned property, e.g.:

- parking lots
- driveways
- industrial sites
- construction sites or other locations not maintained or operated by a governmental authority

**CODE 07**  
**Federal**

Federal jurisdiction extends to navigable waterways, bridges over national or international waterways, roads within the National Capital Region, federal airports, military and Coast Guard facilities, consulates and embassies.

**CODE 99**  
**Other**

The collision occurred at a location under a jurisdiction not detailed above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Classification of Collisions - Box 42

MVCR 0322

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#### Summary

The appropriate classification which describes the motor vehicle collision is entered. On digital platforms, such as eCollisions, this field is derived based on injury and property damage.

#### CODE 01 Fatal Injury

A collision which results in a fatality within 30 days of the date of the motor vehicle collision.

**Note:** Pregnancy loss as a result of a collision is not recorded as a fatality. However, if as a result of the collision, the unborn child is delivered early (for example, through an emergency cesarean section), and then subsequently dies within 30 days, the child's death is then recorded as a fatality resulting from the collision.

For fatal injuries that are the result of an intentional act (including homicides and suicides, use 'Intentional').

#### CODE 02 Non-fatal Injury

A collision which results in injury to one or more persons which does not result in a fatality within 30 days of the date of the collision. Injury is defined as any bodily harm visible or complained of resulting from the collision.

**Note:** For non-fatal injuries that are the result of an intentional act, use 'Intentional').

#### CODE 03 Property Damage Only



A property damage only collision is a collision in which no injury occurs and total damage including load damage is in excess of \$2000 (increases to \$5000 as of January 1, 2025). Includes collisions involving motorized snow vehicles where total damages exceeds \$400.

**Note:** There is no monetary property damage threshold for dooring collisions; all dooring collisions are reportable. Any dooring collision that does not result in a fatality or injury should be included here.



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**CODE 04**  
**Non- Reportable**

A collision which is not a dooring collision, or in which no injury occurs and total damage including load damage does not exceed \$2000 (increases to \$5000 as of January 1, 2025) or \$400 for motorized snow vehicles.

**CODE 99**  
**Intentional**

A collision is the intentional contact of a motor vehicle to oneself, others, property, buildings, etc. resulting in a death (includes homicides and suicides), injury or property damage.

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## TEMPLATE

### Initial Direction of Travel - Boxes 43, 44

MVCR 0323

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#### Summary

The direction (s) in which the involved vehicle was travelling prior to collision is recorded, eg:

- North - Code 1
- South - Code 2
- East - Code 3
- West - Code 4

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## TEMPLATE

### Initial Impact Type - Box 45

MVCR 0324

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#### Summary

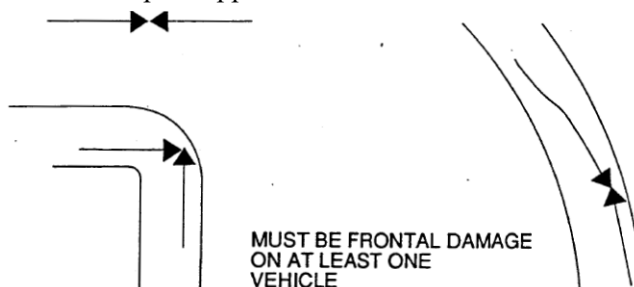
This field provides information to be retrieved from collision data systems to enable engineers to provide technical solutions unique to each selection. Enter the code which best describes the general path of the vehicle (s) immediately before the first impact.

**Note:** Where more than one impact occurred the first impact type is entered.

#### CODE 01 Approaching Head On

Initial direction of travel of each vehicle is opposite the other and at least 1 vehicle was impacted on the front. One vehicle may be stopped but not disabled or parked. One vehicle may be stopped but not unattended by its driver. If unattended, use 'Single Motor Vehicle - Unattended' instead.

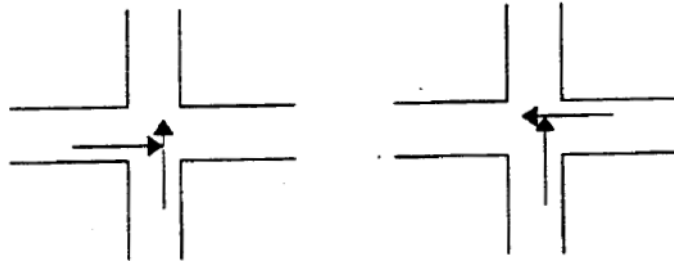
**Note:** If neither vehicle suffered front-end damage, only side impacts, use Sideswipe - Opposite Direction instead.



#### CODE 02 Angle

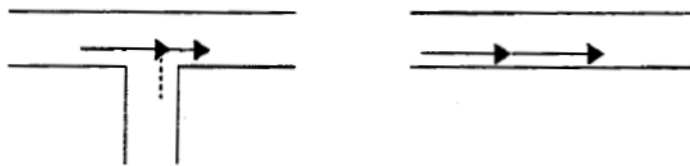
Included are collisions which occur at intersections and/or private drives, where the initial directions of travel are approximately 90 to one another and neither vehicle is in the act of turning, e.g., V1-EB, V2-NB. Normally a vehicle entering a roadway from a private drive is in the act of turning and this is not considered an angle impact.





### CODE 03 Rear End

Collisions where vehicles are travelling in the same direction and the lead vehicle is struck in the rear.



**Note:** If one of the two vehicles travelling in the same direction is showing a turning movement then the turning movement rule applies.



### CODE 04 Sideswipe

Collisions involving side impacts where vehicles are travelling in the same or opposite direction. Vehicles which sideswipe while approaching, i.e.: no frontal impacts are coded as sideswipes.

'Sideswipe' is a parent value, with two associated sub-values:

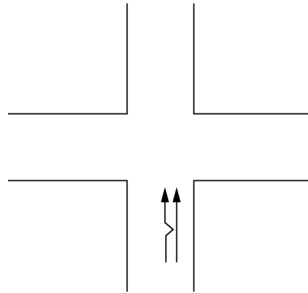
- Same Direction
- Opposite Direction

**Note:** Only sub-value codes will appear on the report. However, all sub-values map back to the parent value, for data analysis purposes.



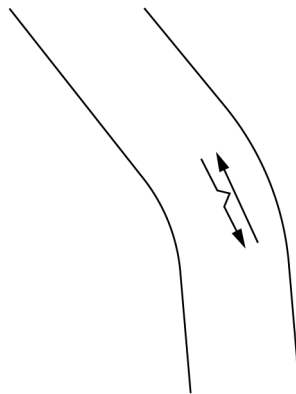
**Code 40: Same Direction**

Collisions involving side impacts where vehicles are travelling in the same direction.



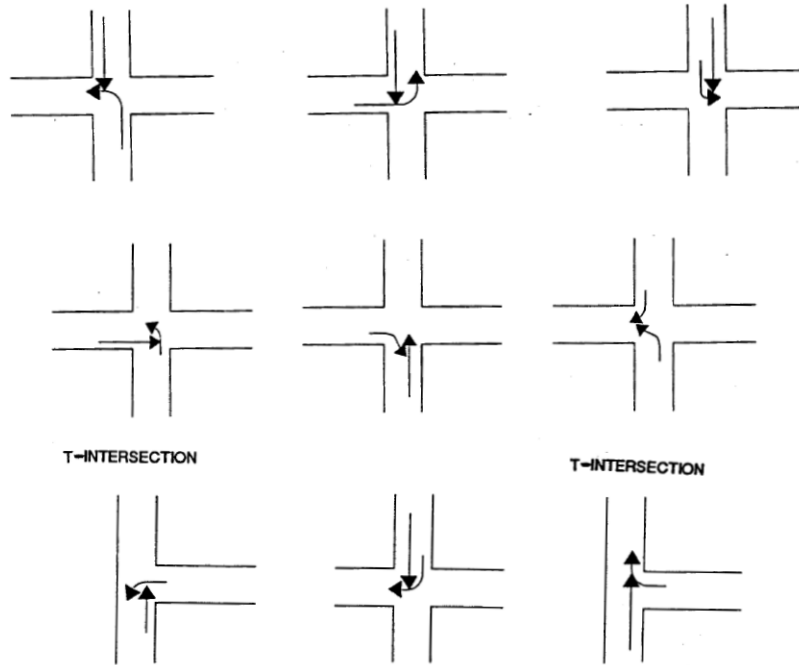
**Code 41: Opposite Direction**

Collisions involving side impacts where vehicles are travelling in the opposite direction. Vehicles which sideswipe while approaching (i/e. no frontal impacts) are coded as sideswipes.



**CODE 05**  
**Turning Movement**

Collisions in which vehicles are turning and impact location of one of the vehicles is on the side, e.g., V-1 is SB and V-2 is NB to WB.



**Note:** When two vehicles are travelling in the same direction and one of them is indicating a turning movement of either 04, 05 or 06. The initial impact will always be 05. Not a rear end (03).

As long as one vehicle was in the process of turning at the time of collision, use 'Turning Movement' rather than another movement description (i.e., Sideswipe, rear-end, angle, reversing, approaching). If the collision involves only one vehicle, or two vehicles in which the second was unattended or parked, use 'Single Motor Vehicle' and 'Single Motor Vehicle - Unattended' instead.



**CODE 06**  
**SMV Unattended Vehicle**

'Single Motor Vehicle - Unattended' collisions occur when a vehicle strikes another vehicle unattended which is parked, abandoned, or runaway, as long as they are not under the care or control of a driver. Does not include vehicles stopped for traffic or while unloading passengers (i.e vehicle is on). Include vehicles which are

parked (i.e., vehicle is off) with or without occupants in the driver or other seat positions.



**CODE 07  
SMV Other**

Single Motor Vehicle (SMV) initially collides with a fixed object, pedestrian or animal. Includes occurrences of other Events provided in the Sequence of Events (see 0328).

Also include dooring collisions involving a vulnerable road user colliding with the open door of a parked motor vehicle.

If the collision involves a moving motor vehicle colliding with the door of a parked motor vehicle, use 'Single Motor Vehicle Unattended'.

**CODE 09  
Reversing**

At least one vehicle was reversing at the time of collision and no turn movements were involved. The second vehicle may be stopped but not unattended by its driver. If at least one vehicle is turning, use 'Turning Movement' instead. If the second vehicle is parked or unattended, use 'Single Motor Vehicle - Unattended' instead.

**CODE 99  
Other**

Impact type not described above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Vehicle Manoeuvre - Boxes 46, 47

MVCR 0325

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**Summary** Enter the manoeuvre that each vehicle was performing prior to the impact or the driver's realization that the impact might occur. Does not include any vehicle manoeuvre taken to avoid a possible collision.

**CODE 00  
Unknown** The manoeuvre being performed by the vehicle prior to the impact is not known, e.g., hit and run vehicles. For electronic reporting, if unknown, leave blank.

**CODE 01  
Going Ahead** The vehicle was driving in a straight line on tangent (straight) sections of roadway, maintaining lane position on curves or following the correct line on ramps and transfer lanes.

**CODE 02  
Slowing or  
Stopping** Does not include slowing or stopping to avoid a collision

**CODE 03  
Overtaking** Overtaking is a vehicle manoeuvre to bypass another slower vehicle moving in the same direction by changing lanes, moving faster than passed vehicle and then returning to original lane of travel.

**CODE 04  
Turning Left** Vehicle making a radical change of direction, e.g., turning NB to WB

**CODE 05  
Turning Right** Vehicle making a radical change of direction to the right not associated with changes in roadway alignment, e.g., turning NB to EB.

**CODE 06  
Making a "U" Turn** U-turn is any reversal of direction accomplished by a 180 degree turn.

**CODE 07  
Changing Lanes** Crossing between lanes, provided that crossing is not part of merging. Includes all crossing between lanes for passing.

**CODE 08  
Merging**

Vehicle entering a flowing stream of traffic from a location where a lane is ending and the driver must move into an adjacent lane. This includes merging required by lane closures for maintenance and construction.

**CODE 09  
Reversing**

Vehicle moving in a direction opposite to its normal direction of travel, e.g., backing out of driveway, backing into a parallel parking location or backing out of angle parking.

**CODE 10  
Stopped**

Vehicle has a driver. Vehicle is operational and on the normal driving portion of the road.

**CODE 11  
Parked**

Vehicle is functional but not operating (i.e., turned off). The vehicle may have occupants but is not under a driver's control, given it is turned off.

**CODE 12  
Disabled**

Non-functional vehicle located on or off the driving portion of the road.

**CODE 13  
Pulling Away From  
the Shoulder or  
Curb**

Vehicle pulling away from the shoulder median or curb of road.

**CODE 14  
Pulling onto  
Shoulder or  
Toward Curb**

Vehicle in motion and pulling onto a shoulder, median or to a curb on the roadside.

**CODE 15  
Out of Gear**

The vehicle was not in an appropriate or any gear.

**CODE 16  
Turning Right on  
Red**

The vehicle was turning right on a red signal.

**CODE 99 Other**

The manoeuvre being performed is not described above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Sequence of Events - Boxes 48 to 59

MVCR 0326

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#### Summary

The order of events for each motor vehicle during the collision until it came to rest is entered for each vehicle. There are three categories to choose from, as follows:

- moveable objects (0327)
- other events (0328)
- fixed objects (0329)

Up to three selections per vehicle may be recorded. More than one selection may be made from the three categories. It is not necessary to record a selection from each area or to record three selections.

**Note:** Left or right is determined by the direction of travel of the vehicle.

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## TEMPLATE

### Sequence of Events - Movable Objects

MVCR 0327

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**Summary** Movable objects are self-propelled or have the capacity for motion.

**CODE 01  
Other Motor  
Vehicles** Vehicles which struck or were struck by the subject vehicle.  
Includes cars, trucks, motorcycles and all terrain vehicles. Does not include construction equipment, farm tractors, street cars, railway trains, or motorized snow vehicles.

Collisions with unattended vehicles or queued vehicles are coded separately.



**CODE 02  
Unattended or  
parked Vehicle** Vehicle not under the care and control of a driver at the time of the collision or which was parked (with or without occupants in the driver or other seat positions). Includes abandoned or runaway vehicles.

**CODE 03  
Pedestrian** A pedestrian is any person not in or upon a motor vehicle at the time of the collision. Includes persons in or operating a pedestrian conveyance, e.g.:

- baby carriage
- scooter
- skate board
- coaster wagon
- roller skates
- wheelchair/ motorized wheelchair/ mobility device
- child's tricycle

**CODE 04  
Cyclist** A cyclist is any person riding a bicycle, E-bike, adult tricycle, unicycle, trailer, side car or other conveyance attached to a bicycle



or adult tricycle. Excludes person walking a bicycle (this is considered a pedestrian).



Does not include a person using a micromobility device which is motorized, such as an e-scooter or an e-skateboard. Record these as 'Other'.

**Note:** If the pedals are removed from an E-bike, it is considered a motor vehicle.

**CODE 05**  
**Railway Train**

All railway vehicles except street cars and light rail transit (LRT) vehicles.

**CODE 06**  
**Street Car**

Include light rail transit (LRT) vehicles. Passenger rail transit vehicle powered by electricity and operating in mixed traffic or in a dedicated right of way.

Includes street cars or LRTs which jump their tracks in the course of a collision.

**CODE 07**  
**Farm Tractor**

A self propelled vehicle designed and used primarily as a farm implement for drawing implements of husbandry.

**CODE 08**  
**Animal- Domestic**

A animal that can reasonably be assumed to be domesticated. Includes farm/ ranch animals or household pets.

**CODE 09**  
**Animal -Wild**

'Animal - Wild' is a parent value, with four associated sub-values:

- Bear
- Moose
- Deer
- Other wild animal



**Note:** If 'Animal - Wild' (CODE 09) is selected, a sub-value must also be selected. Only the sub-value code will appear on the report. However, all sub-values map back to the parent value, for data analysis purposes.

**Code 10 Bear:**

Collision occurred with a bear.

**Code 11 Moose:**

Collision occurred with a moose.

**Code 12 Deer:**

Collision occurred with a deer.

**Code 96 Other:**

Animal not kept or cared for as domestic property, and not a bear, deer or moose (coded separately)



**CODE 13  
Work/Maintenance  
equipment**

Any equipment actively being used for construction and maintenance. Include utility vehicles actively being used for utility work. Do not include trucks or other motor vehicles traveling to/ from a work site (code as 'Other motor vehicles).



**CODE 14  
Open door of  
vehicle**

Collision occurred with the open door of a vehicle.



**CODE 15 Other  
motor vehicle --  
queued**

Motor vehicle(s) struck was in live traffic, but was not moving at the time of the collision, for example, because of a red light or stopped traffic ahead of it.

**CODE 97  
Other**

A moveable object not described above. Includes motorized snow vehicles and other micromobility vehicles. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99)..

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## TEMPLATE

### Sequence of Events - Other Events

MVCR 0328

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#### Summary

Other events occur either before or after the initial impact and do not involve fixed or moveable objects.

#### CODE 20 Ran off Road

The driver while in care and control of a motor vehicle directs it off the travelled portion of the road for whatever reason. Includes:

- veered to avoid obstruction
- failed to negotiate a change in roadway alignment
- heart attack
- fell asleep

#### CODE 21 Skidding/ Sliding

Vehicle lost traction due to abrupt braking, steering, acceleration or impact. Loss of traction may be caused by mud, snow, slush, ice, rain or spilled liquid. The vehicle manoeuvre which resulted was a skid or slide indicating loss of control.

#### CODE 22 Jackknifing

For vehicles towing trailers only. A jackknife occurs when the trailer's forward motion and weight forces the rear wheels of the power unit to break traction and slide sideways. The continued forward motion the trailer drags the power unit into a position alongside the trailer.

#### CODE 23 Load Spill

Load spill occurs when cargo separates from the vehicle and is deposited on or adjacent to the roadway. Vehicle loses load immediately before or during collision. Includes solid, liquid or gaseous material, provided the item was cargo and not part of the vehicle.

#### CODE 24 Fire/ Explosion

Fire or explosion is the ignition or detonation of any portion of the vehicle, fuel or cargo. Includes electrical fire, fuel fire, burning cargo, or fire in the braking system. Fire or explosion may occur

before or as a result of the collision, but only involves the vehicle itself and not occurrences on adjacent property.

**CODE 25**  
**Submersion**

Any portion of the occupant compartment is submerged in water or some other liquid. Includes snowmobile breaking through the ice and vehicle which drove into watercourse.

**CODE 26**  
**Rollover/ overturn**

Vehicle is forced onto its side or roof regardless of the cause.

**CODE 27**  
**Debris on the Road**

Stationary material on the roadway which constitutes a hazard and requires a driver to reduce speed or attempt evasive action to prevent damage and maintain control. Includes stationary cargo and vehicle parts and miscellaneous debris which has fallen from another motor vehicle and debris on the road. Does not include ice, hail, snow, rain or animals.

**CODE 28**  
**Debris Falling Off Vehicle**



'Debris falling off vehicle' is a parent value, with four associated sub-values:

- Snow/ice
- Wheel
- Auto parts
- Other

If 'Debris falling off vehicle' (28) is selected, a sub-value must also be selected. Only the sub-value code will appear on the report. However, all sub-values map back to the parent value, for data analysis purposes.

**Note:** Material must be in the act of falling or still in motion after falling from a vehicle; if material is stationary, use 'Debris on the Road' (27).

**Code 31: Snow/ice**

Snow or ice fell off a vehicle or trailer while it was in motion and contributed to a collision.

**Code 32: Wheel**

A wheel detaches from a vehicle or trailer while in motion.

**Code 33: Auto parts**

Parts of a vehicle or trailer fell off while the vehicle/trailer was in motion and contributed to a collision.

**Code 95: Other**

Debris other than auto parts, wheels, cargo, or ice/snow fell off a vehicle or trailer while it was in motion and contributed to a collision. For cargo, use 'Load Spill'.



**CODE 29  
Crossed Median**

Vehicle crossed the central median of a divided roadway.



**CODE 30  
Evasive Action**

An evasive action is a maneuver made intentionally to avoid colliding with a person, vehicle, or object. A subsequent collision may or may not occur with another person, vehicle or object as an unintended result of the evasive action.



**CODE 98  
Other**

For other events not described above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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# TEMPLATE

## Sequence of Events - Fixed Objects

MVCR 0329

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### Summary

Fixed objects are natural topographical features, highway appurtenances, snow accumulations and other immovable objects on the roadside. The offset distance from the edge of the travelled portion of roadway to the fixed object is measured. This distance is coded in the box marked Offset under the corresponding fixed object collision event.

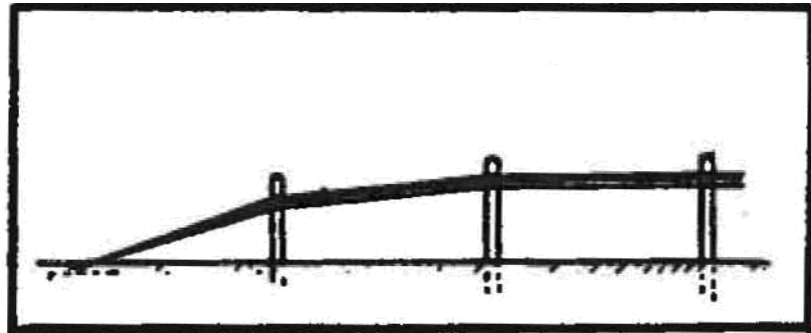
The code containing the appropriate distance range is selected from Left of Roadway or Right of Roadway to indicate which side of roadway the fixed object was located.



**Note:** The left or right is determined by the direction the vehicle was traveling. If the vehicle collided with a fixed object located above, such as a bridge or an overhead highway sign, select "Overhead" for Offset.

### CODE 50 Cable Guide Rail

Cable guide rail is constructed of tensioned steel cables anchored to buried concrete blocks and mounted on light steel or wooden posts. Impacts at the beginning or end of the system or transitions between different barrier systems are coded as Crash Cushion/End Treatment.



**CODE 51  
Concrete Guide  
Rail**

A shaped concrete wall designed to contain errant vehicles and prevent them from reaching a hazard, e.g., New Jersey style.

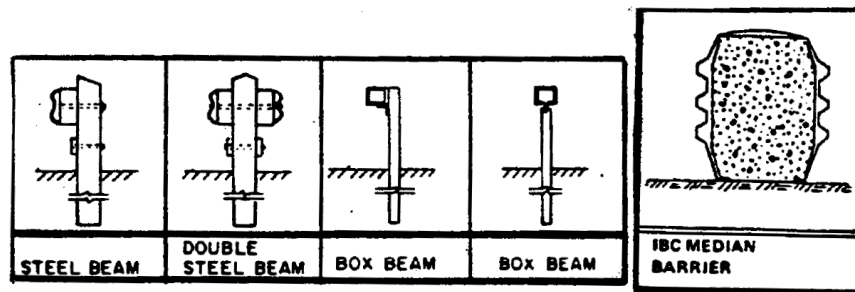


**CODE 52  
Steel Guide Rail**

Barrier system constructed of rigid steel components. Collisions occurring at beginning or end of the system or at a transition between 2 different systems are coded as Crash cushion/End Treatment.

Includes the following guide rail types:

- Steel Beam: a continuous W-shaped steel beam normally mounted on heavy square timber posts.
- Box Beam: a continuous square tube normally mounted on weak steel posts found in median and shoulder applications.
- IBC Barrier: a continuous bin type structure constructed of formed steel panels and filled with granular material.



**CODE 53  
Pole, (Utility  
Tower)**

All large poles and tower structures found on the roadside. This includes:

- utility poles

- luminaires
- hydroelectric towers

**CODE 54  
Pole, (Sign,  
Parking Meter**

All smaller poles supporting ground mounted signs, e.g.:

- parking meters
- mailboxes or delineators

**Note:** If the collision is with the sign itself (such as an overhead highway sign), use the value of 'Sign' instead, and indicate the location using the Offset field.

**CODE 55  
Fence/ Noise  
Barrier**

All fences and roadside noise barriers are included. Fences on private property are also included.

**CODE 56  
Culvert**

Culverts carry roadside drainage under roadway or other obstructions and are constructed of steel, concrete or timber.

**CODE 57  
Bridge Support**

Any portion of a bridge is coded as a bridge support. Include all components of a bridge, including bridge supports and overhead sections. Indicate the location of the impact using the 'offset' field (overhead, left, right).

**CODE 58  
Rock Face**

All exposed faces of bedrock or large rock outcrops on the roadside, including ditches, with rock backslopes.

**CODE 59  
Snowbank/Drift**

An accumulation of snow in a windrow or pile, including naturally drifted and plowed snow. This only applies when the accumulation is sufficient to cause loss of vehicle control.

**CODE 60  
Ditch**

An earthen trench below the elevation of the roadway to collect and carry water from the road surface. Includes ditches in median strips but not ditches with rock backslopes.

**CODE 61  
Curb**

A raised edge placed at or beyond the limit of the travelled portion of the roadway, normally in conjunction with a gutter to provide drainage. Curbs are defined as being maximum of 300 mm high.



**CODE 62**  
**Crash Cushion /**  
**End treatment**

A range of roadside fixtures including guide rail end treatments, energy attenuating treatments and crash cushions with guide rail ends and other devices.

For use when any of the following guide rail elements are struck:

- the beginning or approach end of a guide rail
- the termination or leaving end of a guide rail
- any transition between two segments of the same or different types of barrier
- energy attenuating devices attached to other structures or free standing, e.g.:
  - yellow inertia barrels
  - G.R.E.A.T. Systems

**CODE 63**  
**Building or Walls**

A building or wall is any solid structure in excess of 300 mm in height, e.g.:

- dry stone walls
- retaining walls
- tunnel walls

Does not include portions of a bridge structure, noise barriers or concrete guide rail.

**CODE 64**  
**Watercourse**


Any substantial body of water, including lakes, streams, rivers, canals, locks, or artificial water courses.


**CODE 65**  
**Construction**  
**Marker**

Any temporary sign, delineator, arrow board or other traffic marker in a construction zone. Construction markers are usually construction orange and black.

**Note:** Construction/maintenance equipment is coded separately under "Moveable Objects - Work/Maintenance Equipment"

**CODE 66  
Tree, Shrub, Stump** Any substantial plant, living or dead. A substantial plant is large enough to cause damage to or change course of a motor vehicle.

 **CODE 67  
Raised Median** A raised area in the centre portion of the roadway, separating traffic lanes carrying traffic in opposite directions.

 **CODE 68  
Sign** Collision occurred with a sign, including overhead highway signs. If the collision was with supports for the sign, record it as 'Pole (Sign, Parking Meter)'

**CODE 99  
Other** Any fixed object other than those defined above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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## TEMPLATE

### Fixed Objects Offset - Boxes 49, 51, 53, 55, 57, 59

MVCR 0330

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#### Summary

For collisions with fixed objects, the offset distance from the travelled lanes of the roadway is recorded. The offset distance is defined as the distance from the closest edge of the travelled portion of the roadway to the Fixed Object expressed in metres.

For overhead objects, only the location ('Overhead') is indicated, not the distance from the roadway.

**Note:** The offset distance is based on the direction the vehicle was travelling at the time of the collision.

Fixed Objects Offset Left of Roadway	Fixed Objects Offset Right of Roadway
01 - Less than 3.1 m	05 - Less than 3.1 m
02 - 3.1 to 6.0 m	06 - 3.1 to 6.0 m
03 - 6.1 m to 9.0 m	07 - 6.1 m to 9.0 m
04 - Greater than 9.0 m	08 Greater than 9.0 m



#### CODE 09 Overhead

Vehicle collided with a Fixed Object located above or above and adjacent to the roadway.

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# TEMPLATE

## Vehicle Damage Boxes 60, 61

MVCR 0331

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### Summary



Vehicle damage is assessed according to the categories below for each vehicle involved in the collision. Police may also estimate the cost of the damage and provide a description of the damage. On the paper form, include the cost estimate and description as additional information.

Code	Vehicle Damage	Definition
01	none	No visible damage
02	light	Slight or superficial damage. This includes scratches, small dents or minor cracks that do not affect the safety or performance of the vehicle.
03	moderate	Unsafe conditions result. The vehicle must be repaired to make its condition meet the requirements of law. The vehicle can be driven, but doing so is unsafe.
04	severe	Vehicle cannot be driven: requires towing. Would normally be repaired.
05	demolished	Vehicle damaged to the extent that repairs would not be feasible.

**TEMPLATE**

**Location of Vehicle Damage Boxes 62, 63, 64, 65**

**MVCR 0332**

**Summary**

The Location of Vehicle Damage or Area of Impact field describes damage to each vehicle involved in the collision. Two selections are permitted per vehicle. It is not necessary for the vehicle to be damaged for the area of impact to be recorded. If the same location on a vehicle is impacted more than once and no other areas are impacted, the same area may be coded both as an initial and secondary impact.

V1 and V2 damage is recorded in 4 boxes (V1: 62 & 63, V2: 64 & 65). The code corresponding to the initial impact damage sustained by the vehicle is entered in the Initial Impact box. Damage sustained in subsequent impacts is entered in the box Secondary Impact. Additional areas are recorded in the written description.

Location of Vehicle Damage or Area of Impact		Multiple Choices
01-Right front corner	14-Right side complete	Allowed
02-Right front	15-Back complete	
03-Right centre	16-Left side complete	
04-Right rear	17-Top	
05-Right rear corner	18-Undercarriage	
06-Back centre	19-No contact	
07-Left rear corner	00-Unknown	
08-Left rear		
09-Left centre		
10-Left front		
11-Left front corner		
12-Front centre		
13-Front complete		

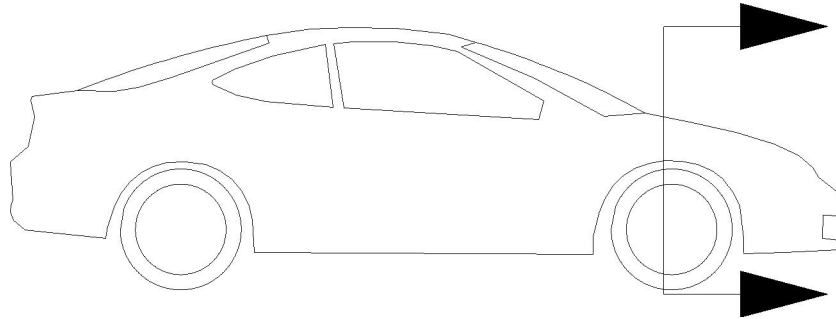
V1	{	Initial Impact	62
		Secondary Impact	63
V2	{	Initial Impact	64
		Secondary Impact	65

**CODE 00  
Unknown**

The amount or location of damage/impact to the motor vehicle could not be determined. For electronic reporting, leave unknown fields blank. Include hit and run collisions in which the vehicle left the scene and was not apprehended.

**CODE 01**  
**Right Front Corner**

Right Front Corner includes bumper, headlight, front of fender, corner of hood, signal lamp, etc. Damage/impact. does not extend more than halfway across the grill or behind the front wheel centre-line.

**CODE 02**  
**Right Front**

Right Front includes:

- right front fender
- wheel
- tire
- fender well
- headlight
- signal lamp
- right-hand edge of hood
- right corner of bumper, etc.

Includes forward side area of railers.

**CODE 03**  
**Right Centre**

Right Centre includes:

- right hand doors

- roof pillar
- rocker panels
- pick-up box forward of rear wheels
- saddle tanks on transport trucks
- side glass, etc.

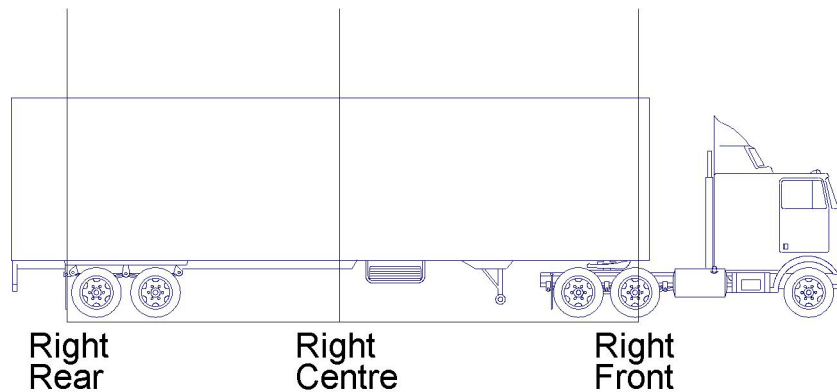
Includes centre side area of trailers.

**CODE 04  
Right Rear**

Right Rear includes:

- rear fender
- wheel
- tire
- lamp
- right side of trunk lid
- rear roof pillar
- right corner bumper, etc.

Includes rear side area of trailers.

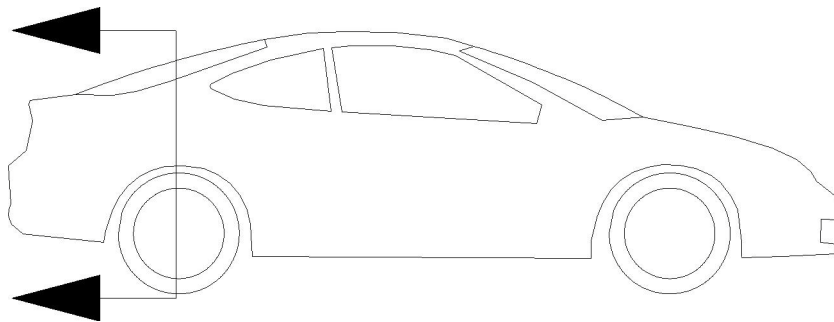


**CODE 05**  
**Right-Rear Corner**

Right Rear Corner includes:

- bumper
- tail light
- rear corner of fender
- corner of trunk lid, etc.

Damage/impact does not extend beyond the center of the rear of the vehicle or forward of the center of the rear wheels.

**CODE 06**  
**Back Centre**

Back centre includes:

- bumper
- tail gate
- trunk lid
- fuel tank on cars
- pickups, etc.

Provided there is no damage/impact to the fenders.

**CODE 07**  
**Left Rear Corner**

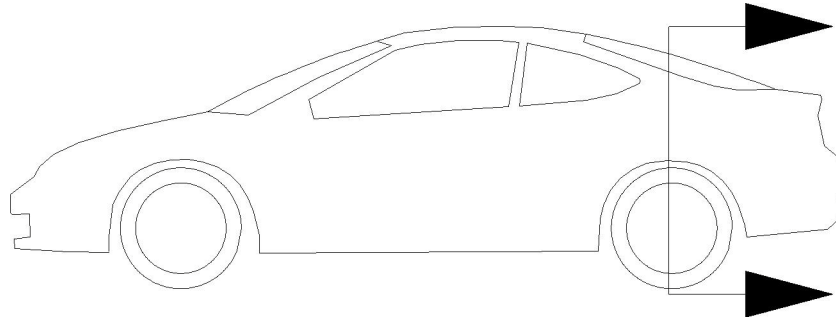
Left Rear Corner includes:

- bumper
- tail light



- rear corner of fender
- corner of trunk lid

Damage/impact must not extend beyond the center of rear of the vehicle or forward of the center of rear wheels.



**CODE 08**  
**Left Rear**

Left Rear includes:

- rear fender
- wheel
- tire
- tail lamp
- left side of truck lid
- rear roof pillar
- corner of bumper, etc

Includes rear side area of trailers.

**CODE 09**  
**Left Centre**

Left Centre includes:

- left hand doors
- roof pillar
- rocker panels
- pickup box forward of rear wheels

- saddle tanks -on transport trucks
- side glass, etc.

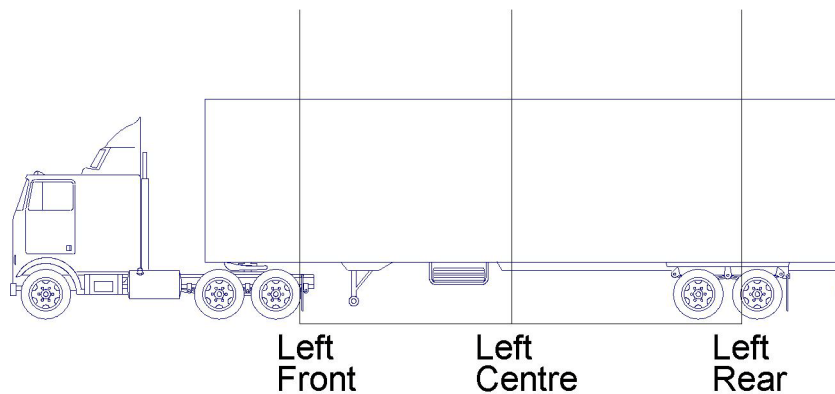
Includes centre side area of trailers.

**CODE 10**  
**Left Front**

Left Front includes:

- left front fender
- wheel
- tire
- fender well head light
- signal lamp
- left-hand edge of hood
- left corner of bumper etc.

Includes forward side area of trailers.



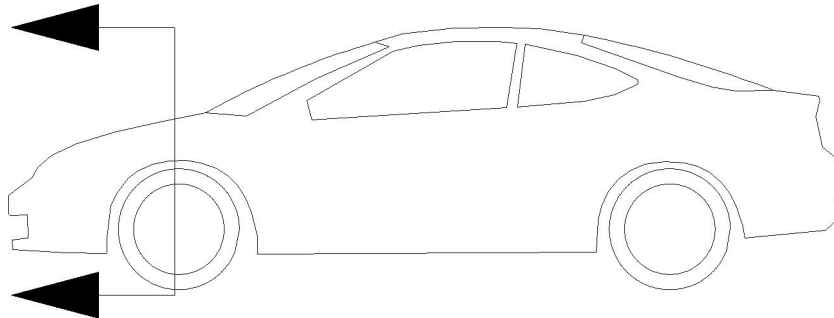
**CODE 11**  
**Left Front Corner**

Left Front Corner includes:

- bumper
- head-light

- front of fender
- corner of hood-signal lamp, etc.

Damage/impact must not extend beyond the center of the grill and the centre-line of the front wheel.



**CODE 12  
Front Centre**

Front Centre includes:

- bumper
- grill
- radiator
- hood
- front spoiler
- windshield, etc.

Provided there is no damage/impact to the fenders.

**CODE 13  
Front Complete**

Front Complete includes:

- bumper
- grill
- hood
- front spoiler
- both headlamps

- signal lamps
- fender fronts
- radiator
- windshield, etc.

The damage/impact must affect the entire front of the vehicle.

**CODE 14  
Right Side  
Complete**

Right Side Complete includes

- doors
- fenders one headlight
- signal lamp
- tail lamp
- rocker panel
- side glass
- wheels
- tires
- saddle tanks,
- pick-up truck box,
- side walls
- wheels on trailers, etc.

A substantial portion of the side of the vehicle must be damaged or impacted, e.g., sideswipes.

**CODE 15  
Back Complete**

Back Complete includes

- bumper

- trunk
- tail gate
- signal lights
- parking lights, etc.

The damage/impact must affect the entire back of the vehicle.

**CODE 16**  
**Left Side Complete**

Left Side Complete includes:

- doors
- fenders
- one headlight
- signal lamp
- tail lamp
- rocker panel
- side glass
- wheels
- tires
- saddle tanks
- pickup truck box
- side walls
- wheels on trailers, etc.

A substantial portion of the side of the Vehicle must be damaged/impacted, e.g., sideswipes,

**CODE 17**  
**Tops**

Top includes:

- roof
- sunroof
- T-Top
- convertible cover
- vinyl roof
- pickup truck caps, etc.

**CODE 18**  
**Undercarriage**

Undercarriage includes:

- springs
- shocks
- steering components
- brakes
- oil pan
- linkages
- floor pan
- driveshaft
- axles
- frame components
- exhaust system, etc.

**CODE 19**  
**No Contact**

The vehicle did not come into contact with any other object or sustain damage from any external source.

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## TEMPLATE

### Special Studies Boxes 66, 67, 68

MVCR 0333

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#### Summary

Special instructions will be issued for the use of these boxes. In the absence of specific instructions for their use, the area is stroked out or left blank, if reporting electronically. Special studies are conducted for limited durations and geographic areas.

Special studies may be undertaken by municipalities. Code boxes 66, 67 and 68 are for studies initiated by Ministry of Transportation only.

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**TEMPLATE****Involved People, Columns 69 to 73****MVCR 0334**

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**Summary**

Information on all persons involved in an collision is entered if personal injury or death results to any involved person. An involved person includes vehicle occupants, cyclists and pedestrians. Note that a bicycle is considered a vehicle and a cyclist is considered the driver of the vehicle. Cyclists should not be recorded as pedestrians unless they were walking beside their bicycle.

For property damage only collisions, this section is not completed.

For a bus, uninjured passengers are not identified by name but the number is recorded under 'Number of Occupants in Vehicle'.

For each involved person in an collision, enter the following:



<b>Column</b>	<b>Enter</b>
69	Vehicle Number -includes bicycles, e-bikes, e-scooters and other micromobility vehicles.  <b>Note:</b> For pedestrians, enter number for most directly involved vehicle.
70	Pedestrian number. Must correspond to designations in code boxes 37 to 40 on the same page.



Column	Enter
71	<p>Involved person's full name address and telephone number.</p> <p><b>Note:</b> 1. Driver may be recorded as D1/D2.</p> <p>2. If Address information has already been completed elsewhere on the form (i.e. because the Involved Person is also a Driver), the information does not need to be filled out again.</p>
72	<p>Person's age.</p> <p><b>Note:</b> For infants less than one year old, record 00. If unknown, enter UK or leave blank for electronic reporting. For ages 99 and over, enter 99.</p>
73	<p>Enter M for male, F for female, X for gender neutral. This field should reflect the value displayed on the 'Sex' field of the person's driver's licence or other identification at the time of the collision.</p>





Involved People	Veh. No./Ped. No.	Name (Last Name, First Name), Address and Telephone No.	2	1	M	0	1	1	3	1	/	1
1	1	D1	2	1	M	0	1	1	3	1	/	1
2	2	D2	2	4	F	0	1	2	3	1	/	1
3	2	DOE, Janet, 456 Efgh Cove, Towncity, Ontario B2B2B2, (987) 654-3210	1	8	F	0	3	1	3	1	/	3
4											/	
5											/	
69	70	71	72	73	74	75	76	77	77	77	77	78

Involved People	Veh. No./Ped. No.	Name (Last Name, First Name), Address and Telephone No.	3	3	M	0	1	0	3	1	/	1
1	1	Doe One, John	3	3	M	0	1	0	3	1	/	1
2	2	Doe One, Jane 1 First St., Kingston, ON V0V 0V0 (999)999-9999	0	2	F	0	6	0	3	5	/	1
3	3	Doe Two, John	2	9	M	0	1	2	1	8	/	1
4											/	
5											/	
69	70	71	72	73	74	75	76	77	77	77	77	78

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# TEMPLATE

## Position Column 74

MVCR 0335

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### Summary

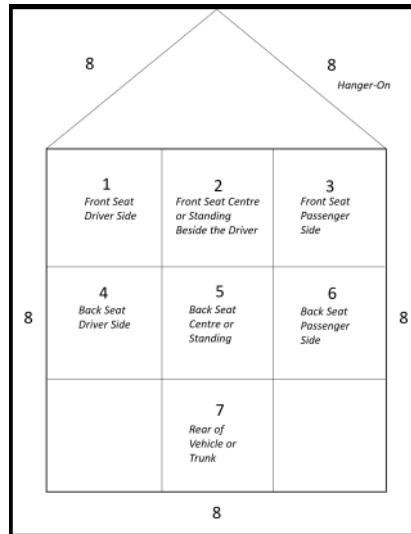
The position of the involved person in the vehicle is entered according to the following diagram:

### CODES 1 to 7

Drivers are coded as position 01. Passengers may be located in a variety of locations within the vehicle. Positions 02 to 06 describe most passenger/vehicle locations, although position 07 may be required for passengers riding in the trunk or rear of a vehicle (back-facing seats in a station wagon) or for service vehicles where a passenger sits in the bucket, i.e., cherry picker.



For Buses, Streetcars and Light Rail Transit (LRT) vehicles, use the 'Centre' positions for standing passengers. Front Seat Centre (02) indicates standing beside the driver, and Back Seat Centre (03) indicates standing elsewhere in the vehicle.



Only one position may be used regardless of the individual's posture, e.g.:

- lying across the backseat.

**Note:** If right hand drive vehicle, indicate (RHD) and record driver position as 01.

**CODE 8  
Hanger-on**

Hangers-on are persons hanging onto a moving motor vehicle's fenders bumpers doors or other parts and are not inside the vehicle, e.g.:

- riding in the cargo bay of a pickup truck
- riding in the back of a trailer

**CODE 9  
Pedestrian**

A pedestrian is any involved person who is not a vehicle occupant or a cyclist or other micromobility user. Includes person pushing or repairing a vehicle.

**CODE L  
Sitting on Lap**

Record people sitting on the lap or knee of other individuals. Commonly used for a child sitting on a person's lap. The position L: and the number of the seating position is entered.

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## TEMPLATE

Injuries Column 75

MVCR 0336

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<b>Summary</b>	The injuries of the involved person is entered.
<b>CODE 0 None</b>	Uninjured person.
<b>CODE 1 Minimal</b>	Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaints of pain.
<b>CODE 2 Minor</b>	Person went to hospital and was treated in the emergency room, but not admitted.
<b>CODE 3 Major</b>	Person admitted to hospital. Includes person admitted for observation. This could be either life threatening or non-life threatening.
<b>CODE 4 Fatal</b>	Person killed immediately or within 30 days of the motor vehicle collision.
	<b>Note:</b> Do not use when the collision was an intentional act, i.e.: homicide. Use code 99 for paper reports and select 'Intentional' box for electronic reporting.

---

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**TEMPLATE****Ejection Column 76****MVCR 0337**

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**Summary** The ejection of the involved people is recorded. For pedestrians and hangers-on, box is stroked out or left blank for electronic recording.

**CODE 1** Person was thrown out of vehicle during the collision. Includes  
**Yes** riders of two or three wheeled vehicles and motorized snow vehicles thrown clear of their vehicles during an collision.

**CODE 2** Person was found after the collision to have been partially ejected  
**Partial** through a windshield, window opening, door or roof opening. Code is used if the nature of injuries or the physical evidence is consistent with partial ejection.

**CODE 3** Person was retained within the vehicle, not necessarily in the  
**No** original seating position.

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## TEMPLATE

### Safety Equipment Used Column 77

MVCR 0338

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**Summary** The type of safety equipment in use for each person involved in the collision is entered.

Multiple selections are allowed.

**CODE 00  
Use Unknown** Where the driver or passenger has left the scene of the collision and usage has not been determined.

**CODE 1  
Lap and Shoulder  
Belt** Both lap and shoulder belt were worn. In most vehicles unit is one assembly, however older models may have separate assemblies. Includes child in approved booster seat.

**CODE 2  
Lap Belt Only** Only a lap belt exists and was worn. Older vehicles or trucks may be fitted with this equipment only. In newer vehicles, rear seat or centre seat positions frequently have lap belts only. Includes child in approved booster seat.

**CODE 3  
Lap Belt Only of  
Combined  
Assembly** Passenger altered the position of the shoulder harness so that only the lap portion was used or lap belt only was used in older vehicle with separate assemblies.



**CODE 4  
Child Safety Seat  
Used Incorrectly** Child safety seat did not conform with one or more of the following:

- properly anchored
- facing proper direction
- using restraint straps adjusted appropriately
- approved equipment (National Safety Mark label)
- not past expiry/useful life date

---

**Note:** Car beds are not approved safety equipment.

**CODE 5  
Child Safety Seat  
Used Correctly**



Child safety seat met all the following criteria:

- anchored properly
- approved equipment
- facing proper direction
- using restraint straps

**CODE 6  
Air Bags Deployed**

The Vehicle was equipped with air bags which were deployed on impact.

**CODE 7  
Booster Seat Used**



Booster seat met all of the following criteria:

- Used with lap and shoulder seatbelt
- Placed in the back seat away from an active air bag
- Seat belt adjusted to lay across child's chest and hips
- Head supported by booster seat, vehicle seat or headrest

**CODE 8  
Helmet**

For use when helmet was worn. In Ontario, C. S. A. approved helmets are required by operators and passengers of motorcycles, snowmobiles and off-road vehicles.

**CODE 9  
Equipment Not  
Used but Available**

Seating position was fitted with safety equipment in good repair but equipment was not used. Include equipment which has been intentionally disabled.

**CODE 10  
No equipment  
available**

Seat position was not fitted with safety equipment, i.e.:

- belts
- helmets
- approved child seats



Includes equipment which has been inadvertently damaged and is not functional.

**CODE 11  
Booster Seat Used  
Incorrectly**



Booster seat did not meet one or more of the following criteria:

- Used with lap and shoulder seatbelt
- Placed in the back seat away from an active air bag
- Seatbelt adjusted to lay across child's chest and hips
- Head supported by booster seat, vehicle seat or headrest

**Ignition Interlock  
Installed (12)**



An ignition interlock is a device installed in a vehicle near the driver's seat. A driver may have a condition on their licence that they are required to blow into the device before the vehicle will start and periodically while the vehicle is driving.

If the driver is under the preset limit of 0.02, the vehicle will start. If the device detects a blood alcohol level above the preset limit or the driver does not provide a sample when requested, the device will:

- record the event
- not allow the vehicle to start
- if the vehicle is already running, issue a warning and activate alarm systems until the vehicle is turned off

**CODE 99  
Other Safety  
Equipment Used**

Approved safety equipment in use is not detailed above. Provide additional information for all "Other" selections (codes 95, 96, 97, 98, 99).

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**TEMPLATE****Determination of Use Column 78****MVCR 0339**

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**Summary**

Provides additional information to assess reliability of safety equipment in use. The officer records the most reliable source.

<b>Code</b>	<b>Determination of Use</b>
1	Involved Driver/ Passenger
2	Investigating Officer
3	Witness

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## TEMPLATE

### Special Zone

MVCR 0340

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#### Summary

Record whether the collision occurred in any of the specified zones. Up to three selections can be made.

#### **Code 01: Construction/ Work - workers present**

An area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs, signals or indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, traffic control person warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance or utility work activity. It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

Select this value if workers are present in the zone at the time of collision.

#### **Code 02: Construction/ Work - workers not present**

See 'Construction/Work - workers present' for the definition of a Construction/Work zone. Select this value if workers are not present in the zone at the time of collision.

#### **Code 03: School**

An area of a roadway designated as a school zone and marked with relevant signage. May include the roadway adjoining the entrance to or exit from a school and up to 150m along the roadway in either direction beyond the limits of the land used for the school. The zone may have a lower posted speed limit.

#### **Code 04: Community Safety**

An area of a roadway designated as a community safety zone where safety is of special concern and marked with relevant signage.

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## TEMPLATE

### Pavement Treatments

MVCR 0341

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#### Summary

Record any specific pavement safety enhancements for Roadway 1 at the collision scene, including rumble strips.

Up to two selections are allowed.

#### CODE 01 Rumble Strips - Shoulder

A shoulder rumble strip is a grooved formation installed within the paved shoulder or partially paved shoulder on a highway. The intention of shoulder rumble strips is to provide the motorist with both an audible and tactile warning that the vehicle has partially or completely departed the travelled way of a highway. An audible warning to the motorist is produced by noise generated by the vehicle tires passing over the shoulder rumble strip. A tactile warning to the motorist is provided by the vibration induced in the vehicle by the shoulder rumble strip.

#### CODE 02 Rumble Strips - Centre

Centre rumble strips serve a similar function to shoulder rumble strips. They are intended to alert drivers that they have crossed the centre of the road and are travelling in the opposing direction traffic lanes. May include continuous or intermittent rumble strips along the centreline of the road, with gaps in the rumble strip pattern at intersections and driveways.

#### CODE 03 Rumble Strips - Transverse

Transverse rumble strips are used to alert drivers of an unexpected change in the roadway, such as the need to change lanes, slow down or stop, or changes in the roadway alignment. These rumble strips are not intended to reduce run-off-road crashes. Typical locations for these rumble strips are on approaches to intersections, toll plazas, horizontal curves, and work zones.

#### CODE 99 Other

Pavement Treatments not described above.

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# TEMPLATE

## Snow Tires

MVCR 0342

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### Summary

Studded tires are permitted in northern Ontario from September 1 to May 31. Between these dates, police officers are required to complete the field 'Snow Tires', for each motor vehicle involved in the collision, if the vehicle type belongs to the following list:

- Automobile, station wagon (01)
- Motorcycle(02)
- Moped (03)
- Passenger van (04)
- Pickup truck (05)
- Delivery van (06)
- Tow truck (07)
- Truck - open (08)
- Truck - closed (09)
- Truck - tank (10)
- Truck - dump (11)
- Truck - car carrier (12)
- Truck - tractor (13)
- Truck - crash/blocker (42)
- Municipal transit bus (14)
- Intercity bus (15)
- Bus (other) (16)
- School bus (17)
- School van (18)
- Other school vehicle (19)
- Motor home (20)
- Snow plow (31)
- Ambulance (32)
- Fire vehicle (33)
- Police vehicle (34)
- Other emergency vehicle (35)
- Other motor vehicle (97)
- Other truck (98)

If the vehicle has a variety of tire types (for example, winter tires in the front and all season tires in the back), enter 'Mixed'.

If tire treads are worn down (regardless of tire type), record this information under 'Vehicle Condition - Tire tread insufficient'.

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**CODE 01  
Winter Tires**

Winter tires (including All Weather tires) are identified with a mountain and snowflake symbol on the tire's side wall.

**CODE 02: Studded  
Tires**

Studded tires have metal studs protruding 1-2 mm from the tire. They are allowed between September 1 and May 31st each year on vehicles registered in Northern Ontario (includes Algoma, Cochrane, Kenora, Manitoulin, Nipissing, Parry Sound, Rainy River, Sudbury, Thunder Bay, and Temiskaming). In order to use studded tires, the driver must be a resident of Northern Ontario, own a business in Northern Ontario, or be a road authority having jurisdiction and control of a highway in Northern Ontario. Non-Ontario residents may use studded tires if the vehicle is in Ontario for no more than 30 days.

**CODE 03: Mixed**

Tires on the vehicle are a mix of summer, all season, all weather/winter, and/or studded tires.

**CODE 99: Other**

Include All Season tires here, which are marked with 'M+S', for 'Mud and Snow', but have no mountain and snowflake symbol.

**Code 00: Unknown**

Tire type is unknown.

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## TEMPLATE

### Advanced Driving Technologies

MVCR 0343

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#### Summary

This field captures the use of advanced driving technologies, where the vehicle performs at least one driving task (braking, steering or accelerating) such as collision avoidance, adaptive cruise control, lane keeping, auto-park, and vehicle platooning, but excludes basic cruise control or safety alerts where the vehicle does not perform a driving task independently from a human driver. It also excludes 'Driverless' mode, where the vehicle is responsible for all driving tasks, with very little or no human intervention. 'Driverless' mode should be recorded under the 'Autonomous Vehicles' field.

If the vehicle has no advanced driving technologies or the presence of these technologies is not known, leave this field blank.

#### **CODE 01: In Use, Driver- Enabled**

The vehicle was performing at least one driving task (braking, steering, or accelerating) in the moments prior to the collision. The functionality was actively turned on by the driver.

#### **CODE 02: In Use, Automatic**

The vehicle was performing at least one driving task (braking, steering, or accelerating) in the moments prior to the collision. The functionality was automatically activated by the vehicle's sensors (for example, emergency braking because the vehicle sensed a hazard).

#### **CODE 03: Available But Not In Use**

The vehicle has the capability to perform at least one driving task (braking, steering, or accelerating), but these features were not engaged in the moments prior to the collision.

#### **Code 04: Available, Use Unknown -**

The vehicle has the capability to perform at least one driving task (braking, steering, or accelerating), but it is unknown whether these features were engaged in the moments prior to the collision.

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## TEMPLATE

### Autonomous Vehicles

MVCR 0344

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#### Summary

This field captures the use of Driverless modes, in which a vehicle performs all driving tasks (braking, steering, accelerating) with little or no expectation that a human driver will respond to an emergency request to intervene.

It excludes advanced driving technologies where the vehicle is performing at least one but not all driving tasks, such as collision avoidance, adaptive cruise control, lane keeping, auto-park, and vehicle platooning. These features should be recorded under the 'Advanced Driving Technologies' field.

If the vehicle has no Driverless mode, or the presence of a Driverless mode is not known, leave this field blank.

#### **CODE 01: Driverless Mode - In Use**

The vehicle was performing all driving tasks (braking, steering, accelerating) in the moments prior to the collision, with little or no expectation that a human driver would respond to an emergency request to intervene.

#### **CODE 02: Driverless Mode - Available But Not In Use**

The vehicle has the capability to perform all driving tasks (braking, steering, accelerating) with little or no expectation that a human driver would respond to an emergency request to intervene, but these features were not engaged in the moments prior to the collision.



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**APPENDIX****Abbreviations****MVCR 9901**

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**Street Abbreviations**

<b>Street Type</b>	<b>Abbreviation</b>
Abbey	ABBEY
Acres	ACRES
Allée	ALLÉE
Autoroute	AUT
Alley	ALLEY
Avenue	AVE
Bay	BAY
Beach	BEACH
Bend	BEND
Boulevard	BLVD
By-pass	BYPASS
Byway	BYWAY
Campus	CAMPUS
Cape	CAPE
Carré	CAR
Carrefour	CARREF
Centre	CTR
Cercle	CERCLE
Chase	CHASE
Chemin	CH
Circle	CIR
Circuit	CIRCT
Close	CLOSE
Common	COMMON
Concession	CONC

---

<b>Street Type</b>	<b>Abbreviation</b>
Corners	CRNRS
Côte	CÔTE
Cour	COUR
Cours	COURS
Cove	COVE
Crescent	CRES
Croissant	CROIS
Crossing	CROSS
Cul-de-sac	CDS
Dale	DALE
Dell	DELL
Diversion	DIVERS
Downs	DOWNS
Drive	DR
Échanger	ÉCH
End	END
Esplanade	ESPL
Estates	ESTATE
Expressway	EXPY
Extension	EXTEN
Farm	FARM
Field	FIELD
Forest	FOREST
Freeway	FWY
Front	FRONT
Gardens	GDNS
Gate	GATE
Glade	GLADE
Glen	GLEN
Green	GREEN
Grounds	GRNDS

---

<b>Street Type</b>	<b>Abbreviation</b>
Grove	GROVE
Harbour	HARBR
Heath	HEATH
Heights	HTS
Highlands	HGHLDS
Highway	HWY
Hill	HILL
Hollow	HOLLOW
Île	ÎLE
Impasse	IMP
Inlet	INLET
Island	ISLAND
Key	KEY
Knoll	KNOLL
Landing	LANDING
Lane	LANE
Limits	LMTS
Line	LINE
Link	LINK
Lookout	LKOUT
Loop	LOOP
Mall	MALL
Manor	MANOR
Maze	MAZE
Meadow	MEADOW
Mews	MEWS
Montée	MONTÉE
Moor	MOOR
Mount	MOUNT
Mountain	MTN
Orchard	ORCH

---

<b>Street Type</b>	<b>Abbreviation</b>
Parade	PARADE
Parc	PARC
Park	PK
Parkway	PKY
Passage	PASS
Path	PATH
Pathway	PTWAY
Pines	PINES
Place	PL
Plateau	PLAT
Plaza	PLAZA
Point	PT
Pointe	POINTE
Port	PORT
Private	PVT
Promenade	PROM
Quai	QUAI
Quay	QUAY
Ramp	RAMP
Rang	RANG
Range	RG
Ridge	RIDGE
Rise	RISE
Road	RD
Rond-point	RDPT
Route	RTE
Row	ROW
Rue	RUE
Ruelle	RLE
Run	RUN
Sentier	SENT

<b>Street Type</b>	<b>Abbreviation</b>
Square	SQ
Street	ST
Subdivision	SUBDIV
Terrace	TERR
Terrase	TSSE
Thicket	THICK
Towers	TOWERS
Townline	TLINE
Trail	TRAIL
Turnabout	TRNABT
Vale	VALE
Via	VIA
View	VIEW
Village	VILLGE
Villas	VILLAS
Voie	VISTA
Walk	WALK
Way	WAY
Wharf	WHARF
Wood	WOOD
Wynd	WYND

### **Unit Abbreviations**

<b>Unit Type</b>	<b>Abbreviation</b>
Apartment	APT
Suite	SUITE
Unit	UNIT

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**Province and Territory Abbreviations**

Province or Territory	Abbreviation
Alberta	AB
British Columbia	BC
Manitoba	MB
New Brunswick	NB
Newfoundland and Labrador	NL
Northwest Territories	NT
Nova Scotia	NS
Nunavut	NU
Ontario	ON
Prince Edward Island	PE
Quebec	QC
Saskatchewan	SK
Yukon	YT

**Abbreviations**

State	Abbreviation
Alaska	AK
Maine	ME
Michigan	MI
Minnesota	MN
Montana	MT
New York	NY
North Dakota	ND
Ohio	OH
Pennsylvania	PA
Washington	WA
Wisconsin	WI

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**Street Direction Abbreviations**

Street Direction	Abbreviation
East	E
North	N
Northeast	NE
Northwest	NW
South	S
Southeast	SE
Southwest	SW
West	W

**Code Box  
Abbreviations**

Abbreviations shown on the template

Code	What it Means
D1	Driver 1
P1	Pedestrian 1
R1	Road 1
V1	Vehicle 1

**MEMORANDUM TO:** All Chiefs of Police and  
Commissioner Thomas Carrique  
Chairs, Police Service Boards

**FROM:** Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

**SUBJECT:** 2024 Crimes Against Women Conference

<b>DATE OF ISSUE:</b>	<b>August 27, 2024</b>
<b>CLASSIFICATION:</b>	<b>General Information</b>
<b>RETENTION:</b>	<b>October 23, 2024</b>
<b>INDEX NO.:</b>	<b>24-0054</b>
<b>PRIORITY:</b>	<b>Normal</b>

The Ministry of the Solicitor General is pleased to announce that the Ontario Police College (OPC) will be facilitating the 2024 Crimes Against Women Conference.

This multifaceted conference will feature topics that pertain to violence against women and will occur on **October 22-23, 2024**, at the **Four Points by Sheraton, located at 1150 Wellington Road, London, Ontario**.

The conference is for sworn and civilian law enforcement, as well as justice partners. Please find enclosed a list of speakers, a brief biography of each speaker, as well as a conference agenda.

The conference will provide participants with an opportunity to learn about topics related to intimate partner violence, sexual violence, human trafficking, and violence against Indigenous women. The content of this conference will bring theory to practice in an engaging and informative way to augment participants' knowledge and investigative skills on combatting crimes against women.

Registration is now open and the cost of the conference is \$100. This includes attendance to both days of the conference, breakfast, lunch, as well as morning and afternoon refreshments. Please return the completed registration by email to [opc.registrar@ontario.ca](mailto:opc.registrar@ontario.ca). All registrations must be received by **October 7, 2024**.

**Please note that seats are limited to the first 150 registrations.**

There will be no refunds for cancellations but substitutions will be allowed.



A block of rooms have been saved for attendees at the Four Points Sheraton. For those looking to book accommodations, please contact the hotel directly at 519-681-0680 or by email at [nicolekeenan@fourpointslondon.com](mailto:nicolekeenan@fourpointslondon.com).

If you have any questions regarding registration, please contact Tracey Brimner, Assistant Registrar, OPC, by email at [Tracey.Brimner@ontario.ca](mailto:Tracey.Brimner@ontario.ca) or by phone at 519-773-4278.

If you have any questions regarding the conference, please contact Instructor Angela Wilson, OPC, by email at [angela.n.wilson@ontario.ca](mailto:angela.n.wilson@ontario.ca) or by phone at 519-773-4571.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Weatherill', written in a cursive style.

Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

Attachments

c: Mario Di Tommaso, O.O.M.  
Deputy Solicitor General, Community Safety

# 2024 Crimes Against Women Conference

## Agenda



<b>Day 1 - October 22</b>	
07:30-08:30	Registration
08:30-09:00	Opening Remarks/Ceremony
09:00-10:15	Connie Walker
10:15-10:30	BREAK
10:30-12:00	Debra Newell
12:00-13:00	LUNCH
13:00-15:00	Mark Zulinski
15:00-15:15	BREAK
15:15-16:30	Daryn Brito/Jenn Priebe

<b>Day 2 - October 23</b>	
09:00-10:30	Peter Collins
10:30-10:45	BREAK
10:45-12:00	Peter Collins
12:00-13:00	LUNCH
13:00-14:30	Simone Bell/Christine Clark
14:30-14:45	BREAK
14:45-16:30	Dr. Jody Carrington

# 2024 Crimes Against Women Conference

## Speakers



### 1. **Connie Walker**

#### **Pulitzer Prize and Peabody Award-Winning Indigenous Journalist**

Named one of TIME's 100 most influential people of 2024, Connie Walker has spent over two decades shedding light on often overlooked Indigenous stories. A Pulitzer Prize and Peabody Award-winning investigative journalist, her work has exposed the crisis of violence in Indigenous communities and the devastating impacts of intergenerational trauma stemming from Indian Residential Schools. A powerful storyteller, Walker's presentations help audiences better understand their role in reconciliation and provide valuable tips for meaningful inclusion in the workplace.

A member of the Okanese First Nation in Saskatchewan, Walker is the host of the acclaimed podcast *Stolen* from Gimlet Media and Spotify Studios. Its second season, "Stolen: Surviving St. Michael's", is considered one of the most comprehensive investigations into a single residential school. It exposed systemic abuse that permeated St. Michael's Indian Residential School in Duck Lake, Saskatchewan for decades and preserved the testimonies of survivors through a modern-day oral history project.

In 2023, "Stolen: Surviving St. Michael's" won a Pulitzer Prize and a Peabody Award, becoming the first podcast to win both awards in the same year. It also won an Edward R. Murrow Award, an Alfred I. duPont-Columbia University Award, a National Magazine Award from the American Society of Magazine Editors, and an honourable mention from the Dart Awards for Excellence in Coverage of Trauma. The series was also named one of the best podcasts of the year by *The New Yorker*, *The Atlantic*, *Esquire*, and *Vulture* and featured in *The New York Times*, *Vogue*, and *Rolling Stone*.

Prior to joining Gimlet Media in 2020, Walker spent nearly two decades as a CBC reporter and host. She created and led the public broadcaster's Indigenous Unit in 2013 and was part of the team of reporters whose work exposed the crisis of missing or murdered Indigenous women. They were recognized as a finalist of the Michener Award and awarded the RTDNA's Adrienne Clarkson Award. In 2016, Walker launched the award-winning podcast *Missing & Murdered*, which exposed audiences to the systemic issues at the root of violence facing Indigenous women and girls.

Walker is a sought-after keynote speaker on the power of storytelling to create empathy and understanding, the importance of meaningful representation, and trauma-informed practices. She has presented to diverse audiences including Seattle Arts & Lectures, Tribeca Film Festival, Swarthmore College, Victoria Island

# 2024 Crimes Against Women Conference

## Speakers



University, Toronto-Dominion Bank, City of Toronto, TMX Group, and Fogler Rubinoff LLP.

### 2. **Debra Newell** **Surviving Dirty John** **Dirty John - Netflix**

Debra Newell is the owner of Ambrosia Home Inc., as well as the founder and former President of Ambrosia Interior Design Inc. Debra has won numerous awards throughout the years nationwide and internationally for model homes, clubhouses, custom homes, and country clubs. Debra has worked all over the world including a huge development called Orange County outside of Beijing, China, to textile manufacturing in Egypt along with the design of a hotel in Sharm El Sheikh, Egypt. She has also owned retail stores in California and Nevada. Debra has designed for Property Brothers along with other shows for Design.

Debra now devotes much of her time as an advocate for change and awareness helping women all over the world. Debra has been featured in People, US, Harper Bazaar, Forbes, The New Yorker, Vulture, Refinery29, and Bustle just to name a few. Additionally, she has made appearances on Dateline NBC, Dr Phil, Dr Oz, Megyn Kelly, Today, Inside Evil with Chris Cuomo, Kelly Clarkson, Fox News, Oxygen The Dirty Truth, and Netflix Dirty John among others.

Debra has been on numerous podcasts sharing her story regarding John Meehan. Debra has published a book called *Surviving Dirty John* which won the Indy award in 2022. Debra was a keynote speaker at several events including, Wounded Warriors, Crimecon, and Crimes against Women.

### 3. **Mark Zulinski** **Basil Borutski Case Study**

Retired Detective Inspector Mark Zulinski began his policing career with the Cornwall Police Service where he served from May 08<sup>th</sup> 1985 to October 5<sup>th</sup> 1998. He worked 6 years with the Service's Criminal Investigations Branch where he was the lead investigator in several homicide investigations.

In October 1998 he joined the Ontario Provincial Police and was posted at the SD&G Detachment where he worked uniform patrol and the Crime Unit.

# 2024 Crimes Against Women Conference

## Speakers



In 2001 he was promoted to Detective Sergeant and served as the Area Crime Supervisor for the Leeds and Grenville Detachment Crime Units.

In Sept 2004, he began an acting assignment at East Region Headquarters as a Regional Crime Supervisor and was promoted permanently to the rank of D/S/Sgt. In July 2006.

In October 2014, D/Insp Zulinski was successful in obtaining a position with the OPP Criminal Investigation Branch as a Major Case Manager in North East Region and was promoted the rank of Detective Inspector.

In September 2015 D/Insp Zulinski was assigned as the Major Case Manager in a triple Homicide that occurred in East Region, in which the accused Basil Borutski was convicted for the murders of 3 women.

D/Insp Zulinski retired from the OPP on December 31<sup>st</sup> 2018, after having served 33 years 8 months as a Police Officer.

#### **4. Daryn Brito/ Detective Constable Jennifer Priebe**

At age six, Daryn Brito was first compelled to take her life, on many occasions throughout her adolescence due to the continuous acts of sexual, physical and emotional abuse that she received from her father figures. Her desperate attempts to escape eventually led to hospitalization. At 12-years-old, Daryn attended her father's court trial after her younger sister reported his behavior to authorities. Due to the lack of accumulated evidence, Daryn's father would receive the penalties of losing custody of his children and a restriction of residency within the Kitchener-Waterloo Region.

During her teenage years, Daryn was abandoned by her mother in the treatment facilities and entered Family and Children's Services. She became a patient resident undergoing treatments of medication, psychiatric evaluation and therapy.

In 2019, Daryn entered a relationship with her eventual former boyfriend at the age of 18 while attending mental health treatment at a facility in Grand Bend. Later in their relationship, Daryn would file a domestic violence report against him which led to his immediate arrest, followed by a two-year bail period resulting from pandemic restrictions. During this time, Daryn would attend regular therapy which enabled her to overcome most of her traumatic past by employing a technique known as



# 2024 Crimes Against Women Conference

## Speakers

brainspotting. A court date was initiated for her ex-boyfriend's trial and he was prosecuted with five IPV related charges and received a term of incarceration for seven years.

Embracing her traumatic past, Daryn utilizes the knowledge she has gained to educate others on overcoming their struggles by volunteering at youth centers and collaborating with police and parole officers to assist in aiding domestic violence victims. Daryn's current endeavors include pursuing a Degree in Psychology at Wilfrid Laurier University, assisting with Youth in Care research and writing her first self-help novel. During post-secondary endeavors she has won various awards including the Soroptimist International. She intends to go on to complete a PhD in Psychology in September 2025 to improve rehabilitation methods for young offenders addressing the root cause of crime, trauma and state of survival.

Detective Constable Jennifer Priebe is a 16-year member of the Waterloo Regional Police Service. Her policing career began 'walking the beat' downtown and patrolling on bicycle (her favourite assignment!), to School Resource Officer and Recruiter. Detective Priebe is now with the General Investigations Unit after 4.5 years with the Intimate Partner Violence Unit.

Jennifer earned a diploma in Interior Design and worked as a kitchen designer for several years. After an encounter with an incredible Detective of the Niagara Regional Police Service who left a lasting impression on her, she embarked on a drastic career change, eager to be the same voice for victims. As continued support of a Survivor of Intimate Partner Violence, Detective Priebe attends speaking engagements drawing awareness to the importance of victim-centric and trauma informed investigations.

To ensure her own wellbeing, Detective Priebe practices yoga and is a triathlete, competing in nine Ironman's and most recently achieving her lifelong goal of racing at the World Championships in Kona Hawaii. She credits her accomplishments to the unwavering support of her husband who solves the world's problems with her over morning coffee and chases her around race courses. Jennifer's family is her foundational rock and she enjoys spoiling her nieces and nephews.

### **5. Peter Collins Forensic Psychiatrist**

Peter Collins has been the forensic psychiatrist with the Ontario Provincial Police, since 1995. From 1990 to 1995 he was a member of the first profiling unit of the Royal

# 2024 Crimes Against Women Conference

## Speakers



Canadian Mounted Police (Violent Crime Analysis Section) and was involved in the development of the Violent Crime Linkage Analysis System (ViCLAS). Since 1992 he has been a member of the crisis/hostage negotiation team of the Toronto Police Service Emergency Task Force.

Peter obtained his Masters in Applied Criminology, from the University of Ottawa, his Medical Degree from McMaster University and completed his postgraduate medical training in psychiatry and forensic psychiatry at the University of Toronto. His clinical appointment is with the Complex Illness and Recovery Program at the Centre for Addiction and Mental Health, and he is an Associate Professor, in the Division of Forensic Psychiatry, Temerty Faculty of Medicine, University of Toronto.

He is a consulting editor with the Journal of Threat Assessment and Management, published by the American Psychological Association, and a columnist with Blue Line Magazine.

He retired from the Canadian Armed Forces (Reserves), at the rank of Lieutenant-Commander, and served on 2 deployments in Southern Afghanistan. In October 2012 he was awarded the Queen's Diamond Jubilee Medal in recognition of his contribution to the Canadian Forces. He presently serves as an advisor, to the Toronto Police Service, Military Veterans Wellness Program, to assist veterans in crisis.

In 2023 Peter was appointed to the National Expert Committee on Countering Radicalization to Violence, by the Minister Public Safety, Canada.

In 1997 Peter was elected a member of the International Criminal Investigative Analysis Fellowship. In 2017 he received a lifetime achievement award from the Canadian Critical Incident Association. Peter is an authority on violent crime and has worked with, and instructed, numerous criminal justice agencies in North America, and 25 countries internationally, including the FBI, the U.S. Department of Homeland Security, Interpol, and Europol.

### **6. Simone Bell/ Christine Clark**

Simone Bell is the Human Trafficking Victim Support Specialist at Ottawa Police Service. She has been in this role for two years. This role is the first of its kind within OPS. Simone has been working in the field of Anti HT for 8 years. During her career she has trained the public, service providers and police nationally and international

# 2024 Crimes Against Women Conference

## Speakers



on Victim Mind, trauma and community mobilization. Previously she founded The Hope Found Project within Voice Found that supports victims/survivors with their healing and recovery. As a survivor of human trafficking her goal is to support survivors and prevent exploitation through public education.

Christine Clark is the Community Education Coordinator with A New Day Youth and Adult Services; a non-profit anti-human trafficking organization. For fifteen years, Christine was a decorated foster parent with the Children's Aid Society of Ottawa. When Christine closed her foster door to take on a new role in anti-human trafficking, she quickly became a valued member of our local and surrounding communities. Christine has spent countless hours on prevention using her lived-experience and knowledge to speak with thousands of youth through school boards in Eastern Ontario, training police services, victim services, and so on. In the spirit of work/life balance, Christine enjoys wrangling her three dogs and watching reality TV in her spare time.

### **7. Dr. Jody Carrington**

#### **Renowned Psychologist/Human Connection Expert/Bestselling Author**

Dr. Jody Carrington is a renowned psychologist and a charismatic keynote speaker celebrated for her profound expertise in human connections. As a leading authority in addressing complex, human-centered challenges, Dr. Carrington excels in guiding individuals and organizations through the intricacies of re-establishing relationships in today's increasingly disconnected society. She boldly believes that all humans have the capacity for good; however, so many of us these days, because of isolation and burnout, have lost access to that good. Through her insightful analysis, Dr. Carrington explores how societal detachment occurs and outlines practical, meaningful solutions for reconnection. Her approach combines a deeper understanding of how necessary acknowledgment has become and she underscores how this need is so much bigger than recognition. Her dynamic and heartfelt presentations, infused with humor and honesty, captivate and energize audiences worldwide.

She is the Founder and Principal Psychologist at Carrington & Company, she has served as a civilian member of Canada's national police force, the RCMP, and practiced with the most complex cases on a psychiatric inpatient unit. Dr. Jody's balance as a devoted practitioner and brilliant communicator result in an ability to authentically connect through impactful presentations that has set a new bar in talking about the shifting landscape of mental health. Dr. Jody has authored three



# 2024 Crimes Against Women Conference

## Speakers



best-selling books including *Feeling Seen* (Harper Collins, 2022) and hosts the widely celebrated podcast, "Everyone Comes from Somewhere." From major theatres and convention halls of 5,000 attendees, to boardrooms of 20 senior leaders, she revels in connecting and delighting an audience of any size, championing the profound need for genuine human connection in an era often dominated by digital communication. Her work is trusted by many of the world's Fortune 500 companies, professional sports teams, education and healthcare leaders all working to solve similar core challenges in creating a new set of rules to support and motivate their teams.

She is a mom to three, a wife to her (very lucky) husband, a hockey coach, a daughter, and a sister, navigating this world, alongside everyone she has the privilege to learn from and serve.

**MEMORANDUM TO:** All Chiefs of Police and  
Commissioner Thomas Carrique  
Chairs, Police Service Boards

**FROM:** Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

**SUBJECT:** ***Community Safety and Policing Act, 2019***  
**Mandatory Thematic Training**

<b>DATE OF ISSUE:</b>	<b>August 30, 2024</b>
<b>CLASSIFICATION:</b>	<b>General Information</b>
<b>RETENTION:</b>	<b>Indefinite</b>
<b>INDEX NO.:</b>	<b>24-0055</b>
<b>PRIORITY:</b>	<b>Normal</b>

On April 1, 2024, the *Community Safety and Policing Act, 2019* (CSPA) and its regulations came into force. The CSPA is an opportunity to modernize policing and enhance community safety in Ontario.

The CSPA requires police officers, special constables, the Inspector General, any deputy Inspector Generals, Inspectorate of Policing Inspectors, the Complaints Director, the deputy Complaints Director, Law Enforcement Complaints Agency Investigators, members of police service boards, including opted-in First Nation boards, Ontario Provincial Police (OPP) detachment boards, First Nation OPP boards, and members of board committees to successfully complete the minister-approved training (Thematic Training):

1. regarding human rights and systemic racism;
2. promoting recognition and respect for the diverse, multicultural, and multiracial nature of Ontario society; and,
3. promoting recognition and respect for the rights and cultures of First Nation, Inuit and Métis peoples.

The learning groups identified above have different timeframes in which the thematic training courses need to be successfully completed. Please refer to [Appendix A](#) for training deadlines.

The four e-learning courses approved by the minister are delivered online, self-directed (learn at your own pace), and available in English (French version to follow). It is anticipated that learners will be able to complete the training in under eight hours.

This training was developed by an expert vendor in e-learning that was selected by an evaluation panel comprised of members from a municipal police service board, First Nation police service, policing subject matter experts, and partner ministries.

- The Thematic Training (English version) is now available on the Ontario Police College Virtual Academy (OPCVA) to all police services. Learners with an existing OPCVA student number can access the training through: [www.opcva.ca](http://www.opcva.ca). Training will be available on the main page after log-in.
- Learners without a student number can contact the Ontario Police College Registration office at [OPC.Registrar@ontario.ca](mailto:OPC.Registrar@ontario.ca) for assistance with setting up a profile for training access.

Requests for technical support can be made online at [support.opcva.ca](http://support.opcva.ca).

Thank you for the continued support to advance the modernization and continuous improvement of police services in Ontario.

Sincerely,



Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

Appendix A

c: Mario Di Tommaso, O.O.M.  
Deputy Solicitor General, Community Safety

**APPENDIX A**

**CSPA-mandated Training Learner Groups**

Learning Group	Appointment Period	Training Deadline
<b>Police Officers</b>	Recruit appointed between April 1, 2024, and September 30, 2024	September 30, 2024
	Recruit appointed on or after October 1, 2024	Before appointment
	Active	By March 31, 2027
<b>Special Constables</b>	Recruit appointed between April 1, 2024, and September 30, 2024	September 30, 2024
	Recruit appointed on or after October 1, 2024	Before appointment
	Active	Before re-appointment (depending on appointment, but no later than March 31, 2027)
<b>Boards/Committees</b> Members of a police service board, O.P.P. detachment board, First Nation O.P.P. board, or committee	Members of a police service board who continue in office under subsection 31 (11) of the CSPA	By September 30, 2024
	New appointments on or after April 1, 2024	No later than 6 months after the day of their appointment
<b>Oversight Bodies</b> Complaints Director, deputy Complaints Director, or investigators (Law Enforcement Complaints Agency (LECA)) Inspector General, any deputy Inspector Generals, and inspectors	Individuals appointed up to and including September 30, 2024	September 30, 2024
	Individuals appointed on or after October 1, 2024	Before exercising powers or performing duties

**Ministry of the Solicitor General**

Public Safety Division

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12<sup>th</sup> Floor  
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**MEMORANDUM TO:** All Chiefs of Police and  
Commissioner Thomas Carrique  
Chairs, Police Service Boards

**FROM:** Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

**SUBJECT:** **Robinson Huron Treaty Settlement Funds Distribution**

<b>DATE OF ISSUE:</b>	<b>September 4, 2024</b>
<b>CLASSIFICATION:</b>	<b>General Information</b>
<b>RETENTION:</b>	<b>Indefinite</b>
<b>INDEX NO.:</b>	<b>24-0056</b>
<b>PRIORITY:</b>	<b>Normal</b>

At the request of the Ontario Provincial Police (OPP) and Indigenous Police Chiefs of Ontario (IPCO), I am sharing this communication on the upcoming distribution of Robinson Huron Treaty settlement funds to beneficiaries, many of whom live off Territory in municipalities across Ontario.

For further information, please review the attached memo from Superintendent Gary Maracle, Bureau Commander of the Indigenous Policing Bureau, OPP and Chief Darren Montour, President of IPCO. If you have any questions regarding the attached memo, please contact OPP Inspector Marcel Beaudin by email at [Marcel.Beaudin@opp.ca](mailto:Marcel.Beaudin@opp.ca) or Anishinabek Police Service Chief Jeff Skye at [jsky@apscops.org](mailto:jsky@apscops.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weatherill".

Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

Attachment

c: Mario Di Tommaso, O.O.M.  
Deputy Solicitor General, Community Safety

Ontario  
Provincial  
Police

Police  
provinciale  
de l'Ontario



**Indigenous Policing Bureau**  
**Bureau des services policiers des Autochtones**

777 Memorial Ave.  
Orillia ON L3V 7V3

777, avenue Memorial  
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Tel: 705 329-6255  
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Tél. : 705 329-6255  
Télééc.: 705 329-6217

September 03, 2024

**MEMORANDUM TO:** Kenneth Weatherill, Assistant Deputy Minister  
Public Safety Division  
Ministry of the Solicitor General

**FROM:** Superintendent Gary Maracle  
Bureau Commander  
Indigenous Policing Bureau  
Ontario Provincial Police

Chief Darren Montour  
President  
Indigenous Police Chiefs of Ontario

**SUBJECT: Robinson Huron Treaty Settlement Funds Distribution**

---

We are writing to request the dissemination of an All-Chiefs Memo to Ontario Chiefs of Police, to inform our policing partners of the forthcoming distribution of Robinson Huron Treaty settlement funds to beneficiaries in municipalities across the province. Payments to Robinson Huron Treaty beneficiaries are scheduled to begin in August 2024.

After decades of legal proceedings, First Nations within the Robinson Huron Treaty area have recently received \$10 billion in compensation for past annuities from Ontario and Canada, as a result of a settlement agreement, intended to honour terms of the original treaty that dates back to 1850.

The out-of-court settlement between the Robinson Huron Treaty Litigation Fund and the governments of Ontario and Canada stems from a 2018 Ontario Superior Court of Justice ruling that the Crown had an obligation under the 1850 Robinson Huron Treaty to increase annuities as the wealth generated from the land grew over time.

The Robinson Huron Treaty Litigation Fund is backed by 21 First Nations in Ontario stretching along the east side of Georgian Bay and the northern shore of Lake Huron, including:

- Atikameksheng Anishnawbek
- Aundeck Omni Kaning
- Batchewana First Nation

- Dokis First Nation
- Henvey Inlet First Nation
- M'Chigeeg First Nation
- Magnetawan First Nation
- Mississauga First Nation
- Nipissing First Nation
- Garden River First Nation
- Sagamok Anishnawbek
- Serpent River First Nation
- Shawanaga First Nation
- Sheguiandah First Nation
- Sheshegwaning First Nation
- Thessalon First Nation
- Wahnapiatae First Nation
- Wasauksing First Nation
- Whitefish River First Nation
- Wiikwemkoong Unceded Territory
- Zhiibaahaasing First Nation

### **Distribution of Funds**

The \$10 billion Robinson Huron Treaty settlement for past annuities has been received by the Robinson Huron Treaty Litigation Fund. Chiefs and Councils are responsible for consulting with members of their respective First Nations to determine how the funds will be used collectively and distributed to individuals.

There are approximately 40,000 beneficiaries of the Robinson Huron Treaty, who are entitled to receive compensation for past annuities – a large proportion of whom live off Territory in municipalities throughout Ontario. Payments to individual beneficiaries will begin in the coming months and are anticipated to range from tens to hundreds of thousands of dollars per person.

The distribution of funds is expected to have a positive impact on the lives of Robinson Huron Treaty beneficiaries and to generate opportunities for economic growth for First Nations. However, provincial, municipal and First Nations police services are working with First Nations leadership to address concerns raised about how this influx of money may impact community safety. The concerns being that some individuals and communities may become targets of fraud, organized crime, illicit drug activity and create further strain on community services.

### **Inter-organizational Approach**

A collaborative, inter-organizational approach to policing will be required to support First Nations within the Robinson Huron Treaty Territory and to ensure ongoing public safety in communities across Ontario.

Specialized members of the Indigenous Police Chiefs of Ontario (IPCO) police services, the Ontario Provincial Police (OPP), and municipal police services are committed to working with First Nations leadership, ministries, and community partners to take proactive measures to address potential impacts of the distribution of funds from the Robinson Huron Treaty on community safety.

For further information please contact Anishinabek Police Service Chief Jeff Skye at [jskye@apscops.org](mailto:jskye@apscops.org) or OPP Inspector Marcel Beaudin at [Marcel.Beaudin@opp.ca](mailto:Marcel.Beaudin@opp.ca).

Sincerely,



Superintendent Gary Maracle  
Bureau Commander  
Indigenous Policing Bureau  
Ontario Provincial Police



Chief Darren Montour  
President  
Indigenous Police Chiefs of Ontario



**Ministry of the Solicitor General**

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**MEMORANDUM TO:** All Chiefs of Police and  
Commissioner Thomas Carrique  
Chairs, Police Service Boards

**FROM:** Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

**SUBJECT:** Risk-driven Tracking Database 2023 Annual Report

<b>DATE OF ISSUE:</b>	<b>September 5, 2024</b>
<b>CLASSIFICATION:</b>	<b>General Information</b>
<b>RETENTION:</b>	<b>Indefinite</b>
<b>INDEX NO.:</b>	<b>24-0057</b>
<b>PRIORITY:</b>	<b>Normal</b>

Please find attached the Risk-driven Tracking Database (RTD) 2023 Annual Report. As with past years, the report provides an overview of the RTD project, including provincial roll-out and 2023 data results.

The RTD supports multi-sectoral risk intervention models, such as Situation Tables, by providing a standardized means of gathering de-identified information on situations of elevated risk. It is one tool that communities can use to collect risk-based data about local priority risks and evolving trends to help inform the community safety and well-being planning process.

If you have any questions about the RTD, please contact Natalie Brull, Community Safety Analyst, Public Safety Division, by email at [Natalie.Brull@ontario.ca](mailto:Natalie.Brull@ontario.ca).

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weatherill".

Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

Attachments (2)

c: Mario Di Tommaso, O.O.M.  
Deputy Solicitor General, Community Safety



# **Risk-driven Tracking Database**

## 2023 Annual Report

Ministry of the Solicitor General

Released: Summer 2024

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## Introduction

Building on years of progress, Ontario continues to advance upstream, holistic and sustainable approaches to addressing crime and complex social issues, which has culminated in greater collaboration among sectors, improved integrated service delivery and implementation of innovative strategies, such as community safety and well-being planning. Recognizing the value of this work, the Ministry of the Solicitor General (ministry) continues to offer several provincial tools and resources that can support local safety and well-being efforts.

One of these tools is the Risk-driven Tracking Database (RTD), which is a Microsoft technology solution that the ministry provides free of charge to allow for improved opportunities for data collection, analysis and reporting for communities that have introduced multi-sectoral risk intervention models such as Situation Tables. The RTD also continues to support the legislative requirements mandating municipalities to prepare and adopt a community safety and well-being plan, in collaboration with their community partners, which initially came into force on January 1, 2019 under the *Police Services Act*, and continues under the *Community Safety and Policing Act, 2019*. As part of their community safety and well-being plan, municipalities must identify local priority risks that are most prevalent in the community, as well as strategies and outcomes to address those risks. The data collected through the RTD can help identify local trends regarding priority risks and vulnerable groups, and inform future programs and strategies that will be implemented to address these risks within a community safety and well-being plan.

Since its inception in 2014, the use of the RTD has expanded significantly, both within the province and nationally, with three provinces now onboarded. Recognizing the importance of this work, the ministry has released an RTD Annual Report each year since 2016 to highlight project milestones and share Ontario provincial and regional data results. In addition, the report also includes correlation analyses, trend analyses and population category analyses. Through this work, the government is continuing to ensure that vulnerable populations receive quick access to appropriate services, and address broader issues related to community safety and well-being — creating a safer Ontario.

## Data considerations and limitations

When viewing this report, readers should be aware of the following data limitations and considerations:

- Data was pulled in early 2024; numbers can change from the point the data was pulled as communities continually update their data.
- Some sites have more discussions than others, particularly those in Large Urban Centres & Regions; therefore, the provincial-level data may be skewed.
- While the ministry consistently conducts data audits and data-cleansing procedures to ensure accuracy and integrity of the data, there is an inherent possibility of data errors and gaps in the database (e.g., wrongly inputted data fields, blank data fields, technical errors, etc.). Functional changes have been implemented to minimize possible data errors and gaps.
- Where there is a limited amount of data for a particular dataset, the data has been suppressed. This is noted in the report near the data where it occurs.
- Percentages may not add up to 100 per cent due to rounding and/or agencies taking multiple roles in a discussion (i.e., an agency can take the role of both originating agency and assisting agency in a given discussion).

The Glossary of Terms in [Appendix A](#) may assist in understanding some of the data results included in this report.

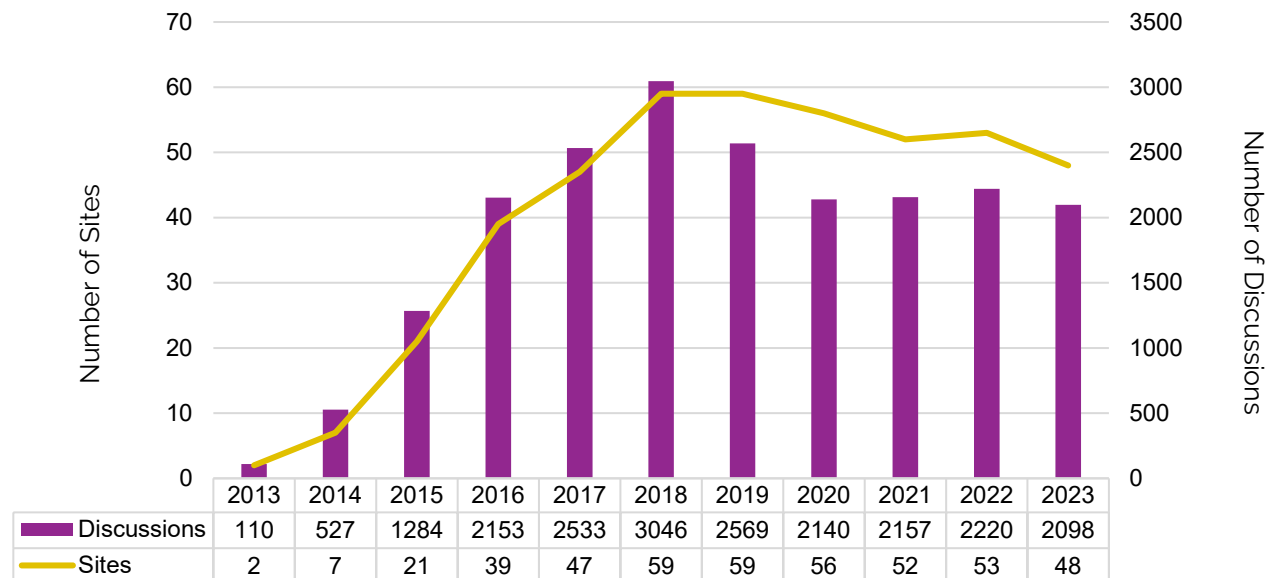
# RTD Project Highlights

Since inception of the RTD Project in 2014, there have been a number of milestones, including continued onboarding and user training, dedicated technical support, and seven annual reports delivered. The chart below shows the RTD's steady growth since inception. However, we do see a slight dip in both the number of sites that were operational and the number of discussions around 2020, which can be attributed to a number of factors. Firstly, the success of Situation Tables, and similar multi-sectoral approaches, has increased cross sector collaboration, meaning that agency partners may be able to mitigate risks without having to come to the table, causing some smaller tables to suspend operation. The development of other risk intervention models and crisis response teams in recent years may also be impacting local situation tables, especially those in smaller communities with more limited resources. Secondly, many tables had to pause or reduce their meeting frequency due to the COVID-19 pandemic; however, this impact on the number of discussions has leveled out since 2020.

## Project Successes

- 
**TRAINING DELIVERY**
- 
**TECHNICAL SUPPORT**
- 
**7 ANNUAL REPORTS**

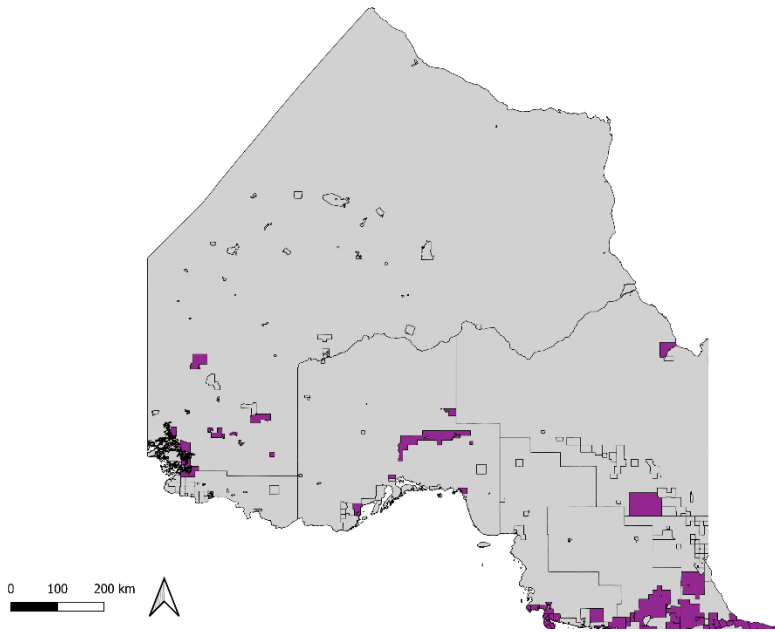
## Year-over-Year Data Results Discussions and Sites



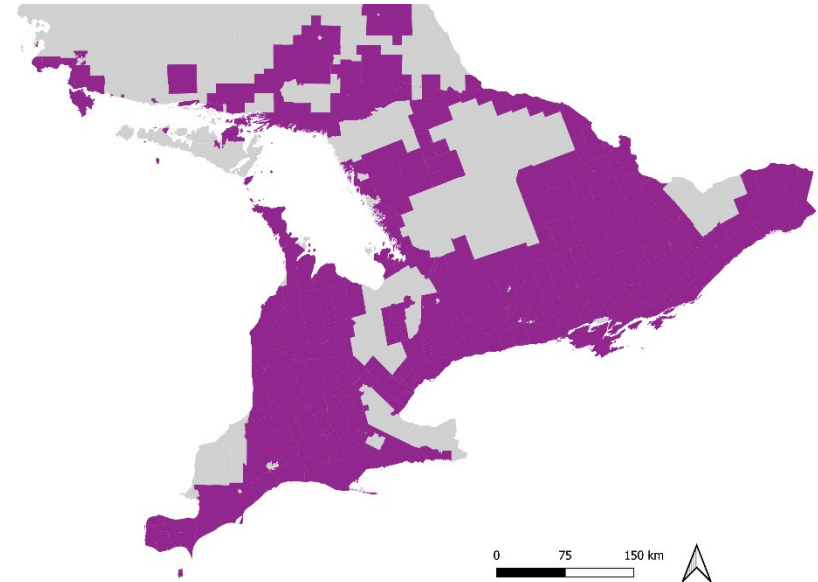


## Provincial Roll-out and On-boarding

Based on the ongoing success of the project, the RTD continues to be rolled out provincewide. The following maps reveal a geographical representation of RTD use across Ontario since inception of the project (2014 - 2024). For a full list of all 63\* site locations that have been onboarded to the RTD as of January 2024, see [Appendix B](#).



**Ontario (with focus on Northern Ontario)**



**Ontario (with focus on Southern Ontario)**

**\*Note:** while 63 sites have been onboarded to the RTD since inception, only 48 sites had 2023 data in the RTD at the time of this report.

## National Project

The ministry recognized the value of continuing to build a network of support for enhancing community safety and well-being across Canada. Based on the success of a pilot with Saskatchewan, which included 14 sites being onboarded, in December 2019 the RTD National Project was approved. Since then, Manitoba has been onboarded with 12 sites to date. The ministry continues consultations with other provinces. National level data will not be presented in this report.



## RTD Training

As part of the RTD project, the ministry provides a one-day training session for each new site using the RTD. Since 2020, training has been delivered virtually, and training recordings have been made available since 2021 to support new users from existing sites. Further, two training sessions have been held since the migration to Microsoft Dynamics 365 in 2023 that were open to all RTD users.

## Service Level Standards

The ministry has committed to service level standards for technical support and maintenance of the database. To ensure the RTD Support Team is meeting its commitments, as outlined in the RTD Agreement, these measures are tracked and reviewed annually.

## System Enhancements

To ensure the RTD remains innovative and is meeting the needs of Ontario communities, the ministry conducts regular system enhancements. Through the 2022 and 2023 years the ministry was undertaking broader work on upgrading the RTD platform to Microsoft Dynamics 365, which launched in July 2023. Due to the amount of work required, onboarding of new sites was put on hold during this time. Onboarding and planning for system enhancements have since resumed beginning in winter 2023/24.

## Migration to Microsoft Dynamics 365

In 2021 Microsoft informed the ministry that they would no longer be supporting the previous RTD system (Microsoft Dynamics CRM 2013) beginning June 2023. As such, beginning in 2021-22 and throughout 2022-23, the ministry undertook work to upgrade the RTD system to Microsoft Dynamics 365 (365) and moving RTD data storage to the Microsoft Cloud, as part of the government's strategic direction of "Cloud first".










Increasing the security around ministerial data was also part of the reasoning behind the recent decision to move the RTD from an on-premises solution to the cloud. After investigation, the ministry recognized the many benefits of moving to the cloud, including ease of use, infrastructural scalability, computing flexibility, and the adaptability that comes with software as a service offering.

The project involved setting up security profiles for existing users, re-producing the RTD environment and data on the 365 testing environment, testing the updates/fixes at each stage of development, and preparing training materials and delivering the updated training to all users. The project was completed and the new environment went live in July 2023.

The RTD and its migration to 365 was also recognized by Microsoft as an example of innovation within government. On October 22, 2023, the RTD was featured on Microsoft's "Customer Stories", a platform that highlights leadership in digital transformation using Microsoft technologies. To read the full story please visit: [Microsoft Customer Story-Ontario aids marginalized populations with cloud-based collaborative solution on Microsoft Dynamics 365](#)

# Part A – RTD 2023 Annual Report - Provincial Results

## 2023 RTD Provincial Highlights

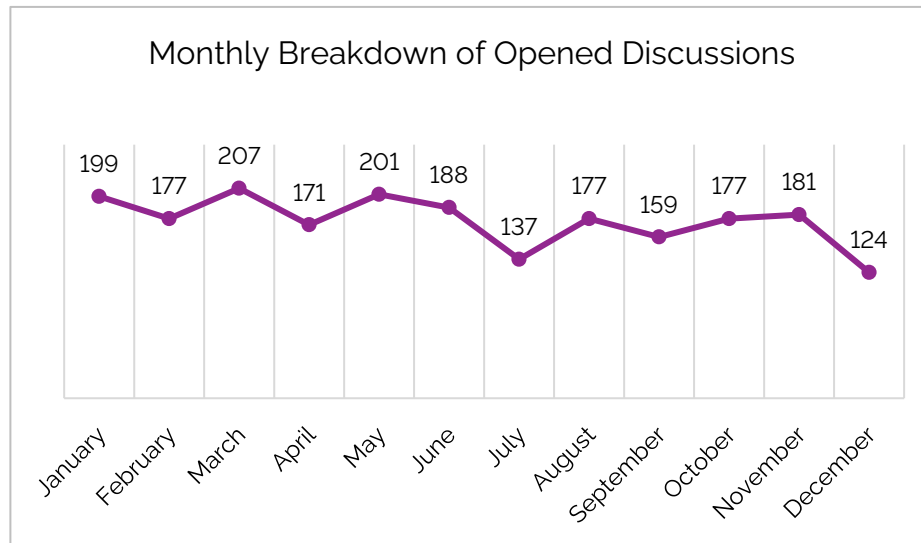
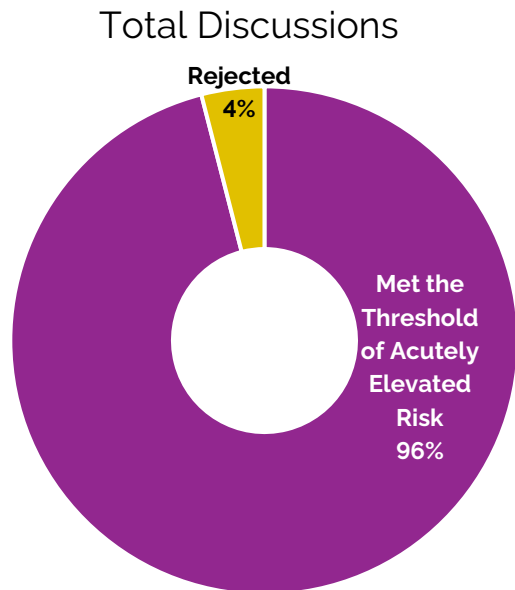
<b>TOTAL</b>		 <b>96%</b>	<b>AVERAGE PER DISCUSSION</b>		
<b>Sites</b>	<b>48</b>	Discussions Met the Threshold of Acutely Elevated Risk (AER)	<b>Risk Factors</b>	<b>8</b>	
<b>Discussions</b>	<b>2,098</b>	 <b>77%</b>	<b>Protective Factors</b>	<b>1</b>	
<b>TOP 3 RISK FACTOR CATEGORIES</b>		Resulted in the Overall Risk Lowered* <small>*Discussions that met AER</small>	<b>Agencies Engaged</b>	<b>5</b>	
 <b>Mental Health</b>	 <b>Criminal Involvement</b>	 <b>Basic Needs</b>	<b>TOP 3 PROTECTIVE FACTOR CATEGORIES</b>		
<b>15%</b>	<b>7%</b>	<b>7%</b>	 <b>Housing &amp; Neighbourhood</b>	 <b>Family Supports</b>	 <b>Financial Security and Employment</b>
		 <b>63%</b>	<b>33%</b>	<b>19%</b>	<b>10%</b>
		Discussions Involve a Person at AER			
		<b>TOP VULNERABLE AGE GROUP</b>			
		<b>30-39</b>			
		<b>18%</b>			

# 2023 RTD Provincial Data Results

As of 2023, there were 48 sites in operation using the RTD. This includes representation from all five regions across the province.

It is important to note that conclusions should not be drawn from the RTD data alone when assessing patterns and trends related to community safety and well-being. The RTD is only one of many tools that can be used to gather data and communities are encouraged to leverage all available resources to identify their local priorities.

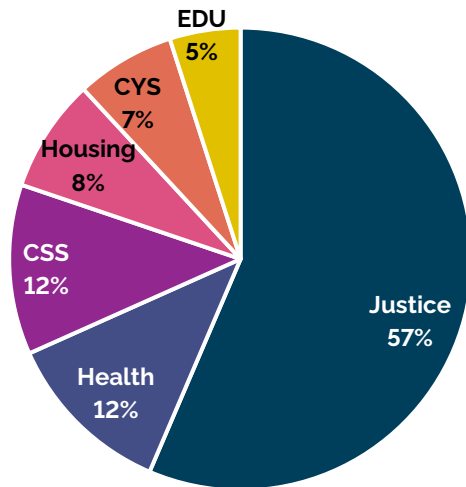
## Provincial Discussion Overview



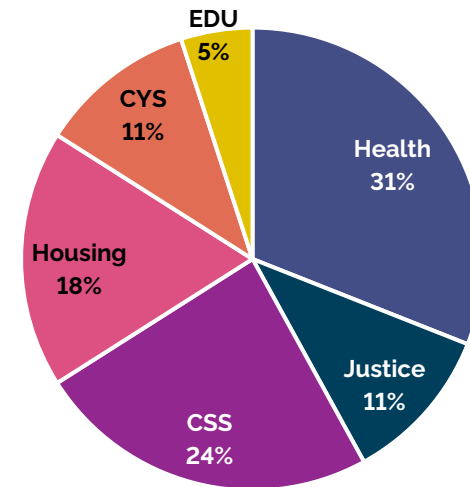
## Provincial Sector Engagement

The RTD categorizes all agencies under one of six sectors outlined below, which is beneficial when conducting provincial analysis given demographic size differences. The justice and health sectors consistently remain the top originating and lead sectors, with variability in the top assisting sector. Often in situations of AER, individuals seek out the most familiar resource available to them, which often tends to be from the justice sector (57 per cent). This data also confirms that once a situation of AER is discussed through a multi-agency risk-based approach, the agency identified to lead the intervention is no longer from the justice sector. It moves, more appropriately, to the sector that is best suited to lead the process to help reduce those risks identified (for example, health; 31 per cent).

Originating Sector



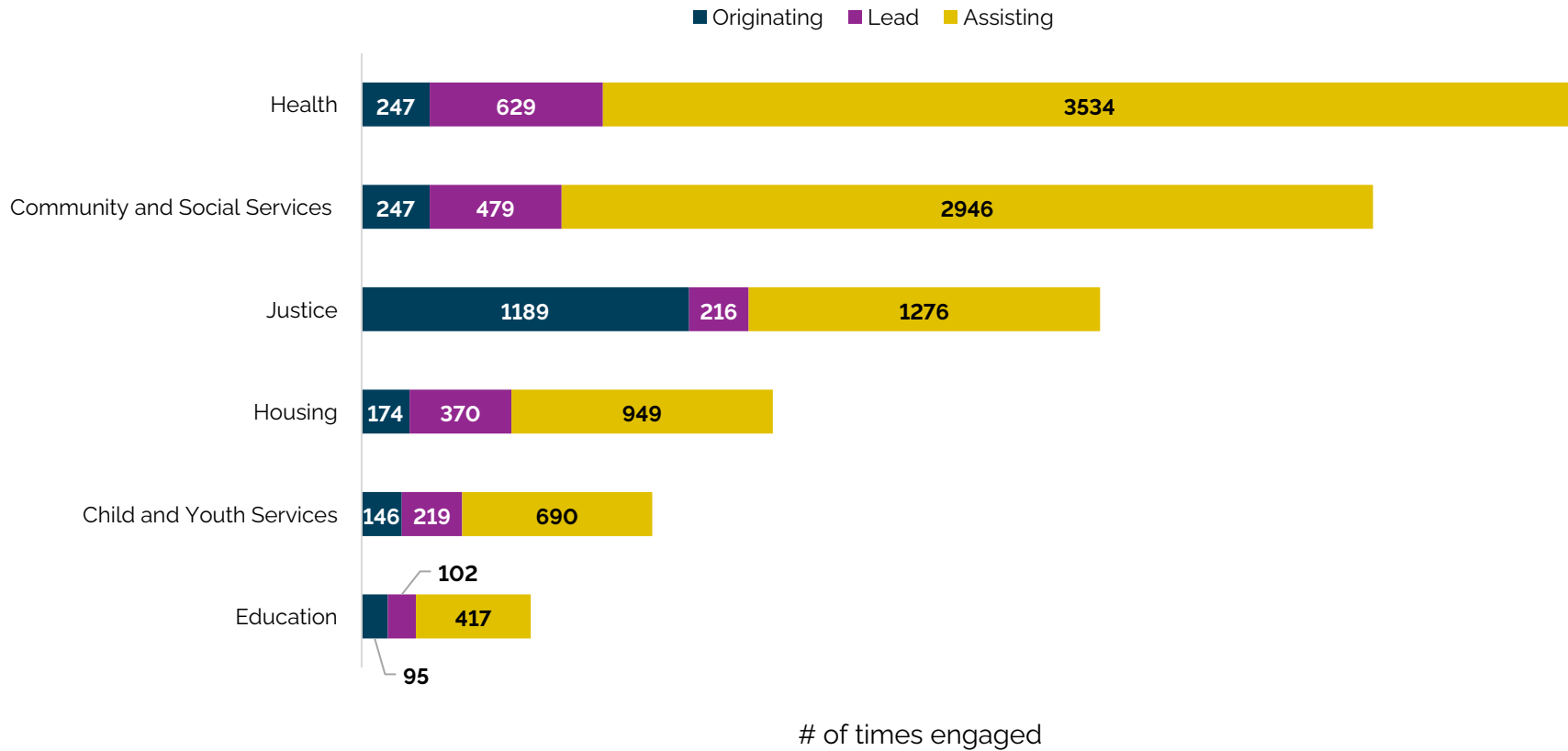
Lead Sector



\***Note:** **CSS** = Community and Social Services; **CYS** = Child and Youth Services; **EDU** = Education.

The chart below shows Overall Sector Engagement, by Originating, Lead, and Assisting Agency; demonstrating the pivotal role that assisting agencies play in the intervention process. For example, although the justice sector may not be best positioned to lead the intervention, it is still involved in a supporting capacity.

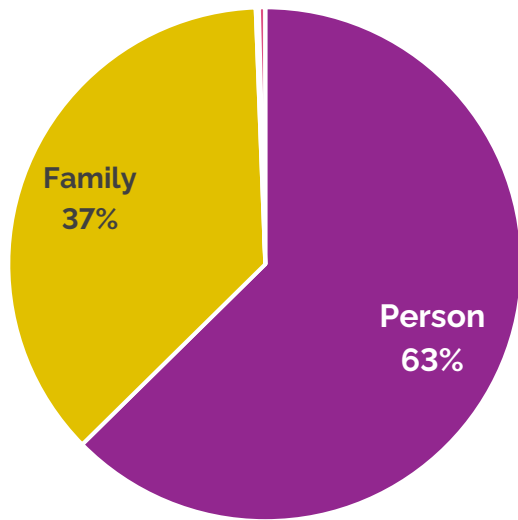
### Overall Sector Engagement



# Provincial Socio-Demographic Data

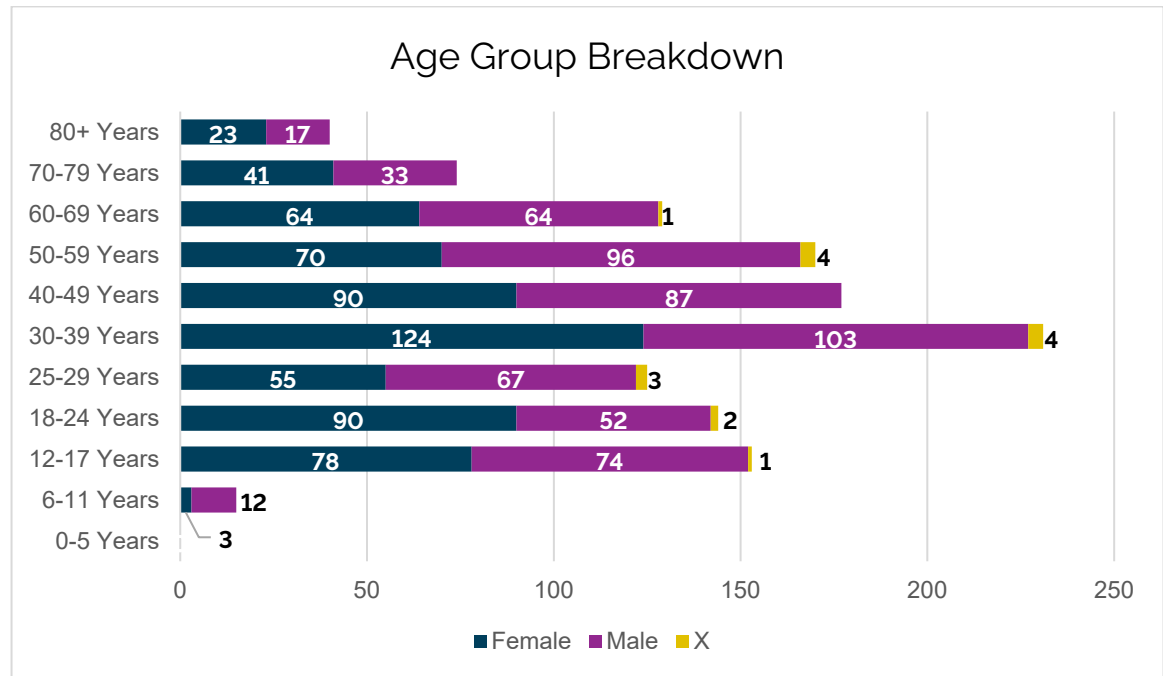
When discussing situations of AER, agency partners will identify the type of discussion as well as some de-identified socio-demographic information to assist in determining situational factors and agency engagement.

Discussion Type



**Note:** "Dwelling" (0.2%), and "Neighbourhood" (0.4%), Discussion Type field values also contribute to these data results.

Age Group Breakdown



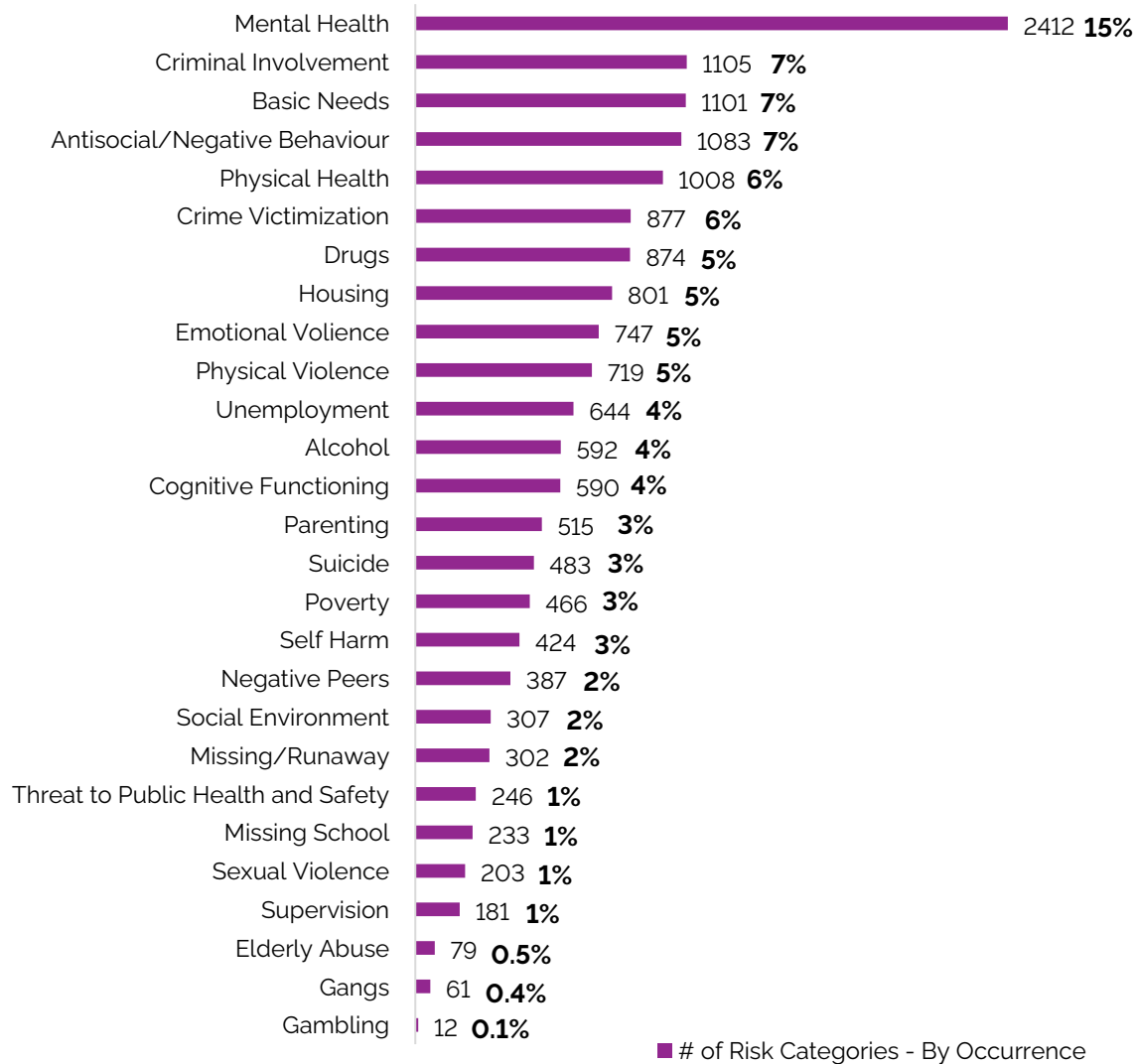


## Provincial Risk Category Information

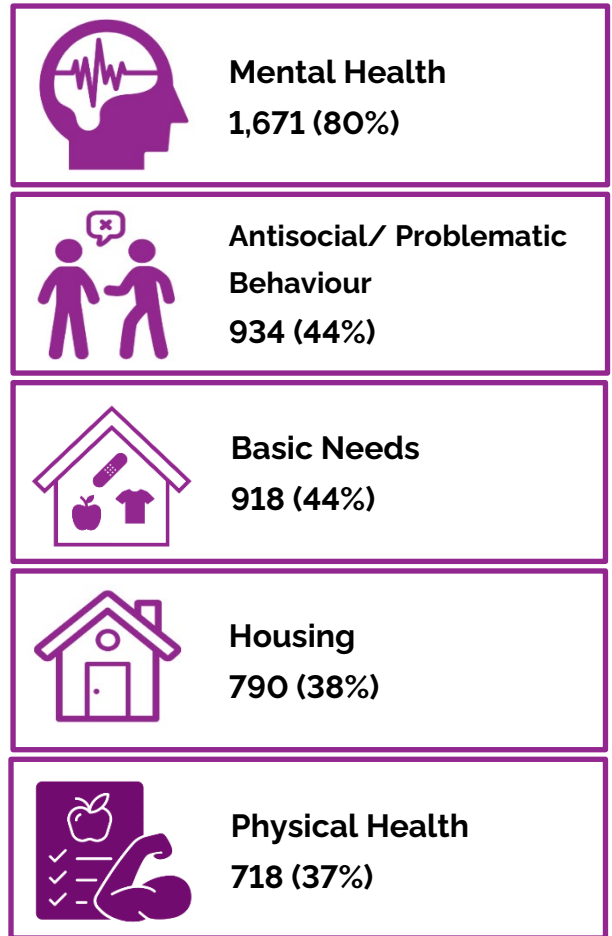
Risk information in the RTD can be analyzed in two different ways – by occurrence and by discussion. The total number of risk factors (105) roll-up into one of 27 risk categories. However, the number of risk factors in each respective category are not equal [e.g., mental health (seven), criminal involvement (13), drugs (five), etc.]. Analysing the data by occurrence allows for a count of all risk factors (16,452) reported in 2023, regardless of how many times the risk factors of the same category appear in a single discussion. Comparatively, risk factor analysis by discussion captures instances where risk factors included in one of 27 categories appear at least once in a given discussion. For example, analysis of provincial risk information by occurrence reveals the most predominant risk categories identified centred around mental health risks (15 per cent), followed by criminal involvement (eight per cent) and physical health (seven per cent). However, instances where a risk factor appears at least once in a given discussion from each of the 27 categories reveal a different pattern centred around mental health (80 per cent), antisocial/problematic behaviour (44 per cent) and basic needs (44 per cent).

It is important to note that priority risks may vary by discussion type, age group and/or sex. When looking at the dataset relative to individuals brought forward for discussion provincially, we have identified that, the majority of discussions specific to “person” in 2023 fell within the age group of 30-39 years (18 per cent).

## Risk Categories – By Occurrence



## Top 5 Risk Categories – By Discussion



Total Risk Factors Reported = **16,452**  
 Average Per Discussion = **8**  
 Risk Factors Identified (out of 105 risk factors) = **105**

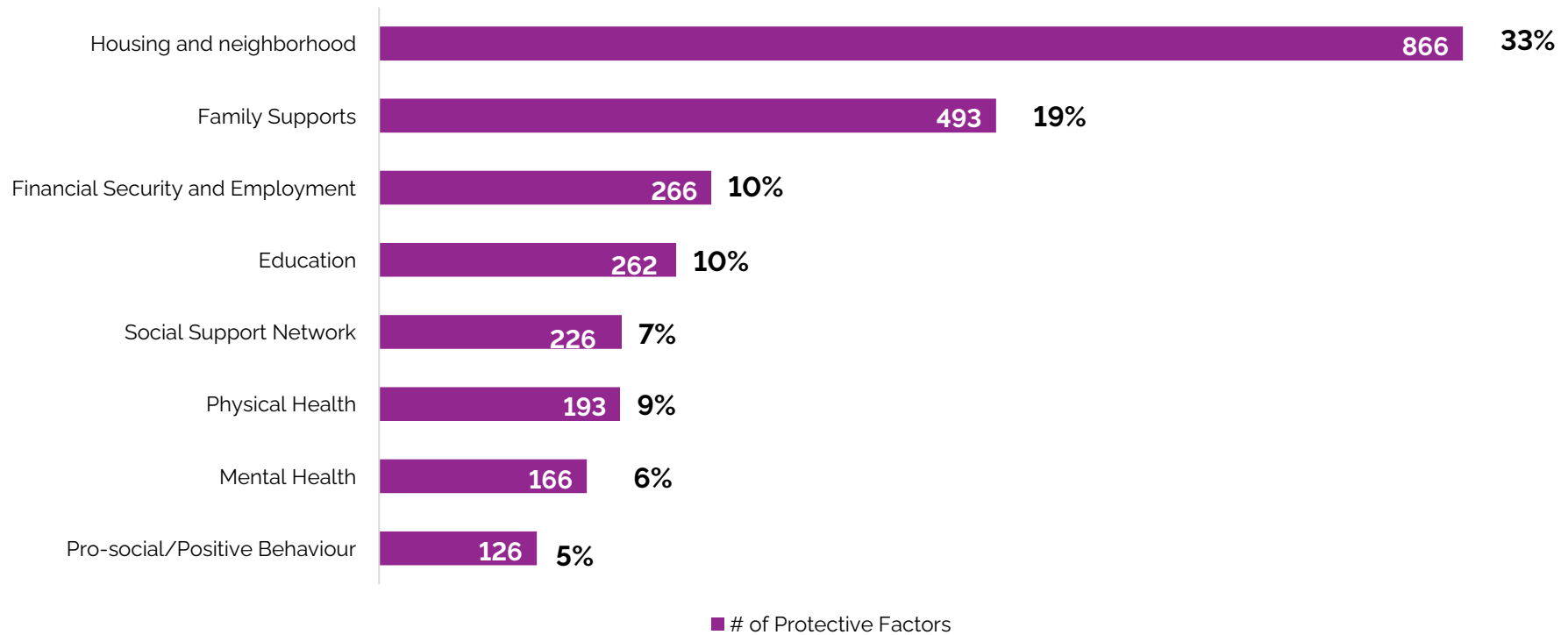
## Top 5 Risk Categories by Demographics

Top 5 Risk Categories for 30-39 Years Group	
1. Mental Health (16%)	
2. Criminal Involvement (8%)	
3. Drugs (8%)	
4. Basic Needs (7%)	
5. Antisocial/Negative Behaviour (6%)	
FEMALE	MALE
1. Mental Health (17%)	1. Mental Health (15%)
2. Drugs (8%)	2. Criminal Involvement (10%)
3. Basic Needs (6%)	3. Basic Needs (8%)
4. Crime Involvement (6%)	4. Drugs (8%)
5. Crime Victimization (6%)	5. Physical Health (6%)

**\*Note:** Data for the sex group "X" has been suppressed from this table due to low sample size.

## Provincial Protective Factors

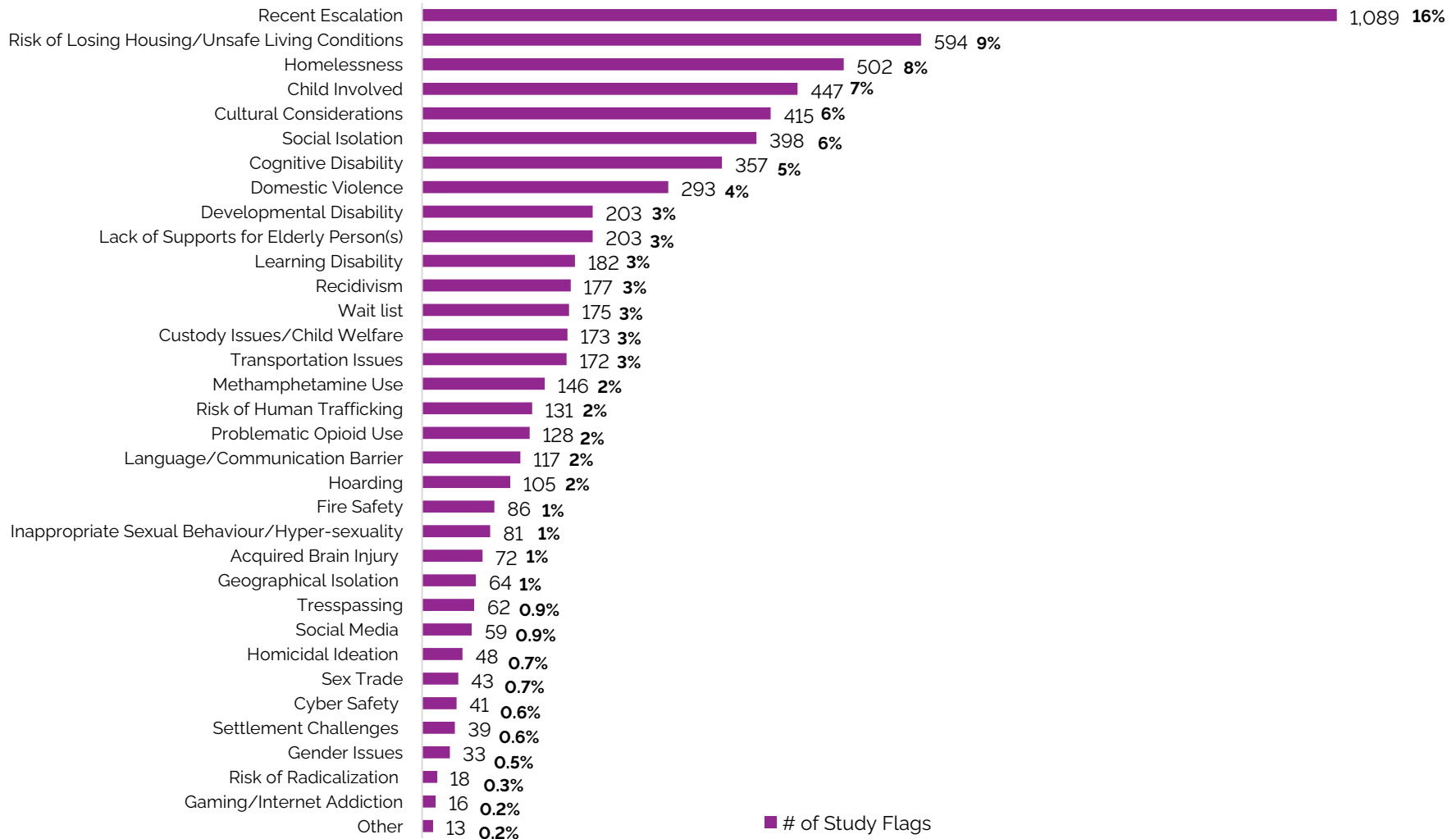
The RTD includes 51 protective factors that can be rolled up into eight protective factor groupings. Protective factor information is currently being collected by 35 sites across Ontario that had data in 2023. The top two protective factor groupings provincially in 2023 were "Housing and Neighbourhood" (33 per cent) and "Family Supports" (19 per cent).



**\*Note:** Number of sites using protective factors: 35 sites.

## Provincial Study Flags

There are 33 study flag values that can be collected within the RTD. "Recent escalation" (16 per cent) remains the highest provincially, followed by "Risk of Losing Housing/Unsafe Living Conditions" (9 per cent), and Homelessness (8%).

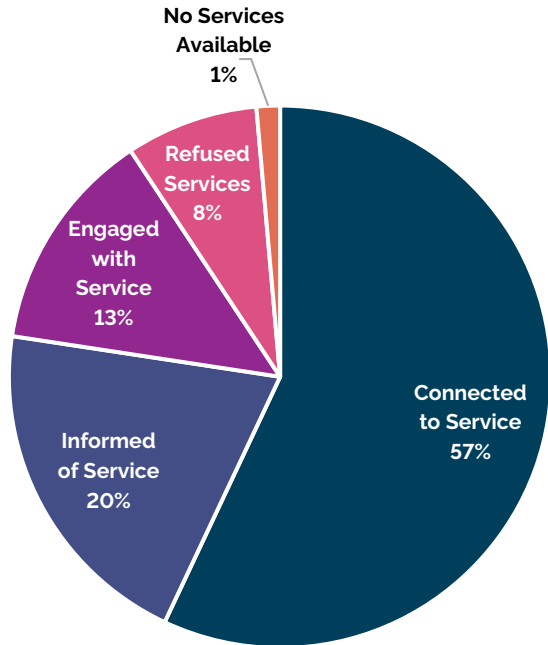


\***Note:** Number of sites using study flags: 41 sites

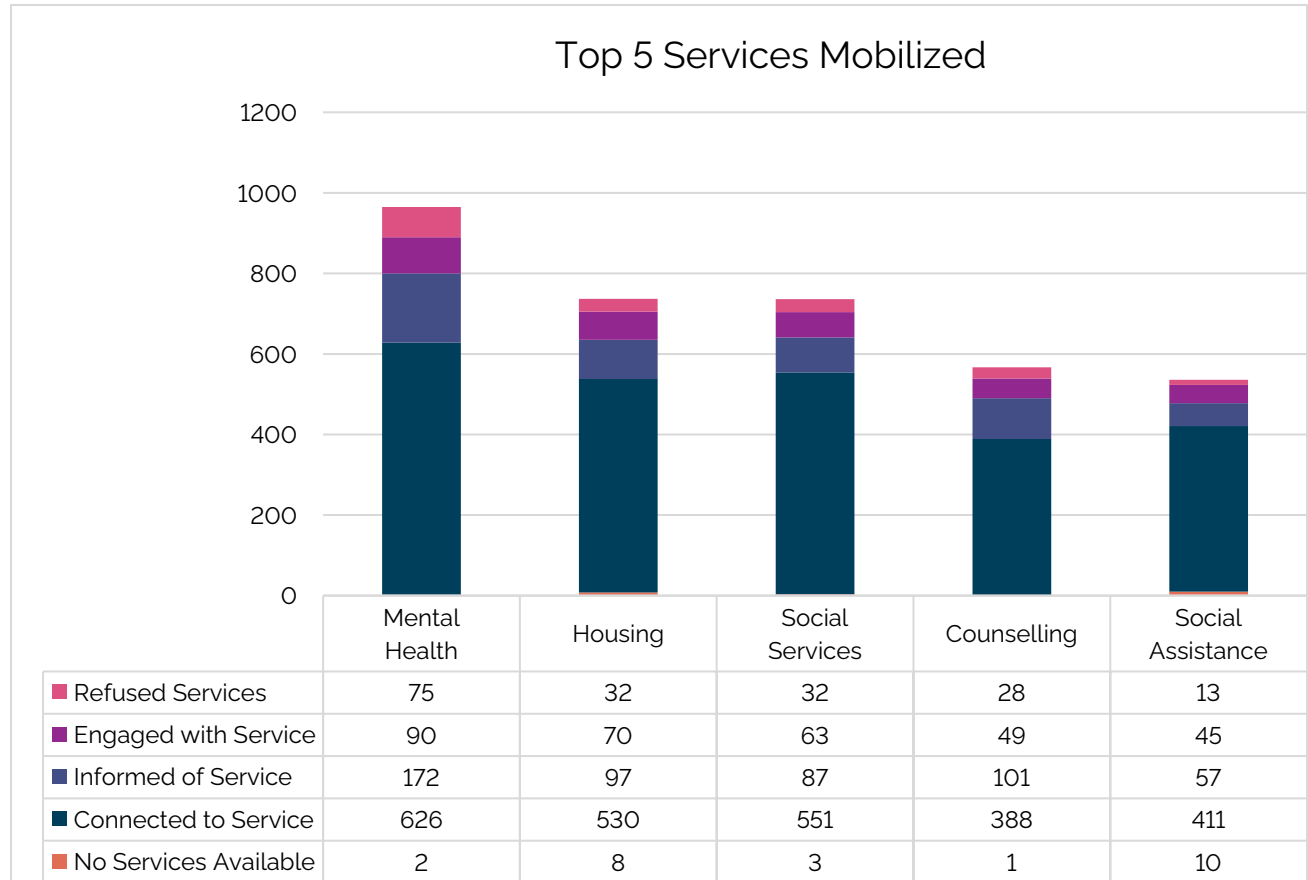
# Provincial Services Mobilized

Data for the type of mobilization and services mobilized was collected from 35 sites and reported back to agency partners after the intervention occurs. Provincial results most frequently reveal a connection to mental health services.

Mobilization Type

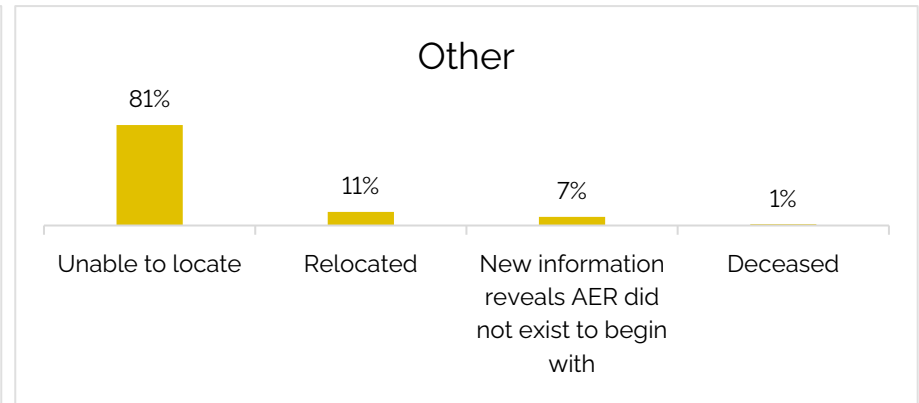
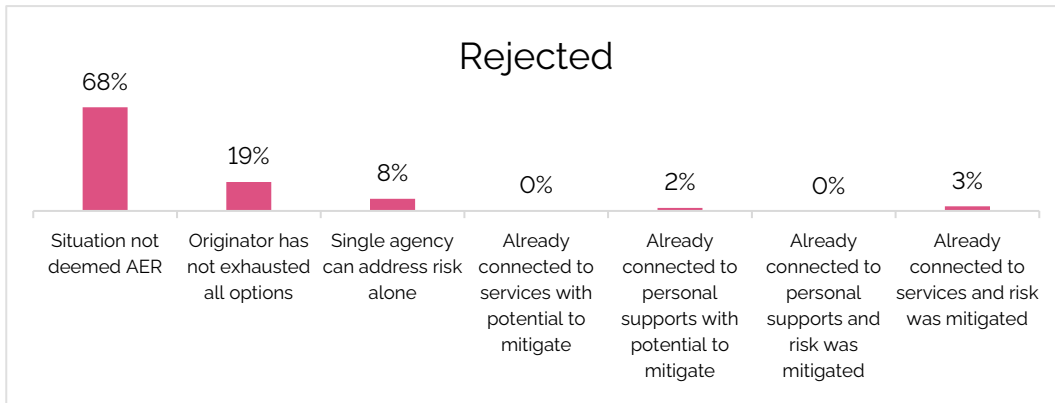
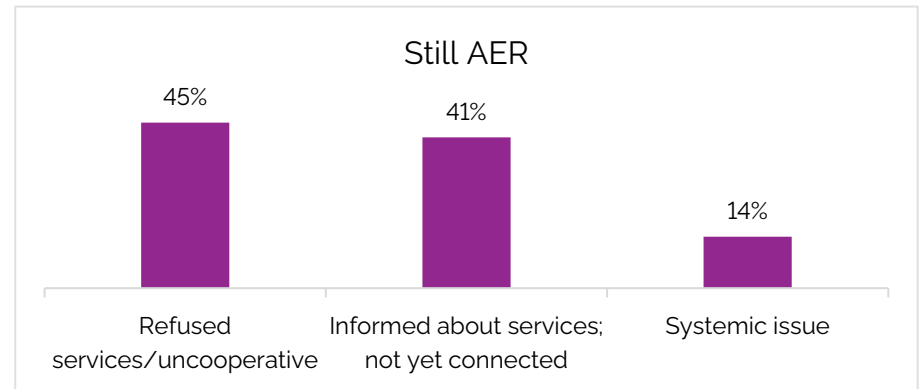
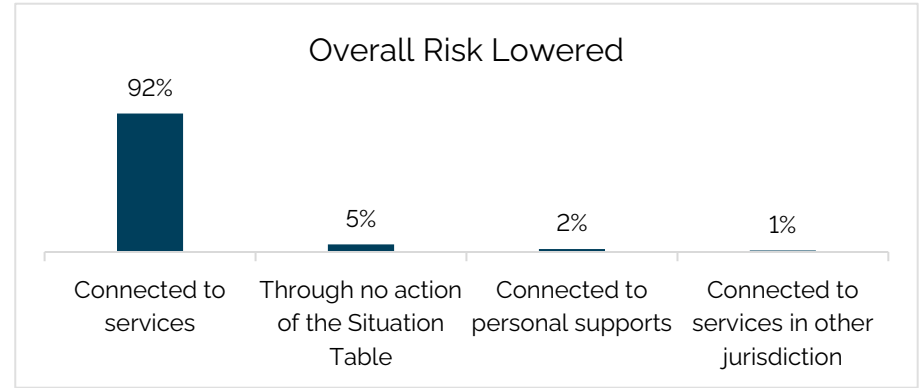
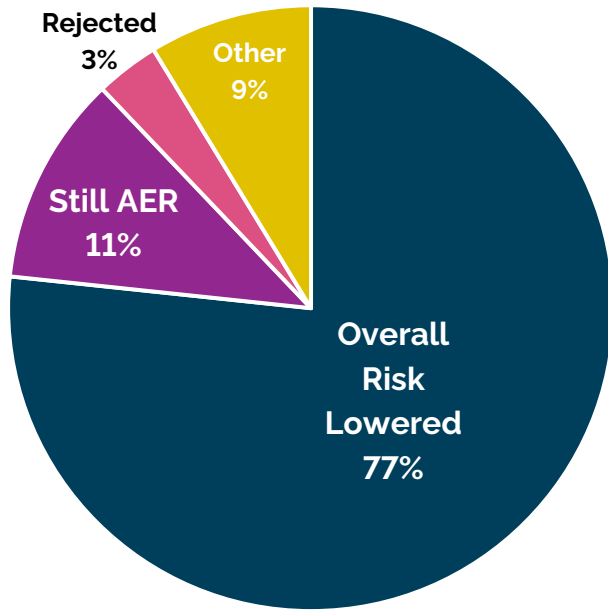


Top 5 Services Mobilized








\***Note:** Number of sites using services mobilized: 35 sites.

# Provincial Conclusion Reasons



# Provincial Correlating Data

## Top 5 Risk Categories with Associations

<b>Top Risk Category</b>	<b>1. Mental Health*</b> <b>15%</b> 	<b>2. Criminal Involvement</b> <b>8%</b> 	<b>3. Basic Needs</b> <b>7%</b> 	<b>4. Antisocial/ Negative Behaviour</b> <b>7%</b> 	<b>5. Physical Health</b> <b>7%</b> 
<b>Top Age Group</b>	<b>30-39 Years</b>	<b>30-39 Years</b>	<b>30-39 Years</b>	<b>30-39 Years</b>	<b>50-99 Years</b>
<b>Top 5 Correlating Risk Categories</b>	<b>1. Antisocial/ Negative Behaviour (50%)</b> <b>2. Basic Needs (46%)</b> <b>3. Housing (39%)</b> <b>4. Drugs (37%)</b> <b>5. Physical Health (36%)</b>	<b>1. Mental Health (84%)</b> <b>2. Anti-social/ Negative Behaviour (59%)</b> <b>3. Drugs (53%)</b> <b>4. Housing (41%)</b> <b>5. Basic Needs (39%)</b>	<b>1. Mental Health (84%)</b> <b>2. Housing (51%)</b> <b>3. Physical Health (51%)</b> <b>4. Antisocial /Negative Behaviour (44%)</b> <b>5. Unemployment (38%)</b>	<b>1. Mental Health (89%)</b> <b>2. Criminal Involvement (45%)</b> <b>3. Basic Needs (43%)</b> <b>4. Drugs (40%)</b> <b>5. Physical Violence (35%)</b>	<b>1. Mental Health (83%)</b> <b>2. Basic Needs (65%)</b> <b>3. Housing (43%)</b> <b>4. Antisocial /Negative Behaviour (42%)</b> <b>5. Unemployment (34%)</b>
<b>Top Study Flag</b>	<b>Recent Escalation 56%</b>	<b>Recent Escalation 59%</b>	<b>Recent Escalation 55%</b>	<b>Recent Escalation 66%</b>	<b>Recent Escalation 51%</b>
<b>Top Service Mobilized</b>	<b>Mental Health</b>				

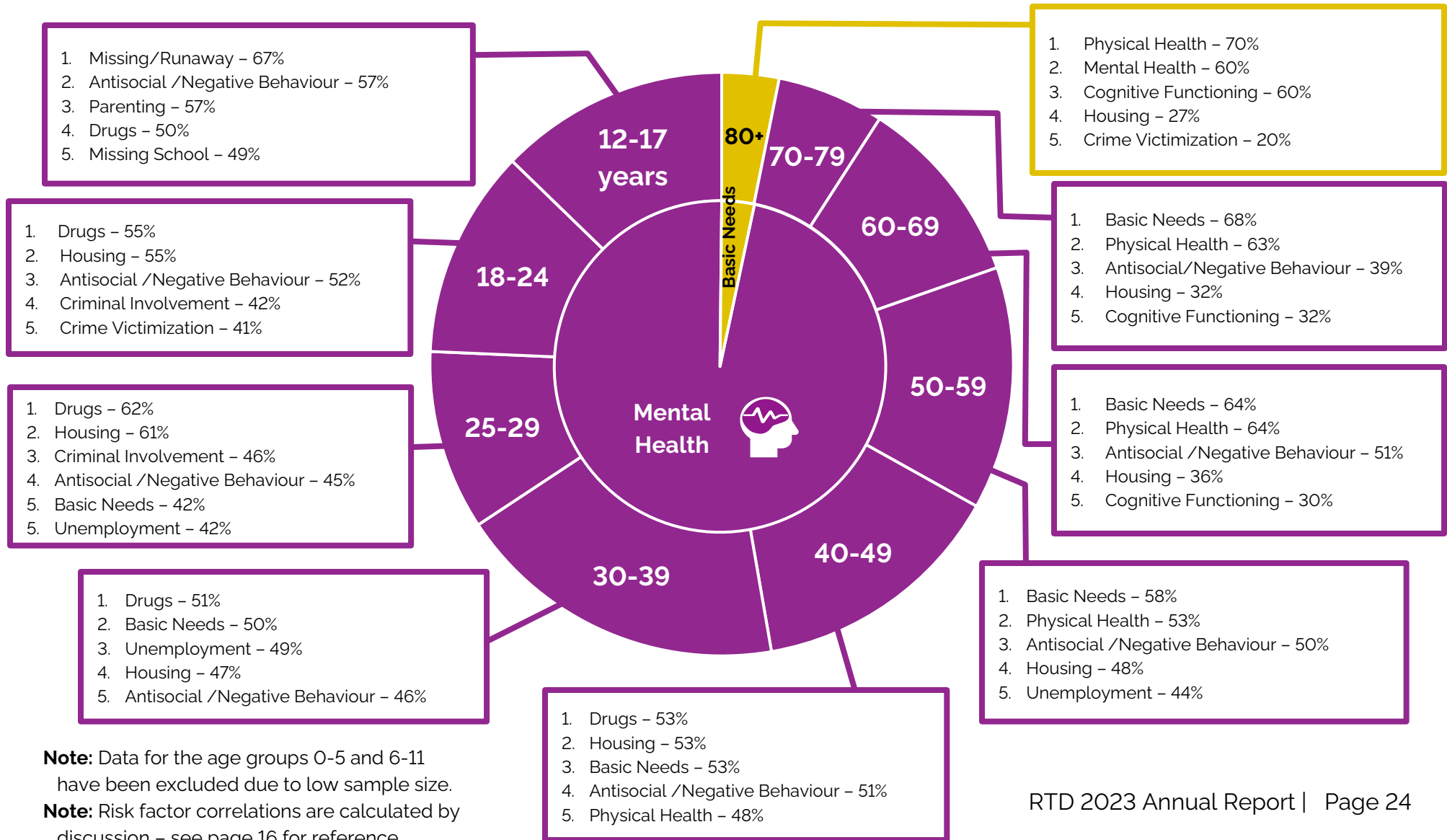
**\*Example:** When looking at discussions of all age groups that contain mental health risk factors, the age group that is most associated is 30-39 years, and Antisocial/Negative Behaviour risk factors appear 50 per cent of the time, along with a study flag of recent escalation 56 per cent of the time. A mental health service is most often mobilized as a result of the intervention process.

**Note:** Risk category correlations are calculated by discussion – see page 16 for reference.

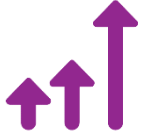











## Top 5 Correlated Risk Categories by Age Group

Basic Needs was the top occurring risk category for the age group 80+, while mental health was the top occurring risk category for the remainder of the age groups. \*This page outlines the risk categories that are most correlated to the top risk category for each age group. For example, in the 18-24 age group, in all discussions that had a mental health risk category, the risk category "Drugs" also appeared 55 per cent of the time.



## Top 5 Study Flags with Correlated Risk Categories

1. Recent Escalation*	2. Risk of Losing Housing/ Unsafe Living Conditions	3. Homelessness	4. Child Involved	5. Cultural Considerations
				
				
<b>Mental Health</b> 15%	<b>Mental Health</b> 14%	<b>Mental Health</b> 13%	<b>Mental Health</b> 13%	<b>Mental Health</b> 15%
<b>Antisocial/ Negative Behaviour</b> 8%	<b>Basic Needs</b> 8%	<b>Housing</b> 9%	<b>Antisocial/ Negative Behaviour</b> 7%	<b>Antisocial/ Negative Behaviour</b> 7%
<b>Criminal Involvement</b> 7%	<b>Physical Health</b> 8%	<b>Basic Needs</b> 9%	<b>Parenting</b> 7%	<b>Basic Needs</b> 7%
<b>Basic Needs</b> 6%	<b>Antisocial/ Negative Behaviour</b> 6%	<b>Criminal Involvement</b> 8%	<b>Criminal Involvement</b> 6%	<b>Crime Victimization</b> 6%
<b>Physical Health</b> 5%	<b>Housing</b> 6%	<b>Physical Health</b> 7%	<b>Emotional Violence</b> 5%	<b>Emotional Violence</b> 6%

**\*Example:** In discussions where there is a Recent Escalation Study Flag, the Mental Health Risk Category appears 1,399 times (or 15 per cent).

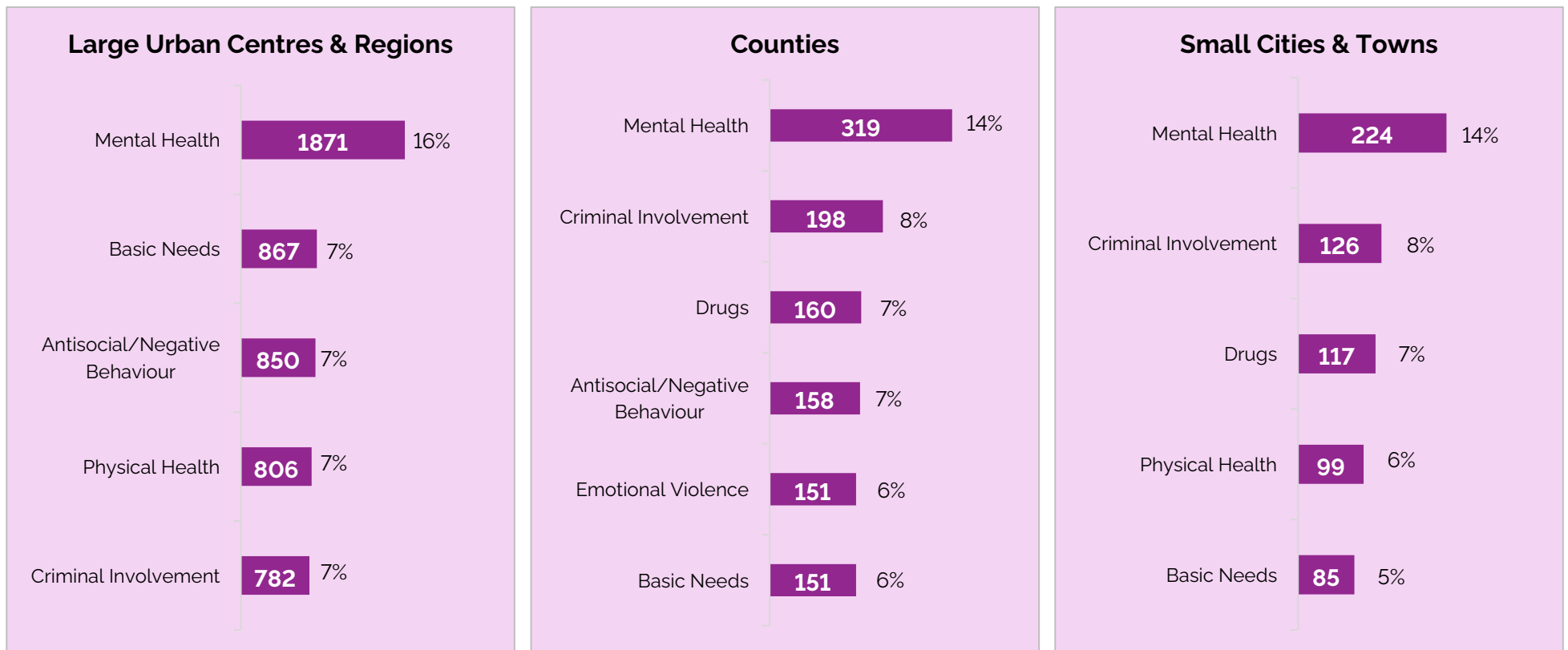
**Note:** Study Flag correlations are calculated by occurrence – see page 16 for reference on analysis by occurrence vs discussion.

## Provincial Population Category Analysis

The 48 sites in the RTD with data in 2023 were divided into three population categories based on size according to Statistics Canada: Large Urban Centres & Regions (20), Counties (13), and Small Cities & Towns (15).

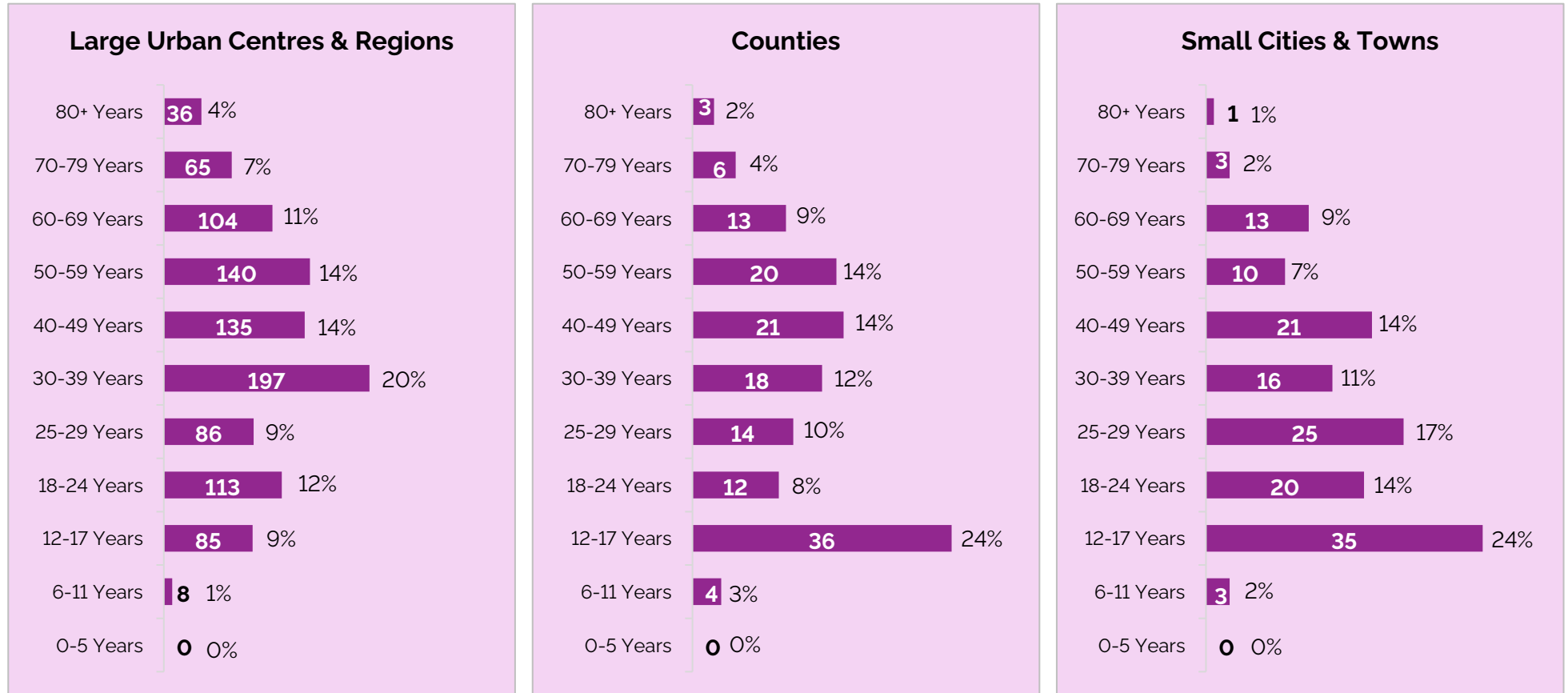
### Top Risk Categories by Population Category

The following charts show the top Risk Categories by Occurrence for each Population Category. The top Risk Category is the same (Mental Health) for each Population Category, with some variation in the top five.



## Socio-Demographic Data by Population Category

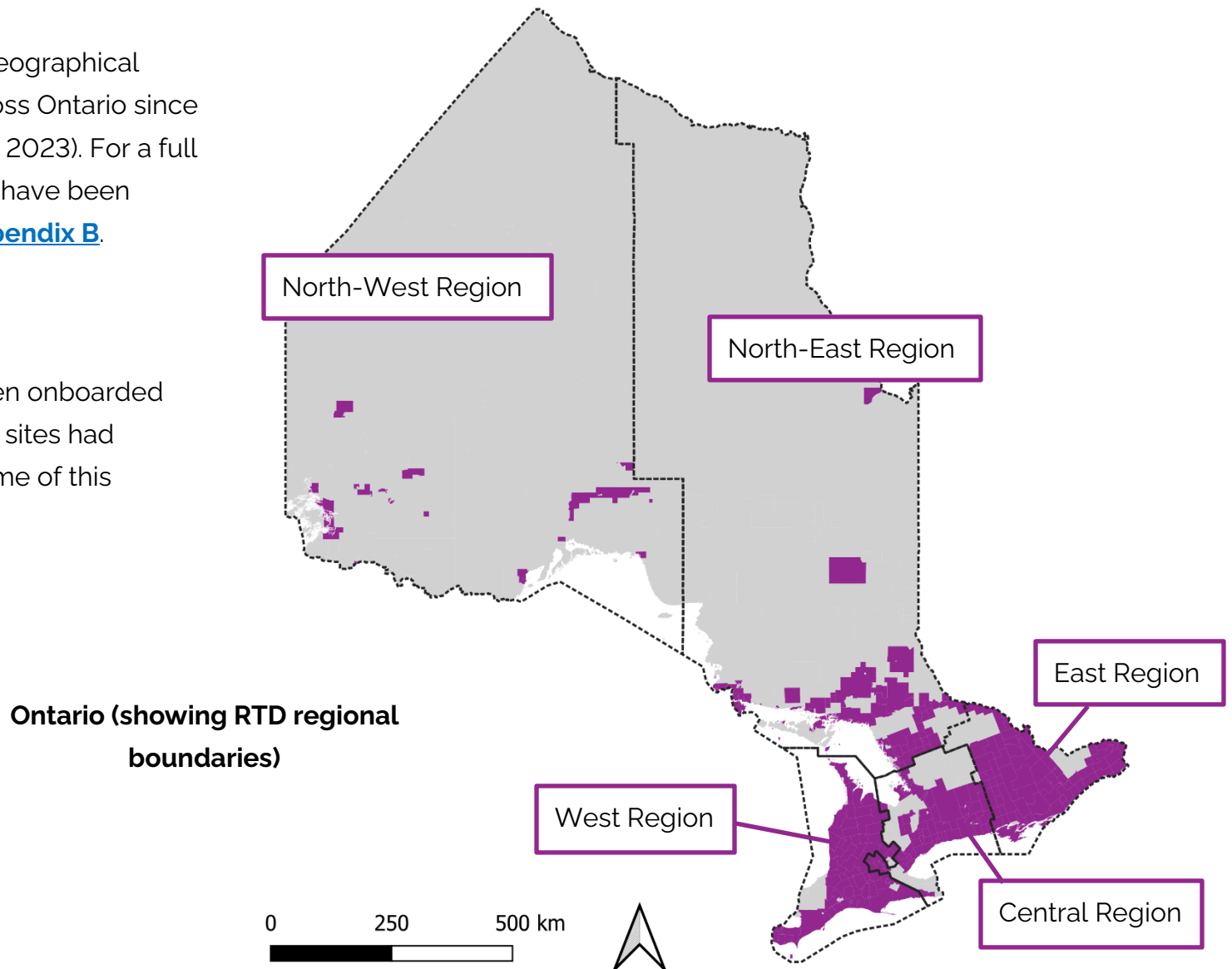
The following charts show the age groupings for each population category. The top age group for Large Urban Centres & Regions in 2023 was 30-39 Years. The top age group for Counties, as well as Small Cities and Towns in 2023 was 12-17 Years. This shows that there may be different service needs based on community size. It also shows the proportional effect that Large Urban Centres & Regions have on the overall provincial data results.



## Part B – RTD 2023 Annual Report - Regional Results

The following maps reveal a geographical representation of RTD use across Ontario since inception of the project (2014 - 2023). For a full list of all **63\*** site locations that have been onboarded to the RTD see [Appendix B](#).

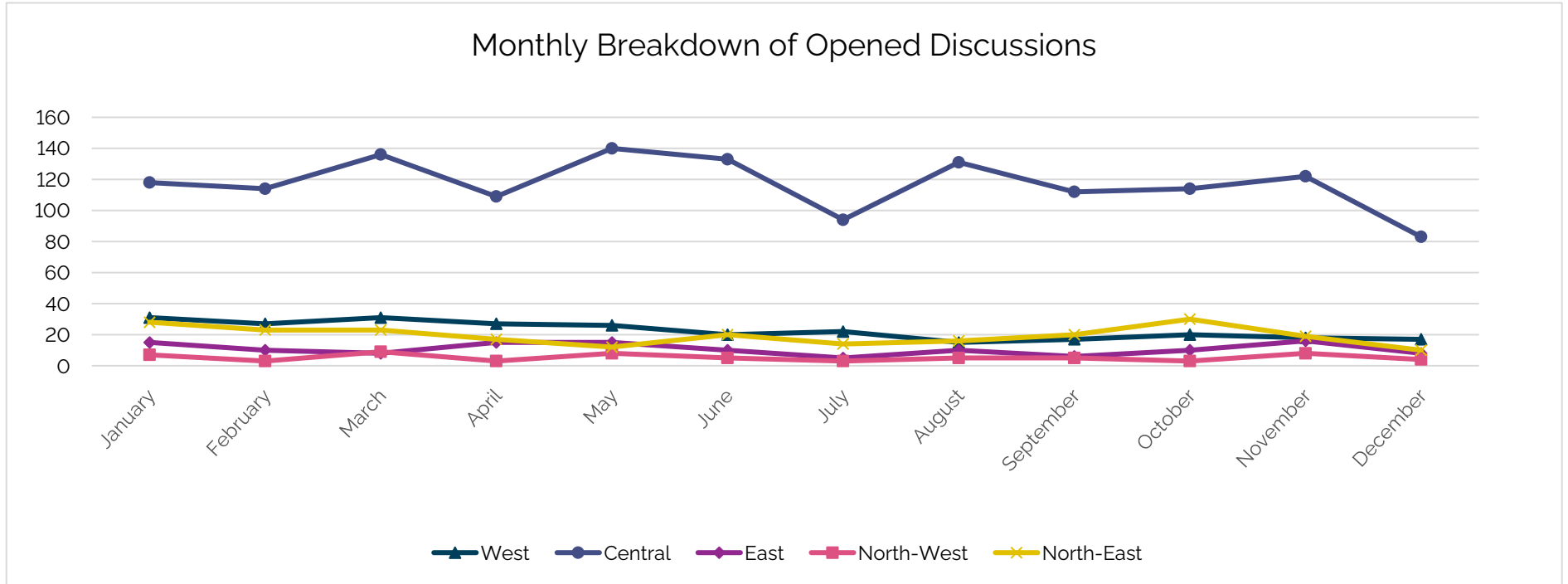
**\*Note:** while 63 sites have been onboarded to the RTD since inception, 48 sites had 2023 data in the RTD at the time of this report.



# 2023 RTD Regional Data Results

As of 2023, there were 48 sites in operation using the RTD. This includes representation from all five regions across the province.

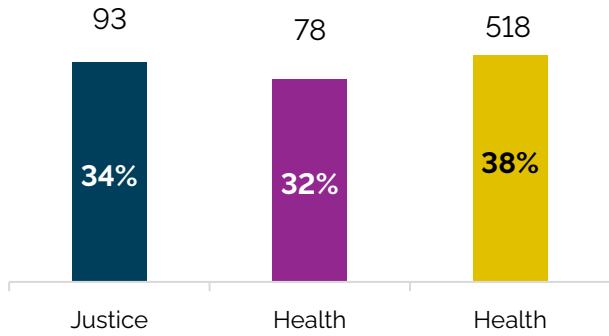
## Discussion Overview



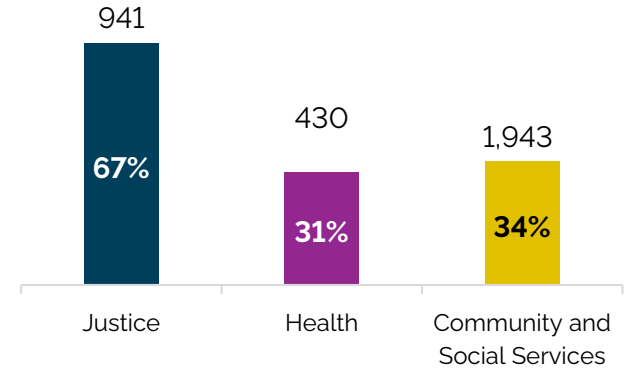
	West	Central	East	North-West	North-East
<b>Sites</b>	10	18	8	5	7
<b>Discussions</b>	271	1,406	128	61	232
<b>Met the Threshold</b>	91%	98%	85%	100%	98%
<b>Rejected</b>	9%	2%	15%	0%	2%

# Regional Sector Engagement

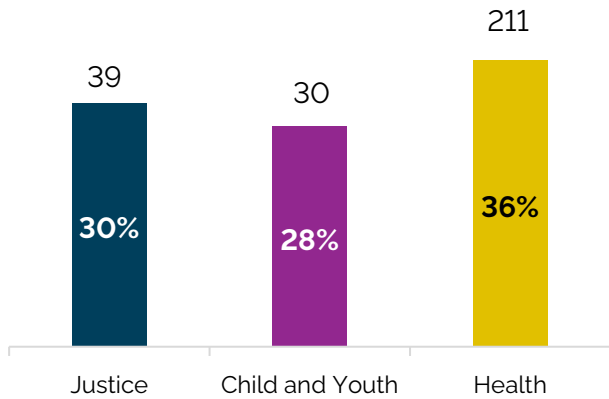
## Top 3 Sectors Engaged



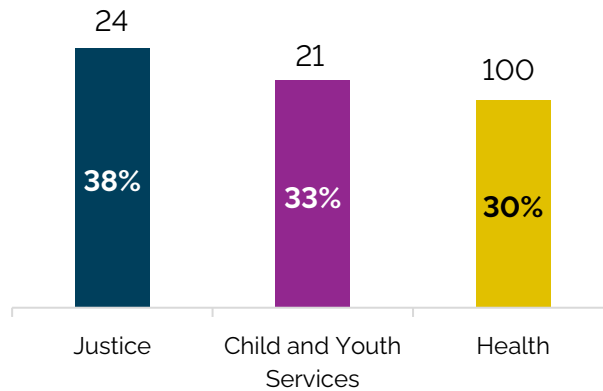
**West Region**



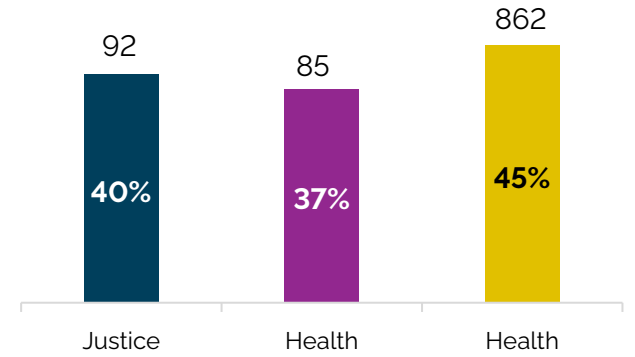
**Central Region**



**East Region**



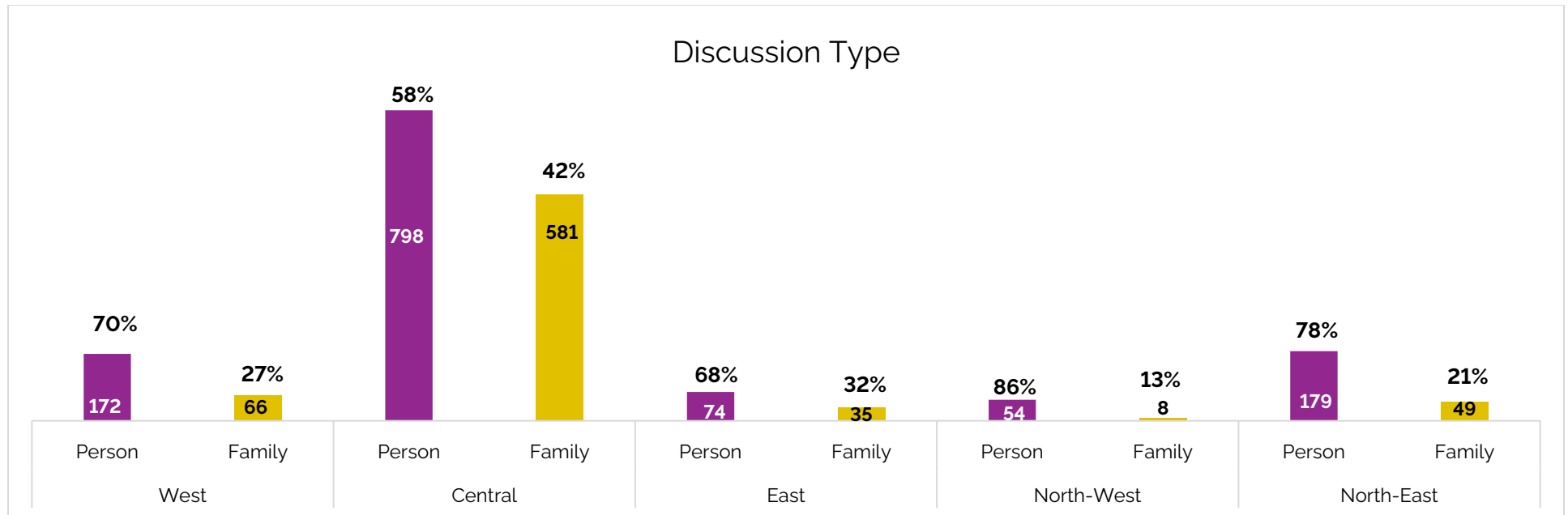
**North-West Region**



**North-East Region**

## Regional Socio-Demographic Data

When discussing situations of AER, agency partners will identify the type of discussion as well as some de-identified socio-demographic information to assist in determining situational factors and agency engagement. The majority of regional discussions involved persons with some variability in age between regions.



**\*Note:** "Dwelling", "Neighbourhood", and "Environmental" Discussion Type field values also contribute to these data results in small quantities.

Top Age Group				
West Region	Central Region	East Region	North-West Region	North-East Region
12-17 Years (15%)	30-39 Years (20%)	12-17 Years (28%)	12-17 Years (39%)	30-39 Years (21%)

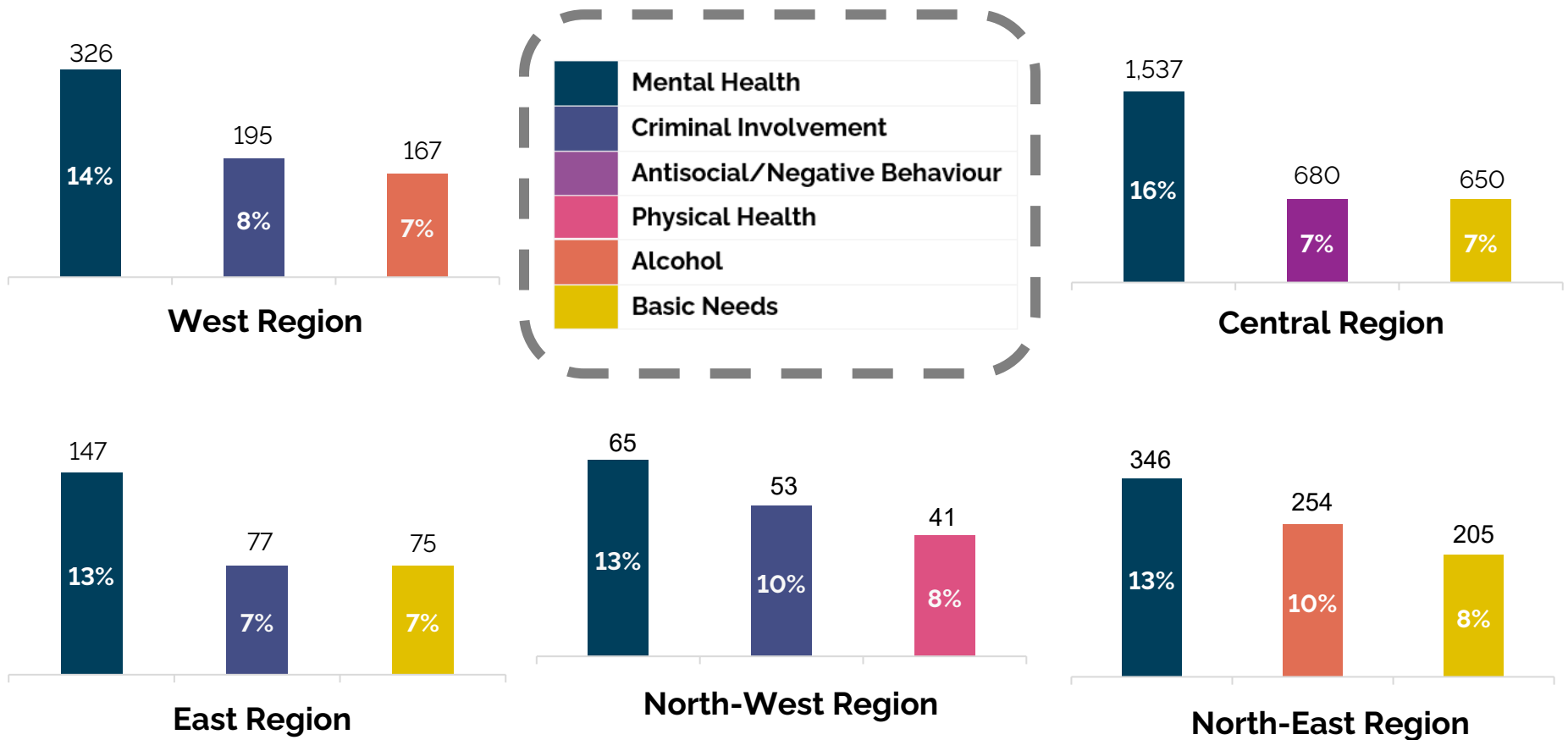


## Regional Risk Category Information

When analyzing risk results at the regional level, there is variability among regions from both an occurrence and discussion perspective.
















### Top 3 Risk Categories – By Occurrence

Analysis of risk information by occurrence reveals the following six most predominant risk categories, with mental health identified as the number one risk category across all regions.



### Top 3 Risk Categories – By Discussion

Analysis of risk information by discussion, where a risk factor appears at least once in a given discussion from each of the 27 categories, reveals a slightly different pattern with mental health remaining the number one risk category across all regions.

West Region	Central Region	East Region	North-West Region	North-East Region
 <p><b>Mental Health</b> 80% (218)</p>	 <p><b>Mental Health</b> 79% (1,108)</p>	 <p><b>Mental Health</b> 73% (95)</p>	 <p><b>Mental Health</b> 75% (47)</p>	 <p><b>Mental Health</b> 92% (214)</p>
 <p><b>Drugs</b> 47% (127)</p>	 <p><b>Antisocial/ Negative Behaviour</b> 43% (605)</p>	 <p><b>Basic Needs</b> 44% (58)</p>	 <p><b>Drugs</b> 64% (40)</p>	 <p><b>Physical Health</b> 66% (153)</p>
 <p><b>Antisocial/Negative Behaviour</b> 47% (126)</p>	 <p><b>Basic Needs</b> 41% (575)</p>	 <p><b>Drugs</b> 43% (56)</p>	 <p><b>Criminal Involvement</b> 59% (37)</p>	 <p><b>Basic Needs</b> 65% (150)</p>

## Top 3 Risk Categories by Demographics

The tables below demonstrated the variance in top risk categories specific to the male and female population in the top age group identified, allowing for more targeted risk analysis relative to those most vulnerable populations in a respective region.

West Region	
Top Risk Categories for 12-17 Age Group	
1. Criminal Involvement (10%)	
2. Mental Health (10%)	
3. Drugs (9%)	
Female	Male
1. Mental Health (12%)	1. Criminal Involvement (13%)
2. Drugs (10%)	2. Drugs (10%)
3. Criminal Involvement (8%)	3. Antisocial/Negative Behaviour (8%)

Central Region	
Top Risk Categories for 30-39 Age Group	
1. Mental Health (18%)	
2. Criminal Involvement (8%)	
3. Drugs (7%)	
Female	Male
1. Mental Health (19%)	1. Mental Health (17%)
2. Drugs (7%)	2. Criminal Involvement (10%)
3. Criminal Involvement (7%)	3. Drugs (7%)

East Region	
Top Risk Categories for 12-17 Age Group	
1. Mental Health (11%)	
2. Criminal Involvement (10%)	
3. Emotional Violence (6%)	
Female	Male
1. Mental Health (13%)	1. Criminal Involvement (14%)
2. Emotional Violence (8%)	2. Mental Health (10%)
3. Self Harm (7%)	3. Antisocial/Negative Behaviour (8%)

North-West Region	
Top Risk Categories for 12-17 Age Group	
1. Criminal Involvement (12%)	
2. Mental Health (11%)	
3. Alcohol (10%)	
Female	Male
1. Alcohol (11%)	1. Criminal Involvement (12%)
2. Mental Health (11%)	2. Mental Health (11%)
3. Criminal Involvement (10%)	3. Alcohol (9%)

North-East Region	
Top Risk Categories for 30-39 Age Group	
1. Mental Health (13%)	
2. Basic Needs (10%)	
3. Drugs (8%)	
Female	Male
1. Mental Health (13%)	1. Mental Health (12%)
2. Drugs (8%)	2. Basic Needs (12%)
3. Physical Violence (8%)	3. Criminal Involvement (9%)

# Regional Protective Factors

## Top 5 Protective Factors

The top two protective factor groupings regionally in 2023 were "Housing and Neighbourhood" and "Family Supports" across all five regions.

### West Region



### Central Region



### East Region



### North-West Region



### North-East Region



# Regional Study Flags

## Top 5 Study Flags

The top two study flags regionally in 2023 were "Recent Escalation" followed by "Risk of Losing Housing/Unsafe Living Conditions" in four of the five regions and "Homelessness" in North-West Region.

### West Region

Recent Escalation – 13%
Risk of Losing Housing/ Unsafe Living Conditions – 9%
Homelessness – 8%
Domestic Violence – 7%
Child Involved – 7%

### Central Region

Recent Escalation – 18%
Risk of Losing Housing/ Unsafe Living Conditions – 9%
Cultural Considerations – 8%
Homelessness – 7%
Child Involved – 7%

### East Region

Recent Escalation – 11%
Risk of Losing Housing/ Unsafe Living Conditions – 10%
Homelessness – 8%
Child Involved – 7%
Social Isolation – 6%

### North-West Region

Recent Escalation – 11%
Homelessness – 7%
Cognitive Disability – 7%
Risk of Human Trafficking – 7%
Risk of Losing Housing/ Unsafe Living Conditions – 7%



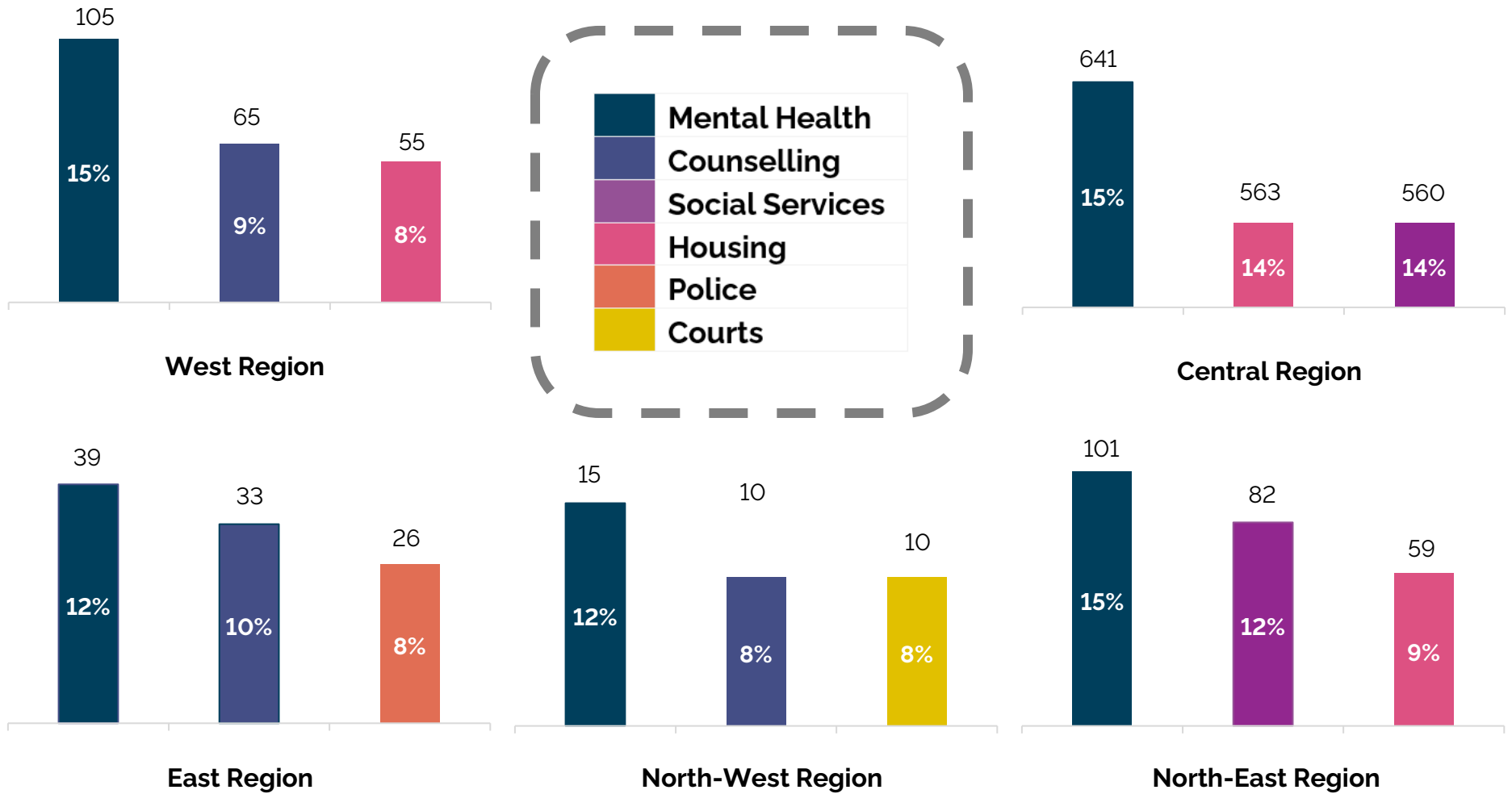
### North-East Region

Recent Escalation – 14%
Risk of Losing Housing/ Unsafe Living Conditions – 10%
Homelessness – 8%
Social Isolation – 8%
Cognitive Disability – 6%

# Regional Services Mobilized

## Top 3 Services Mobilized

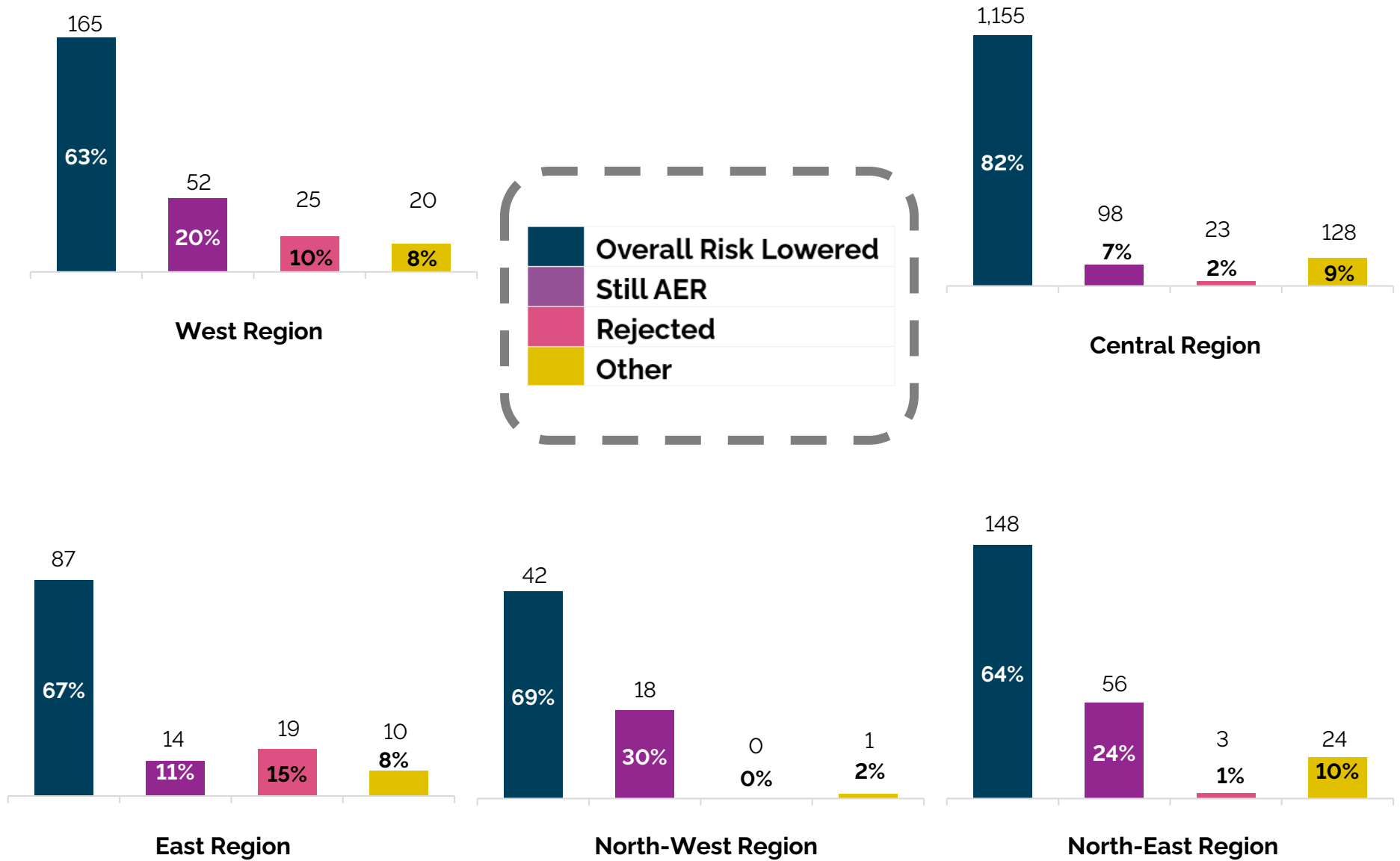
The following data reflects the mobilization types: Informed of Services, Connected to Services, and Engaged with Services.



\*Note: Number of sites using services mobilized: 48 sites.

## Regional Conclusion Reasons

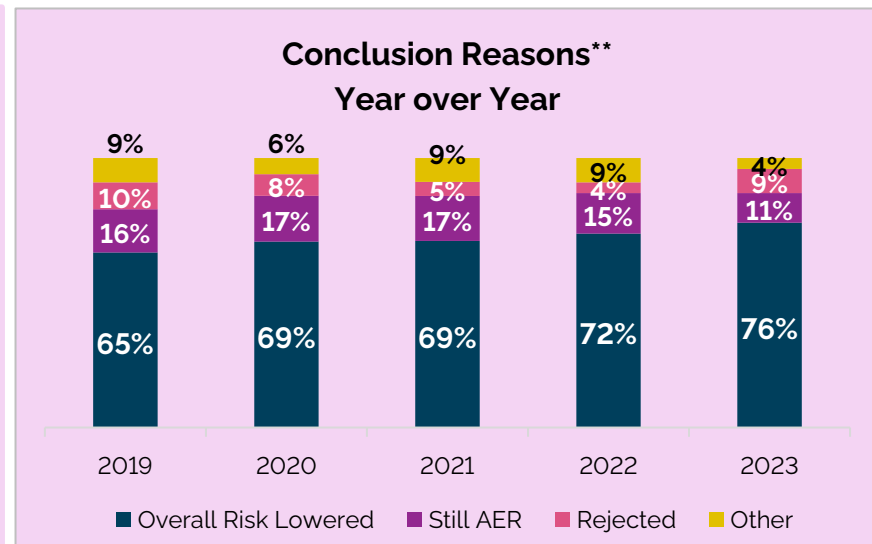
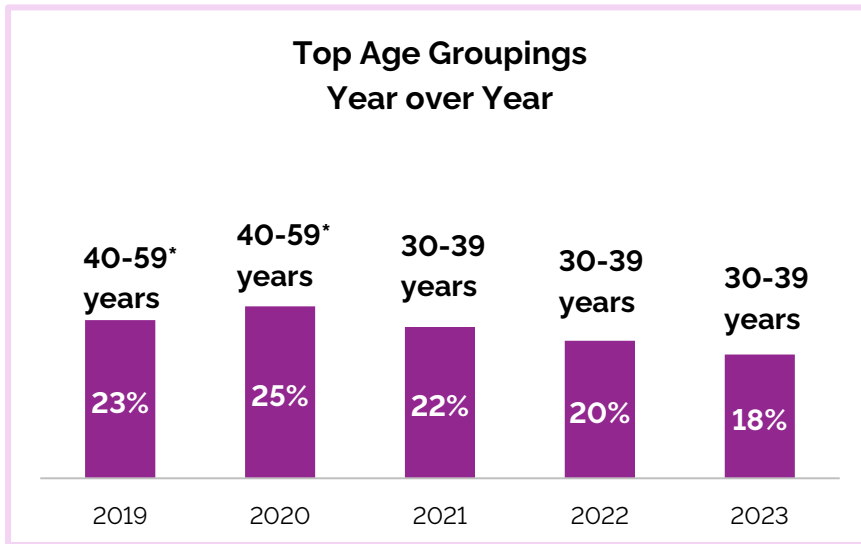
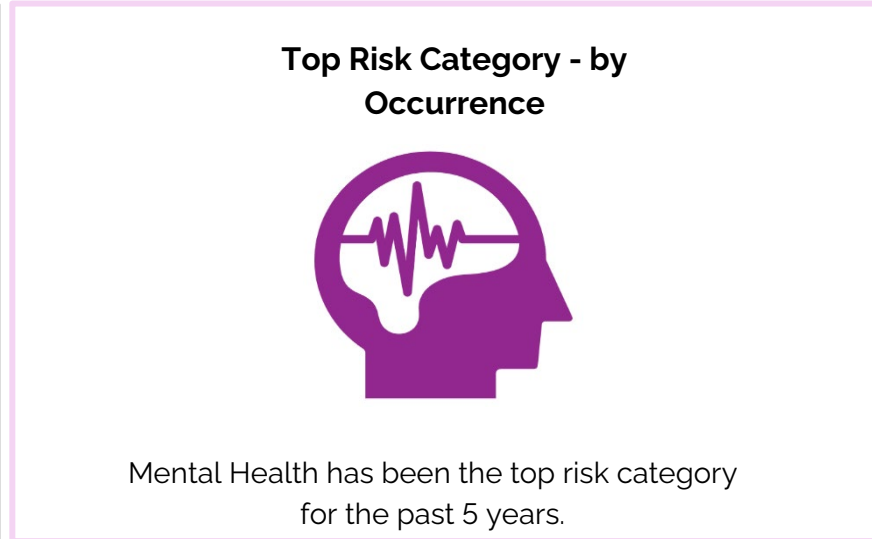
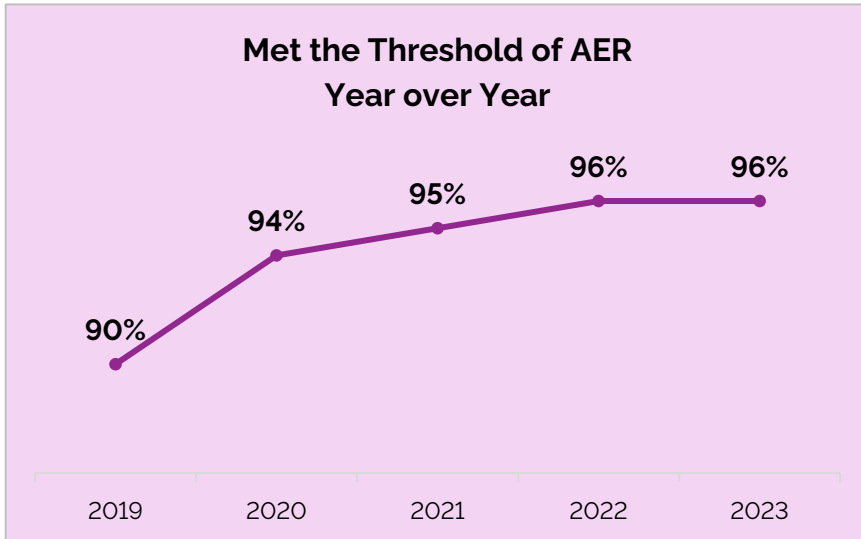
The majority of discussions in all five regions concluded in overall risk being lowered, followed by still at AER.



# Conclusion

## Provincial Trend Analysis

The following trends have been observed across the RTD Annual Reports released over the past five years.



**Notes:**

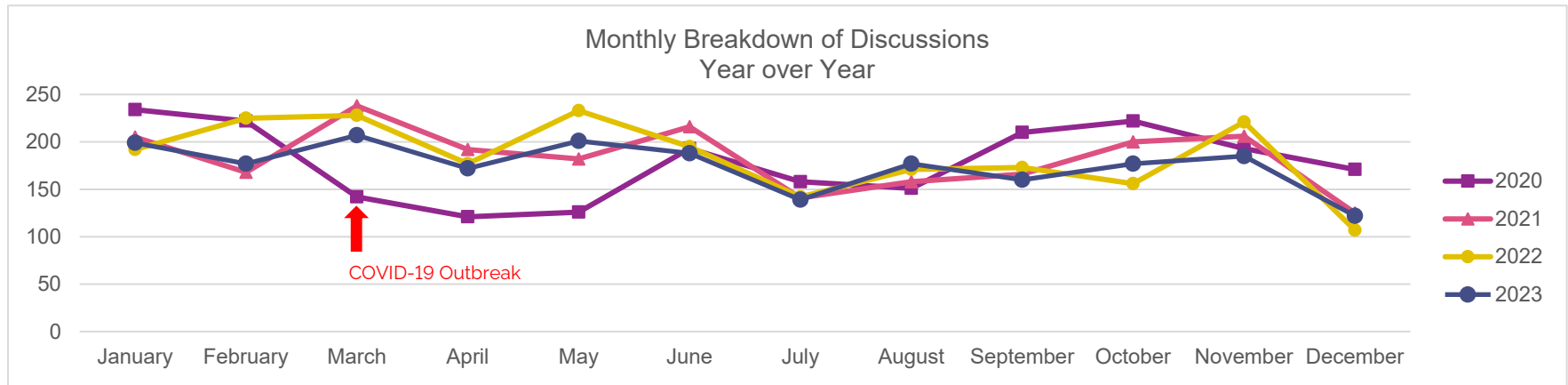
\*40-59 years references historical age groups. Age groupings have been updated for greater reliability.

\*\*Data represents all discussions, not only those that met the threshold of acutely elevated risk as reported on page 10.



- In each year from 2019 to 2023 (the past five years), discussions meeting the threshold of AER have steadily increased, indicating that agency partners have become adept at understanding what discussions to bring forward.
  - In 2023, 77 per cent of discussions meeting the threshold of AER resulted in the overall risk being lowered, this is a two per cent increase over the previous year.
- The top risk category has been mental health, both when analysed by occurrence and by discussion, over the past five years in Ontario and in each of the five regions individually.
  - The top five correlating risk categories to mental health in 2023 ([page 23](#)), were: antisocial/negative behaviour (50 per cent), basic needs (46 per cent), housing (39 per cent), drugs (37 per cent), and physical health (36 per cent), these were the same risk categories in that order in the previous year.
  - The 2023 population category analysis ([page 26](#)) showed that the risk category mental health was most prevalent in discussions across all three population categories, with some variation in the top five.
- The top age group represented at discussions has remained 30-39 years over the past three years. In August 2020, a change was implemented in the RTD to refine the age ranges for future discussions to allow for more refined insights. These new groupings were not reported on until 2021 to ensure a fulsome dataset. The historical age ranges are referenced in [Appendix A](#).
  - The 2023 population category analysis ([page 27](#)) showed a stark difference in the top age group after accounting for population size. The top age group in Large Urban Centres and Regions was 30-39 years, while the top age group in Counties and Small Cities & Towns was 12-17 years, indicating that the young age groups become more represented in discussions as the community gets smaller. A similar pattern was observed over the previous three years. This may be a result of socioeconomic factors such as reduced access to opportunities and services, though conclusions should not be made from one dataset alone.

- When looking at the monthly breakdown of discussions opened from 2020 to 2023 a similar pattern in discussion frequency can be observed, with a large drop in recorded discussions in the spring months of 2020, which could be an indication of the impact of the COVID-19 pandemic on communities' ability to hold discussions. Impacts of the COVID-19 pandemic should be analyzed over a longer period of time using multiple data sets.



- In each year from 2019 to 2023, the majority of discussions have originated from partners in the justice sector.
  - However, the lead sector shifts once the initial discussion takes place, and the majority of discussions/interventions are then led by partners from the health sector in each year. Confirming that once a situation of AER is discussed through a multi-agency risk-based approach, more appropriate partners are engaged and supports are identified.
  - The pivotal role that assisting agencies play in the intervention process can not be underestimated. The data results continue to demonstrate the commitment from several agencies that recognize the benefits this model has to offer.
- The majority of discussions each year involve the discussion type "person"; however, in recent years the frequency of discussions involving the discussion type "family" has increased, with the highest level (37 per cent) over the past five years being evident in 2023.

## Value provided by the RTD

Ensuring the safety and well-being of our communities is a shared responsibility by all members and requires an integrated approach to bring municipalities, police services, community partners and Indigenous communities, together to address a collective goal. Encouraging multi-sectoral partnerships with a unified vision for safety and well-being is essential in developing strategies, programs, and services to help minimize risk factors and foster safer and healthier communities.

The data provided through the RTD continues to demonstrate the success of multi-sectoral partnerships in reducing risk by working collaboratively to identify local risks and launching interventions, while considering local demographics, needs, and resources. It also provides a reliable resource for communities, to use in conjunction with other available data sets and local knowledge, to identify trends regarding priority risks and vulnerable groups and inform future programs and strategies that will be implemented to address these risks, for example, within a community safety and well-being plan.

As the RTD project continues to grow, it has become the preferred software solution in Ontario to support communities that have implemented multi-sectoral risk intervention models. Recognizing the value of the RTD data, the ministry remains committed to providing annual reports to ensure provincial and regional results are shared with government and community partners so that data can be utilized to inform policy and program work, including community safety and well-being planning efforts, as well as broader provincial investments. Specifically, RTD data can be overlapped and analyzed against the top risks identified in community safety and well-being plans across the province to provide a more comprehensive picture of risks and needs in Ontario communities. Locally, various community safety and well-being plans have identified the need to strengthen and/or expand their Situation Tables as a strategy in addressing their local risks and supporting vulnerable populations, demonstrating the positive impact of these tables and the need for continued data collection and analysis provided by the RTD.

Through the RTD, the ministry continues to champion the significant benefits of working together toward shared outcomes that improve the quality of life for those who are most vulnerable in our communities.

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To learn more about the community safety and well being planning process, including the community safety and well-being planning framework and toolkit, please refer to the ministry's resources here:

[Community safety and well-being planning](#)

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## Contacts

For questions regarding the RTD or its Annual Reports, please contact the ministry's RTD Support Team at [SafetyPlanning@ontario.ca](mailto:SafetyPlanning@ontario.ca).

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## Appendix A – Glossary of Terms

**Multi-sectoral risk intervention model:** A collaborative intervention model where partnerships are developed with the aim to mitigate risk and enhance the safety and well-being of communities. Situation Tables are just one example of this model.

**Situation Table:** A Situation Table consists of a regular meeting of frontline workers, from a variety of human services agencies and sectors, who work together to identify individuals, families, groups or locations that are at an acutely elevated risk of harm and customize multi-disciplinary interventions, which mitigate those risks.

**Acutely Elevated Risk (AER):** Any situation negatively affecting the health or safety of an individual, family, or specific group of people, where professionals are permitted in legislation to share personal information to eliminate or reduce imminent harm to an individual or others. Under the Four Filter Approach, the determination is made at Filter 2, whether or not the threshold of AER has been met.

### **Four Filter Approach:**

*Filter 1: Internal Agency Screening* - The first filter is the screening process by the agency that is considering engaging partners in a multi-sectoral intervention. The agency must be unable to eliminate or reduce the risk without bringing the situation forward to the group. This means that each situation must involve risk factors beyond the agency's own scope or usual practice, and thus represents a situation that could only be effectively addressed in a multi-sectoral manner.

*Filter 2: De-identified Information* - At this stage, the agency presents the situation to the group in a de-identified format, disclosing only descriptive information that is reasonably necessary. If the circumstances do not meet the threshold of acutely elevated risk, no further discussion should occur. However, if it is determined, based on consensus of the table, that the threshold has been met, limited personal information is disclosed at filter three to begin planning for a multi-sector intervention.

*Filter 3: Limited Identified information* - If the group concludes that the threshold of acutely elevated risk is met, at this filter, they should determine which agencies are reasonably necessary to plan and implement the intervention. Identifying information may then be shared with those agencies at filter four.

*Filter 4: Planned Intervention* - At this final filter, only agencies that have been identified as having a direct role to play in an intervention will meet separately to discuss limited personal information required in order to inform planning for the intervention. Following the completion of filter four, an intervention should take place shortly thereafter, to address the needs of the individual, family, or specific group of people and to mitigate their acute risk.

Please note that not all aspects of the Four Filter Approach are prescribed in legislation, and many may not be mandatory for a specific agency or organization.

For more information regarding the Four filter approach to sharing information please refer to the [Guidance on information sharing in multi-sectoral risk intervention models](#) document on the ministry's website. This document outlines best practices for professionals where information is shared about individuals or families to connect them to services in the community and mitigate their acute risk of harm.

**Conclusion Reasons:** A list of outcomes that results from a discussion at a multi-sectoral risk intervention initiative. The RTD includes 18 different conclusion reasons that are grouped into four categories.

**Discussion Types:** Determines what the focus of the multi-sectoral risk intervention will be on (i.e., person, family, neighbourhood, environmental and dwelling).

**On-board:** The planning and implementation process involved when sites are added to the RTD, including migrating historical data, testing functionality and training users.

**Protective Factors:** Positive characteristics or conditions that can moderate the negative effects of risk factors and foster healthier individuals, families, and communities, thereby increasing personal and/or community safety and well-being. There are 51 protective factors in the RTD.

**Risk Factors:** Negative characteristics and/or conditions present in individuals, families and communities that may increase the presence of crime or fear of crime in a community. There are 105 risk factors in the RTD.

**Services Mobilized:** The services mobilized, as a result of the intervention, are collected in the RTD to help track which services were offered to and accepted by that individual or family at AER. There are five types of mobilization efforts (e.g., informed, engaged) that can be applied to 29 different services.

**Study Flags:** Allows multi-sectoral agency partners an opportunity to track and monitor specific trends in their community and collect information on certain conditions that may be studied locally that fall outside the scope of individual risk factors. There are 33 study flags in the RTD.

**Age Range:** Grouping discussion subjects by age cohort allows multi-sectoral agency partners to get a better understanding of the discussion subject's needs, abilities, and capacity without identifying who they are. In fall 2020, a change was implemented in the RTD to refine the age ranges for future discussions to allow for more refined insights. These new groupings were not reported on until 2021 to ensure a fulsome dataset. The historical and new age range values are outlined in the table below:

Historical Values	New Values
0 - 5 Years	0 - 5 Years
6 - 11 Years	6 - 11 Years
12 - 17 Years	12 - 17 Years
18 - 24 Years	18 - 24 Years
25 - 29 Years	25 - 29 Years
30 - 39 Years	30 - 39 Years
40 - 59 Years	40 - 49 Years
60+ Years	50 - 59 Years
	60 - 69 Years
	70 - 79 Years
	80+ Years

## Appendix B – All Ontario site locations onboarded to the RTD

WEST REGION (14 Sites)	CENTRAL REGION (19 Sites)	EAST REGION (11 Sites)	NORTH-WEST REGION (9 Sites)	NORTH-EAST REGION (10 Sites)
<ul style="list-style-type: none"> <li>• Brantford</li> <li>• Chatham-Kent</li> <li>• Elgin County</li> <li>• Grey &amp; Bruce Counties</li> <li>• Huron and Perth County</li> <li>• London</li> <li>• Middlesex County (Strathroy)</li> <li>• Norfolk County (Simcoe, Haldimand County)</li> <li>• Oxford County</li> <li>• Rural Wellington</li> <li>• Waterloo Region (Cambridge, Kitchener)</li> <li>• Sarnia - Lambton</li> <li>• Simcoe-Norfolk County</li> <li>• Windsor</li> </ul>	<ul style="list-style-type: none"> <li>• Barrie</li> <li>• Durham Region</li> <li>• Halton Region</li> <li>• Kawartha Lakes</li> <li>• North Simcoe (Huronian West, Midland)</li> <li>• Northumberland County (Port Hope)</li> <li>• Nottawasaga</li> <li>• Orillia</li> <li>• Peel Region (Brampton, Mississauga)</li> <li>• Peterborough</li> <li>• Port Colborne (Wainfleet, Welland, Pelham)</li> <li>• St. Catherines-Thorold</li> <li>• Toronto - Rexdale</li> <li>• Toronto - North Scarborough</li> <li>• Toronto - Downtown East</li> <li>• Toronto - Downtown West</li> <li>• Toronto - Black Creek</li> <li>• Toronto - York</li> <li>• York Region</li> </ul>	<ul style="list-style-type: none"> <li>• Cornwall, Stormont, Dundas, Glengarry</li> <li>• Hastings County (Belleville, Quinte West)</li> <li>• Kingston &amp; Frontenac County</li> <li>• Lennox &amp; Addington County (Napanee)</li> <li>• Leeds &amp; Grenville County</li> <li>• North Hastings County (Bancroft and Area)</li> <li>• Ottawa</li> <li>• Lanark County (Perth)</li> <li>• Prince Edward County</li> <li>• Renfrew County</li> <li>• United Counties of Prescott-Russell</li> </ul>	<ul style="list-style-type: none"> <li>• Dryden</li> <li>• Fort Frances</li> <li>• Greenstone</li> <li>• Kenora</li> <li>• Marathon</li> <li>• Nipigon</li> <li>• Red Lake</li> <li>• Sioux Lookout</li> <li>• Thunder Bay</li> </ul>	<ul style="list-style-type: none"> <li>• Espanola</li> <li>• East Algoma</li> <li>• Manitoulin Island</li> <li>• Moosonee</li> <li>• North Bay</li> <li>• Parry Sound</li> <li>• Sault Ste. Marie</li> <li>• Sudbury</li> <li>• Sudbury East</li> <li>• Timmins</li> </ul>

**\*Note:** Table includes all sites currently onboarded to the RTD regardless of whether they had data in 2023. Please also note that while Ottawa and Sarnia-Lambton tables were onboarded to the RTD in the past, they are no longer operational or using the RTD.





## **Base de données de suivi des risques**

### Rapport annuel 2023

Ministère du Solliciteur général

Publication : Été 2024

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## Introduction

S'appuyant sur des années de progrès, l'Ontario continue de faire avancer des approches holistiques et durables en amont pour s'attaquer à la criminalité et aux problèmes sociaux complexes, ce qui a abouti à une plus grande collaboration entre les secteurs, à une amélioration de la prestation intégrée des services et à la mise en œuvre de stratégies novatrices, comme la planification de la sécurité et du bien-être communautaires. Reconnaisant la valeur de ce travail, le ministère du Solliciteur général (le Ministère) continue d'offrir plusieurs outils et ressources provinciaux qui peuvent appuyer les efforts locaux en matière de sécurité et de bien-être.

L'un de ces outils est la Base de données de suivi des risques (BDSR), une solution technologique de Microsoft que le ministère fournit gratuitement dans le but de permettre d'améliorer les possibilités de collecte de données, d'analyse et de production de rapports pour les collectivités qui ont mis en place des modèles d'intervention multisectorielle destinés à réduire les risques, comme les tables d'intervention. La BDSR continue également d'appuyer le respect des exigences législatives obligeant les municipalités à préparer et à adopter un plan de sécurité et de bien-être communautaire, en collaboration avec leurs partenaires communautaires, qui est entré en vigueur le 1<sup>er</sup> janvier 2019 en vertu de la *Loi sur les services policiers* et se poursuit en vertu de la *Loi de 2019 sur la sécurité communautaire et les services policiers*. Dans le cadre de leur plan de sécurité et de bien-être communautaire, les municipalités doivent cerner les risques prioritaires locaux qui sont les plus courants dans la collectivité, ainsi que dresser des stratégies et déterminer les résultats pour atténuer ces risques. Les données recueillies par le biais de la BDSR peuvent contribuer à cerner les tendances locales au sujet des risques prioritaires et des groupes vulnérables et à guider l'élaboration des stratégies et des programmes à venir qui seront mis en œuvre pour faire face à ces risques dans le cadre d'un plan de sécurité et de bien-être communautaires.

Depuis sa création en 2014, l'utilisation de la BDSR a considérablement augmenté, tant à l'intérieur de la province qu'à l'échelle nationale, trois provinces étant maintenant intégrées. Reconnaisant l'importance de ce travail, le Ministère a publié un rapport annuel sur la BDSR chaque année depuis 2016 pour souligner l'atteinte des jalons des projets et faire connaître les résultats liés aux données provinciales et régionales de l'Ontario. En outre, le rapport comprend également des analyses de corrélation, des tendances et des catégories de population. Dans le cadre de ces travaux, le gouvernement continue de veiller à ce que les

populations vulnérables aient rapidement accès à des services appropriés et de s'attaquer aux problèmes plus vastes liés à la sécurité et au bien-être des collectivités – rendant ainsi l'Ontario plus sécuritaire.

## Facteurs à considérer et limites concernant les données

Les lecteurs qui consultent ce rapport devraient être conscients des limites et des facteurs suivants à prendre en considération au sujet des données :

- Les données ont été extraites au début de 2024. Elles peuvent changer à partir du moment où elles ont été extraites, car les collectivités mettent continuellement à jour leurs données.
- À certains sites, on tient plus de discussions qu'à d'autres, en particulier ceux dans les grands centres urbains et dans les régions, ce qui peut fausser les données à l'échelle provinciale.
- Bien que le ministère procède systématiquement à des vérifications et à des épurations des données afin d'en garantir l'exactitude et l'intégrité, il existe une possibilité inhérente d'erreurs et de lacunes dans la base de données (par exemple, des champs de données mal saisis ou vides, des erreurs techniques, etc.) Des changements fonctionnels ont été mis en œuvre pour réduire au minimum les possibles erreurs et lacunes dans les données.
- Lorsque la quantité de données est limitée pour un ensemble de données particulier, les données sont supprimées. Le rapport le signale en qualifiant ainsi les données en cause.
- Les pourcentages risquent de ne pas donner 100 % parce que les chiffres ont été arrondis et/ou parce que les organismes ont joué plusieurs rôles dans une discussion (c'est-à-dire qu'un organisme peut jouer à la fois le rôle d'organisme d'origine et d'organisme d'assistance dans une discussion donnée).

Le glossaire de l'[annexe A](#) peut faciliter la compréhension de certains résultats de données inclus dans ce rapport.

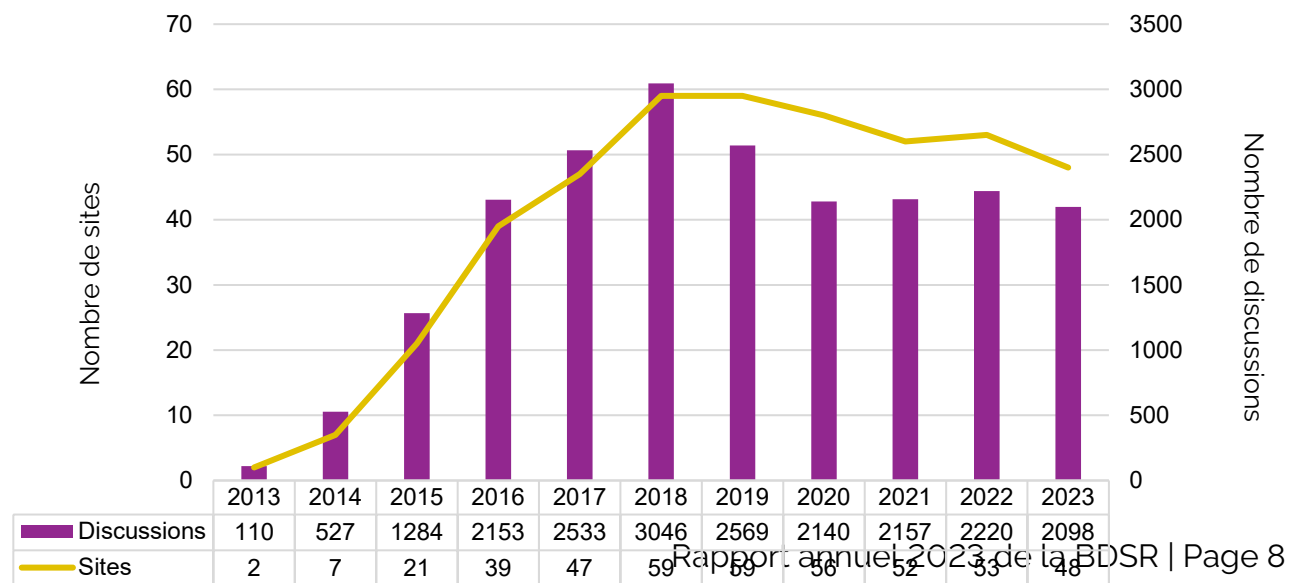
# Points saillants du projet de BDSR

Depuis le lancement du projet de BDSR en 2014, il y a eu plusieurs réussites et jalons importants, notamment l'intégration et la formation continues des utilisateurs, un soutien technique spécialisé et la publication de sept rapports annuels à ce jour. Le graphique ci-après montre la croissance régulière de la BDSR depuis son lancement. Toutefois, nous constatons une légère baisse du nombre de sites et de discussions vers 2020, ce qui peut s'expliquer par un certain nombre de facteurs. Premièrement, le succès des tables d'intervention et d'autres approches multisectorielles similaires a accru la collaboration intersectorielle, ce qui signifie que les organismes partenaires peuvent être en mesure d'atténuer les risques sans devoir se présenter à la table, ce qui amène des petites tables à suspendre leurs activités. L'élaboration d'autres modèles d'intervention en cas de risque et d'équipes d'intervention en cas de crise au cours des dernières années pourrait également avoir une incidence sur les tables de situation locales, en particulier celles des petites collectivités où les ressources sont plus limitées. Deuxièmement, de nombreuses tables ont dû interrompre ou réduire la fréquence de leurs réunions en raison de la pandémie de COVID-19; toutefois, cette incidence sur le nombre de discussions s'est stabilisée depuis 2020.

## Réussites du projet

-  **PRESTATION DE FORMATION**
-  **SOUTIEN TECHNIQUE**
-  **7 RAPPORTS ANNUELS**

## Résultats liés aux données d'une année à l'autre Discussions et sites

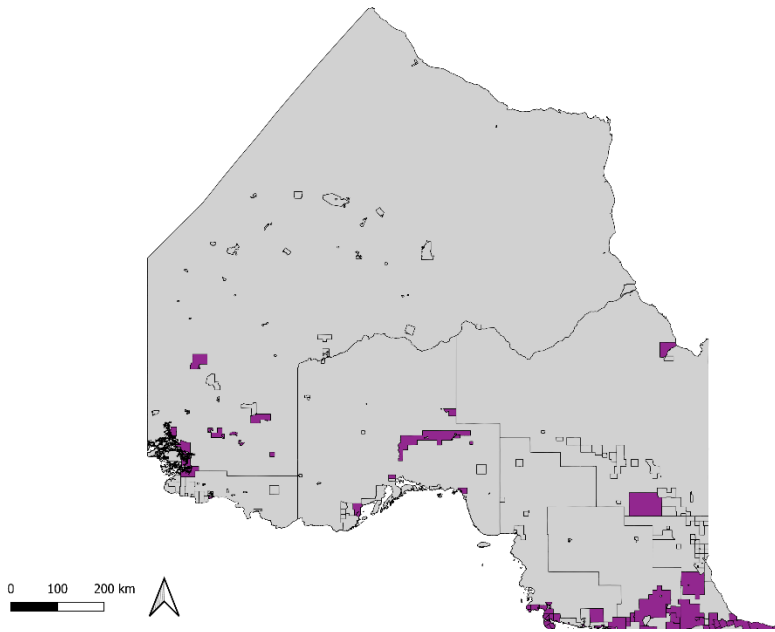




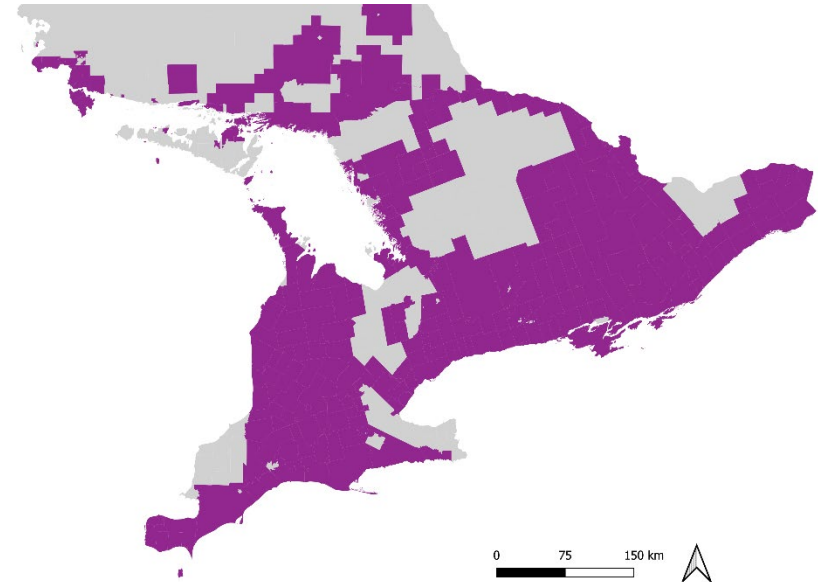


## Déploiement et intégration au niveau provincial

Compte tenu du succès continu du projet, la BDSR demeure déployée dans toute la province. Les cartes suivantes donnent une représentation géographique de l'utilisation de la BDSR en Ontario depuis le début du projet (2014-2024). Pour une liste complète des 63\* sites intégrés à la BDSR depuis le début jusqu'en janvier 2024, voir l'[annexe B](#).



**Ontario (accent mis sur le Nord de l'Ontario)**



**Ontario (accent mis sur le Sud de l'Ontario)**

\*Remarque : Alors que 63 sites ont été intégrés à la BDSR depuis sa création, seuls 48 sites disposaient des données de 2023 dans la BDSR au moment de la rédaction du présent rapport.

## Projet national

Le ministère a reconnu la valeur de continuer à bâtir un réseau de soutien pour améliorer la sécurité et le bien-être des collectivités dans tout le Canada. Dans la foulée du succès d'un projet pilote avec la Saskatchewan, qui comprenait l'intégration de 14 sites, en décembre 2019, le projet national de BDSR a été approuvé. Depuis, le Manitoba a été intégré avec 12 sites à ce jour. Le ministère poursuit les consultations avec les autres provinces. Les données au niveau national ne seront pas présentées dans ce rapport.



## Formation sur la BDSR

Dans le cadre du projet de BDSR, le ministère offre une séance de formation d'une journée pour chaque nouveau site qui utilise la BDSR. Depuis 2020, la formation est offerte virtuellement et des enregistrements de la formation sont disponibles depuis 2021 pour soutenir les nouveaux utilisateurs qui font partie des sites existants. De plus, deux séances de formation ont eu lieu depuis la migration vers Microsoft Dynamics 365 en 2023 et tous les utilisateurs de la BDSR pouvaient y assister.

## Normes de niveau de service

Le ministère s'est engagé à respecter des normes de niveau de service pour le soutien technique et la maintenance de la base de données. Afin de s'assurer que l'équipe de soutien de la BDSR respecte ses engagements, tels qu'énoncés dans l'accord de BDSR, ces mesures font l'objet d'un suivi et d'un examen annuel.

## Améliorations apportées au système

Afin de s'assurer que la BDSR demeure novatrice et qu'elle répond aux besoins des collectivités de l'Ontario, le ministère apporte régulièrement des améliorations au système. Tout au long des années 2022 et 2023, le ministère a entrepris des travaux plus vastes de mise à niveau de la plateforme de la BDSR à Microsoft Dynamics 365, qui a été lancée en juillet 2023. En raison de la

quantité de travail requise, l'intégration des nouveaux sites a été suspendue pendant cette période. L'intégration et la planification des améliorations du système ont repris depuis, à partir de l'hiver 2023-2024.

## **Migration vers Microsoft Dynamics 365**

En 2021, Microsoft a informé le ministère que la compagnie ne fournirait plus de soutien pour l'ancien système utilisé par la BDSR (Microsoft Dynamics CRM 2013) à compter de juin 2023. Par conséquent, à partir de 2021-2022 et tout au long de 2022-2023, le Ministère a entrepris des travaux pour mettre à niveau le système BDSR et migrer vers Microsoft Dynamics 365 (365) et transférer les données de la BDSR stockées vers le nuage Microsoft, dans le cadre de l'orientation stratégique du gouvernement accordant la priorité à l'infonuagique.

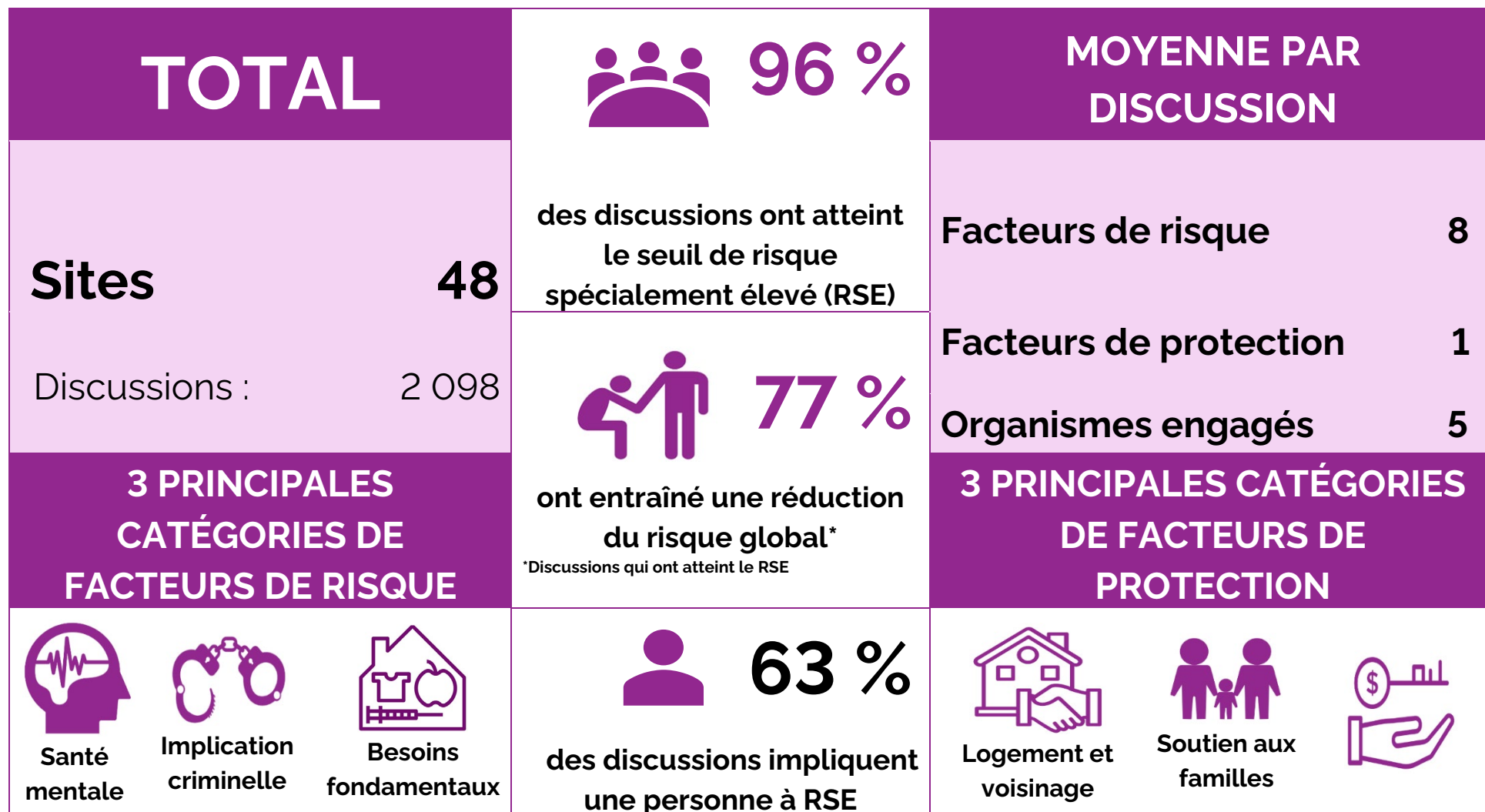
L'augmentation de la sécurité des données ministérielles faisait également partie du raisonnement qui a mené à la récente décision de migrer la BDSR d'une solution sur place vers le nuage. Après enquête, le Ministère a reconnu les nombreux avantages du passage à l'infonuagique, y compris la facilité d'utilisation, l'extensibilité de l'infrastructure, la souplesse informatique et l'adaptabilité qui accompagne l'offre de logiciels en tant que service.

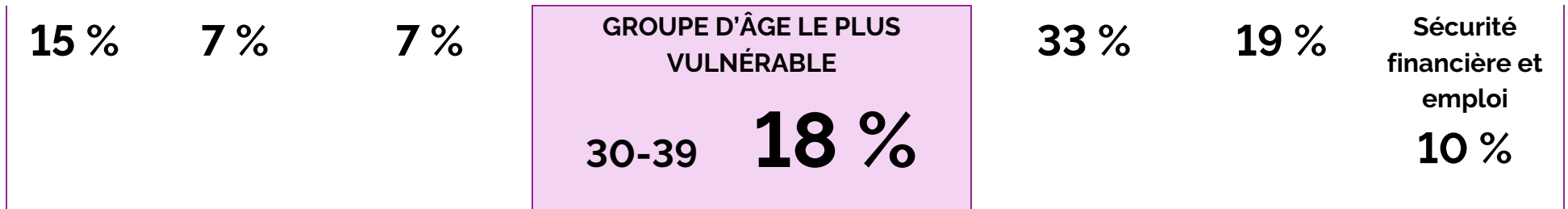
Le projet consistait à établir des profils de sécurité pour les utilisateurs existants, à reproduire l'environnement de la BDSR et les données dans l'environnement d'essai 365, à tester les mises à jour et les correctifs à chaque étape du développement, à préparer le matériel de formation et à offrir la formation mise à jour à tous les utilisateurs. Le projet s'est achevé et le nouvel environnement a été mis en service en juillet 2023.

La BDSR et sa migration vers 365 ont également été reconnues par Microsoft comme un exemple d'innovation au sein du gouvernement. Le 22 octobre 2023, la BDSR a été présentée sur la plateforme « Customer Stories » de Microsoft, qui met en lumière le leadership en matière de transformation numérique à l'aide des technologies Microsoft. Pour lire l'article complet, visitez : [Microsoft Customer Story – Microsoft Customer Story-Ontario aids marginalized populations with cloud-based collaborative solution on Microsoft Dynamics 365 \(L'Ontario aide les populations marginalisées à utiliser une solution infonuagique collaborative en utilisant Microsoft Dynamics 365\)](#)

# Partie A – Rapport annuel 2023 de la BDSR – Résultats provinciaux

## Faits saillants provinciaux de la BDSR 2023





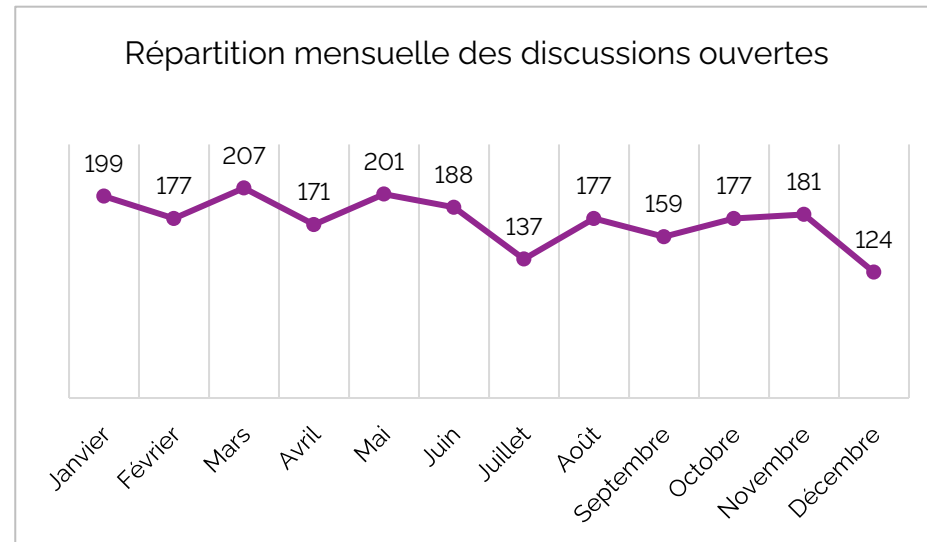
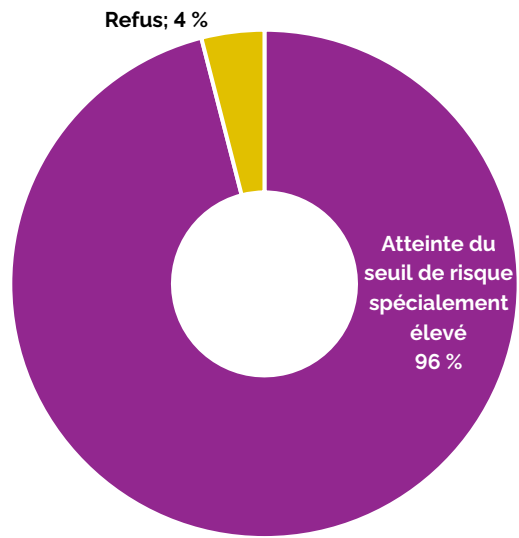
## Résultats des données provinciales de la BDSR pour 2023

En 2023, 48 sites utilisaient la BDSR. Elles représentaient les cinq régions de la province.

Il importe de noter qu'il ne faudrait pas tirer de conclusions à partir des seules données de la BDSR lors de l'évaluation des modèles et des tendances liés à la sécurité et au bien-être communautaires. La BDSR ne constitue qu'un des nombreux outils qui peuvent servir à recueillir des données. On incite les collectivités à tirer parti de toutes les ressources disponibles pour définir leurs priorités locales.

### Aperçu des discussions provinciales

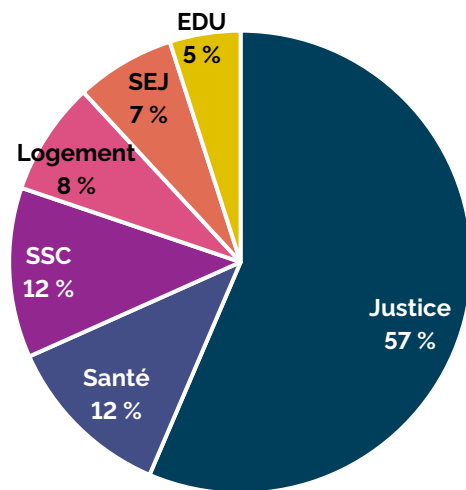
## Total des discussions



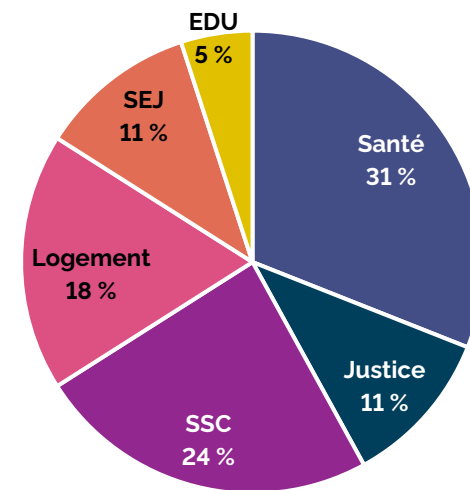
## Engagement du secteur provincial

La BDSR classe tous les organismes dans l'un des six secteurs décrits ci-dessous, ce qui se révèle utile pour effectuer une analyse provinciale étant donné les différences de taille démographique. Les secteurs de la justice et de la santé restent toujours les principaux secteurs d'origine et chefs de file, le principal secteur d'assistance présentant de la variabilité. Souvent, dans les situations de RSE, les personnes recherchent la ressource la plus familière qui est mise à leur disposition. Cette ressource tend souvent à être le secteur de la justice (57 %). Ces données confirment en outre qu'une fois qu'une situation de RSE a fait l'objet de discussions dans le cadre d'une approche pluriorganisme fondée sur le risque, l'organisme désigné pour mener l'intervention n'appartient plus au secteur de la justice. Il se déplace, de manière plus appropriée, vers le secteur le plus apte à diriger le processus pour aider à réduire les risques cernés (par exemple, la santé : 31 %).

Secteur d'origine



Secteur chef de file



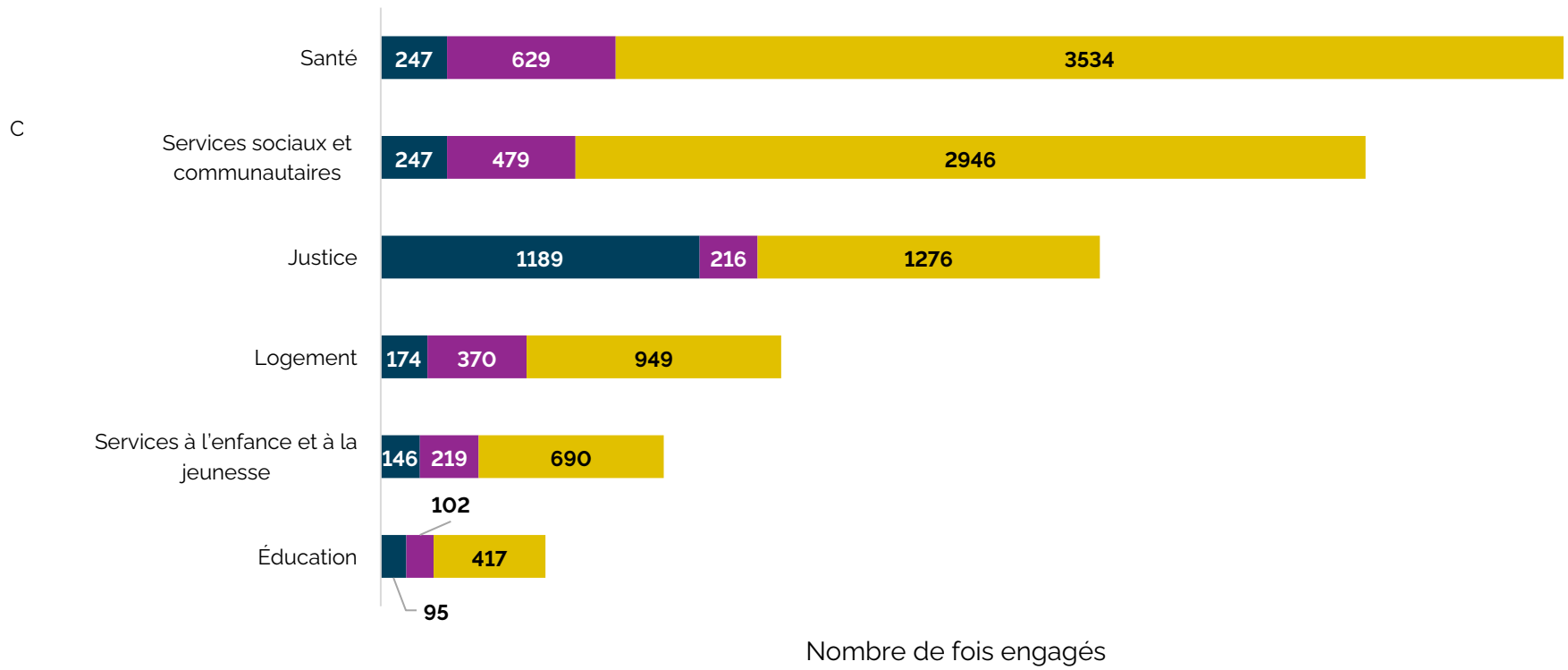
**Remarque :** SSC = Services sociaux et communautaires; SEJ = Services à l'enfance et à la jeunesse; EDU = Éducation.



Le graphique ci-dessous montre l'engagement global des secteurs, par organisme d'origine, organisme chef de file et organisme d'assistance, ce qui démontre le rôle central que jouent les organismes d'assistance dans le processus d'intervention. Par exemple, même si le secteur de la justice n'est pas le mieux placé pour diriger l'intervention, il est tout de même impliqué pour

### Engagement global des secteurs

■ D'origine    ■ Chef de file    ■ D'assistance

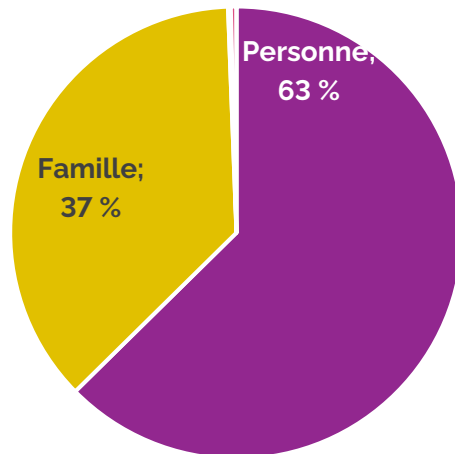


apporter du soutien.

## Données sociodémographiques provinciales

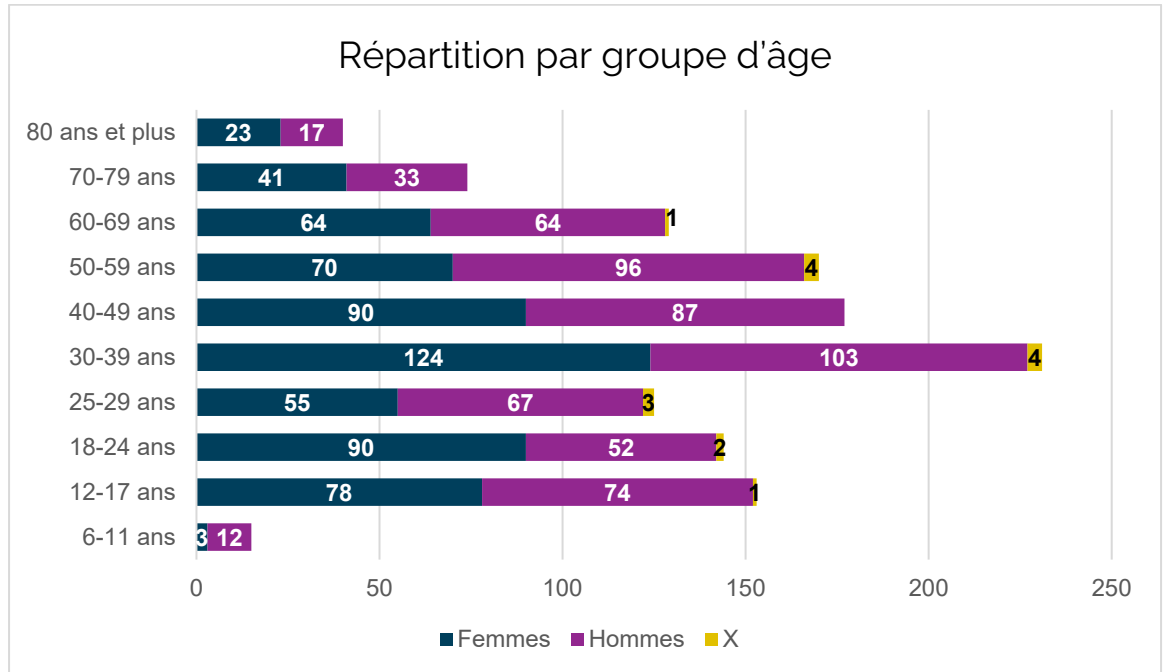
Lorsqu'ils discutent de situations de RSE, les partenaires des organismes déterminent le type de discussion ainsi que certaines données sociodémographiques anonymisées afin de contribuer à établir les facteurs situationnels et l'engagement des organismes.

Type de discussion



**Remarque :** Les valeurs des champs du type de discussion « Logement » (0,2 %), « Voisinage » (0,4 %) et « Environnement » (0,05 %) contribuent également à ces

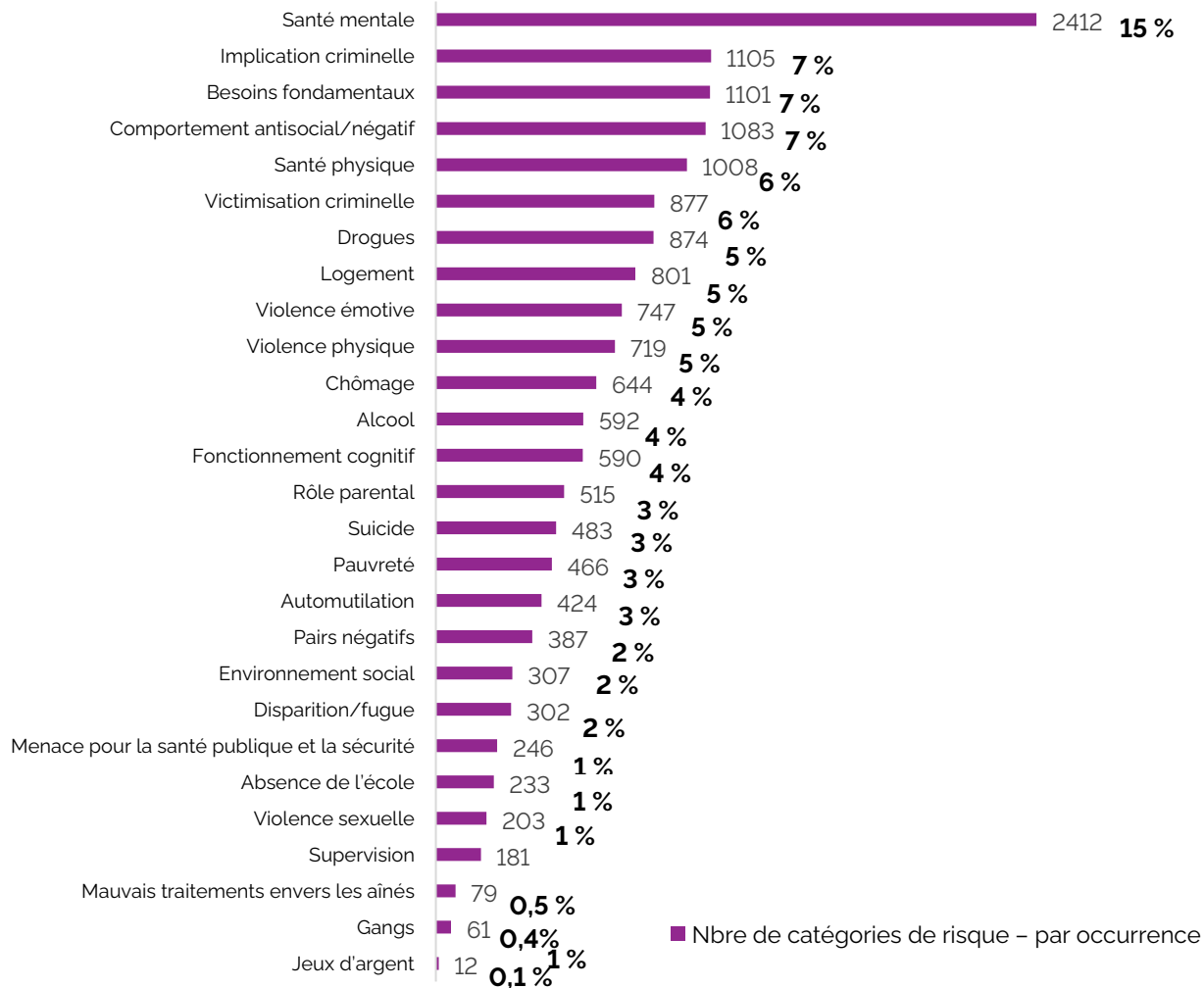
Répartition par groupe d'âge



Les renseignements sur les risques contenus dans la BDSR peuvent être analysés de deux manières différentes - par occurrence et par discussion. Le nombre total de facteurs de risque (105) est classé dans l'une des 27 catégories de risques. Cependant, le nombre de facteurs de risque dans chaque catégorie respective n'est pas égal [par exemple, santé mentale (7), implication criminelle (13), drogues (5), etc.] L'analyse des données par occurrence permet de compter tous les facteurs de risque (16 452) signalés en 2023, quel que soit le nombre de fois où les facteurs de risque d'une même catégorie apparaissent dans une seule discussion. En comparaison, l'analyse des facteurs de risque par discussion permet de saisir les cas où les facteurs de risque inclus dans l'une des 27 catégories apparaissent au moins une fois dans une discussion donnée. Par exemple, l'analyse des renseignements provinciaux sur les risques par occurrence révèle que les catégories de risques les plus prédominantes sont centrées sur les risques de santé mentale (15 %), suivies de l'implication criminelle (8 %) et de la santé physique (7 %). Cependant, les cas où un facteur de risque apparaît au moins une fois dans une discussion donnée dans chacune des 27 catégories révèlent une tendance différente centrée sur la santé mentale (80 %), le comportement antisocial/problématique (44 %) et les besoins fondamentaux (44 %).

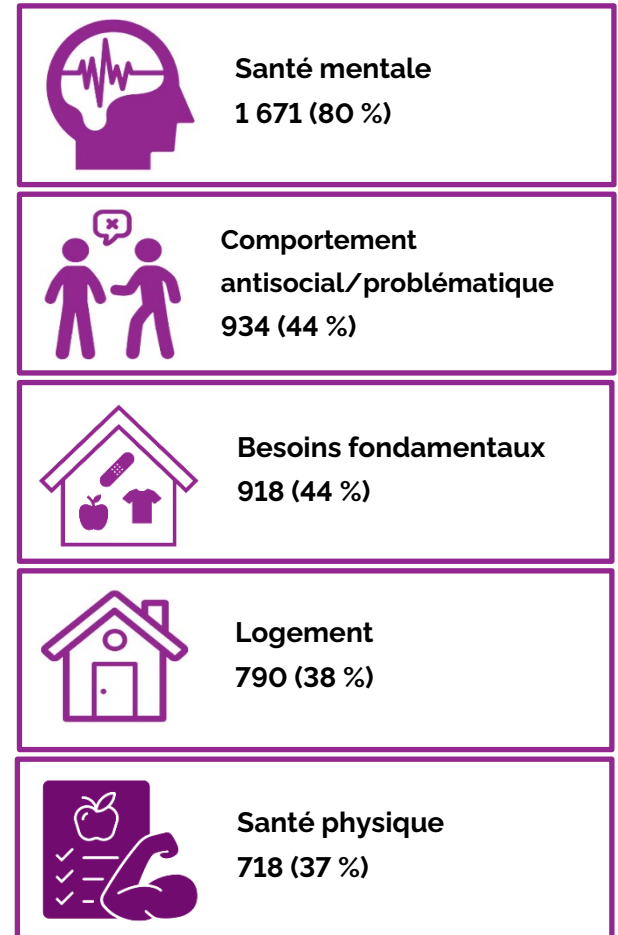
Il importe de noter que les risques prioritaires peuvent varier selon le type de discussion, le groupe d'âge et/ou le sexe. En examinant l'ensemble des données relatives aux personnes soumises à la discussion, nous avons constaté qu'à l'échelle provinciale, la majorité des discussions portant sur la « personne » en 2023 se situaient dans le groupe d'âge des 30-39 ans (18 %).

## Catégories de risques – par occurrence



Total des facteurs de risque déclarés = **16 452**  
 Moyenne par discussion = **8**  
 Facteurs de risque cernés (sur 105 facteurs de risque) = 105

## Les 5 principales catégories de risque – par discussion





## Les 5 principales catégories de risques par données démographiques

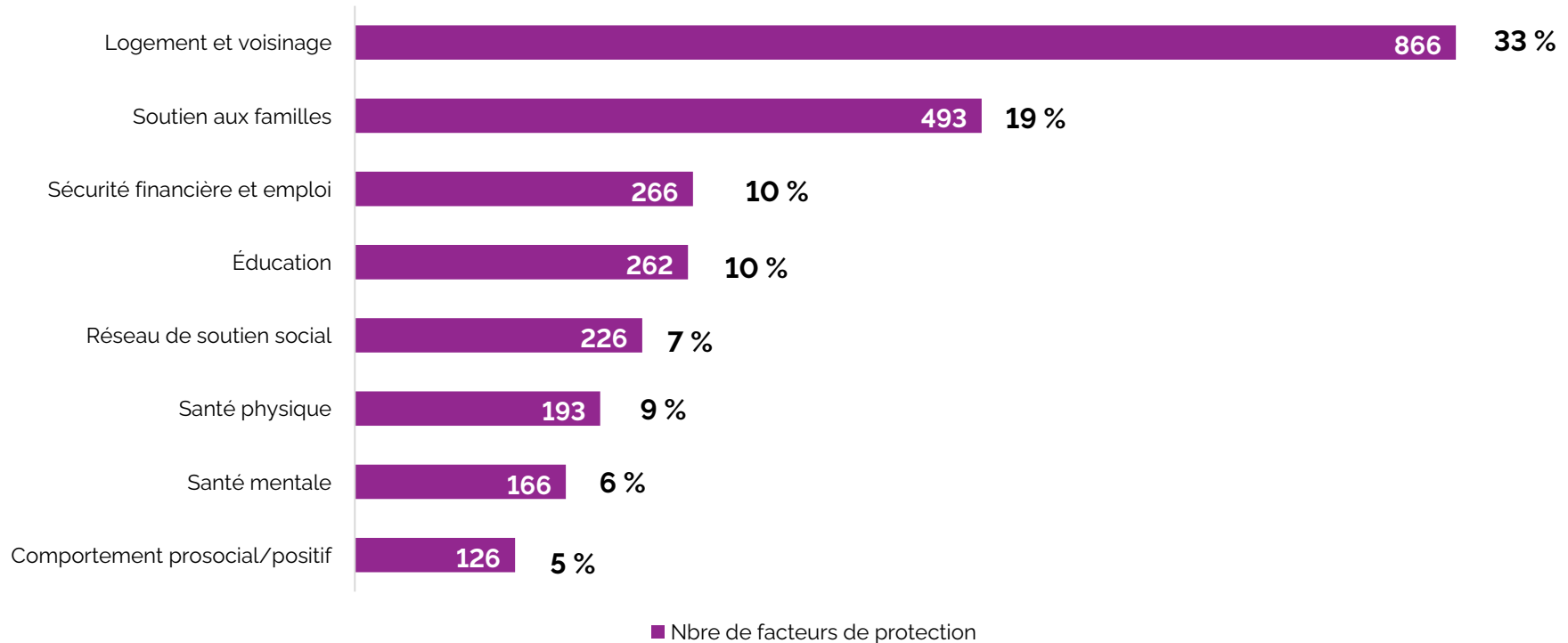
Les 5 principales catégories de risque pour le groupe des 30-39 ans	
1. Santé mentale (16 %)	
2. Implication criminelle (8 %)	
3. Drogues (8 %)	
4. Besoins fondamentaux (7 %)	
5. Comportement antisocial/négatif – 6 %	
FEMME	HOMME
1. Santé mentale – 17 %	1. Santé mentale (15 %)
2. Drogues (8 %)	2. Implication criminelle (10 %)
3. Besoins fondamentaux – 6 %	3. Besoins fondamentaux (8 %)
4. Implication criminelle (6 %)	4. Drogues (8 %)
5. Victimisation criminelle (6 %)	5. Santé physique (6 %)

**\*Remarque :** Les données selon le sexe « X » ont été supprimées de ce tableau en raison de la faible taille de l'échantillon.



## Facteurs de protection provinciaux

La BDSR comprend 51 facteurs de protection qui peuvent être regroupés en 8 groupes de facteurs de protection. Des données sur les facteurs de protection sont actuellement recueillies par 35 sites en Ontario qui disposaient de données en 2023. Les deux principaux groupes de facteurs de protection à l'échelle provinciale en 2023 étaient « Logement et voisinage » (33 %) et « Soutien aux familles » (19 %).

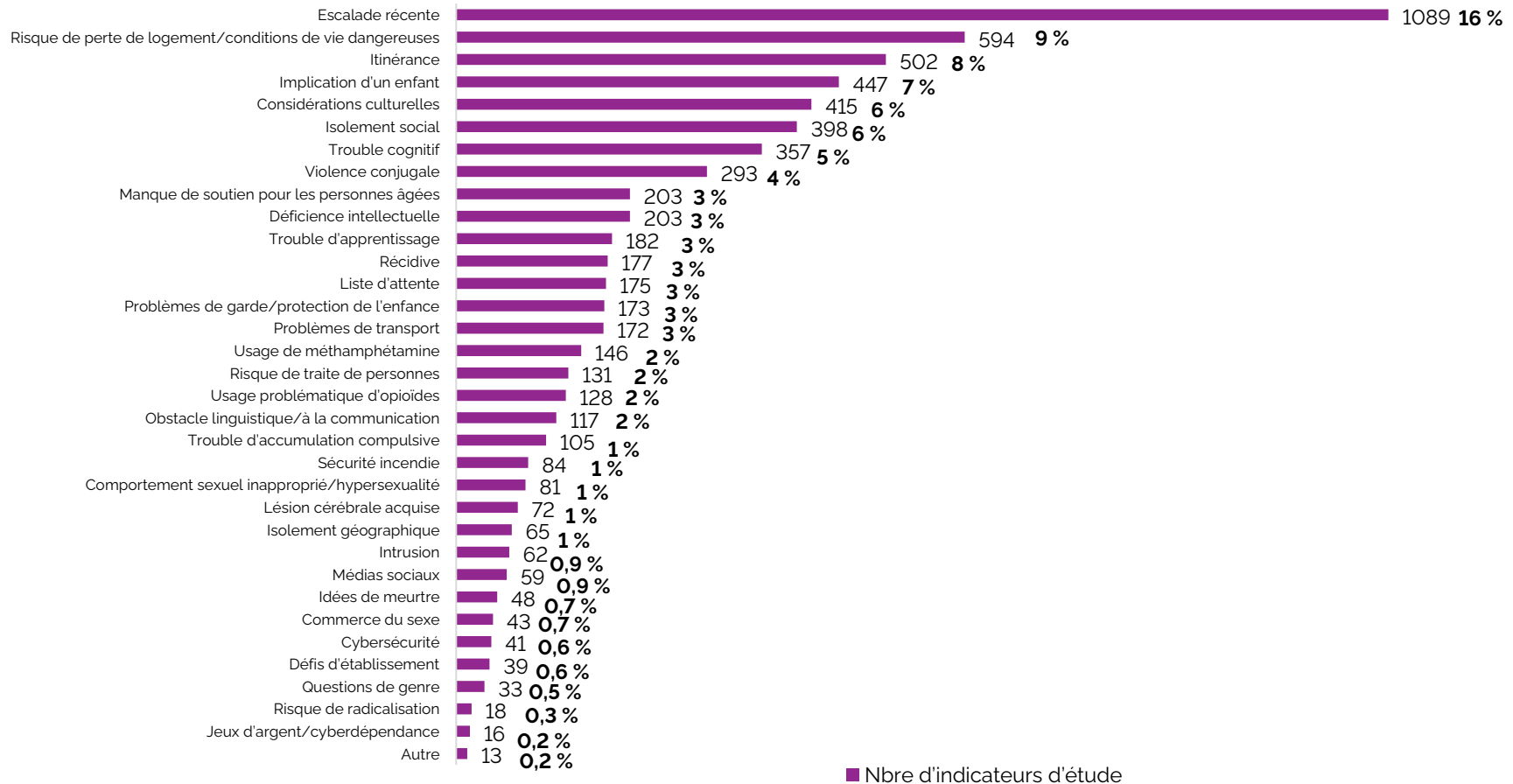


**\*Remarque :** Nombre de sites utilisant des facteurs de protection : 35 sites.



## Indicateurs d'étude provinciaux

Il existe 33 valeurs d'indicateurs d'étude qui peuvent être recueillies dans le cadre de la BDSR. La valeur « escalade récente » (16 %) reste la plus élevée à l'échelle provinciale, suivie de la valeur « risque de perte de logement/conditions de vie dangereuses » (9 %) et de l'itinérance.



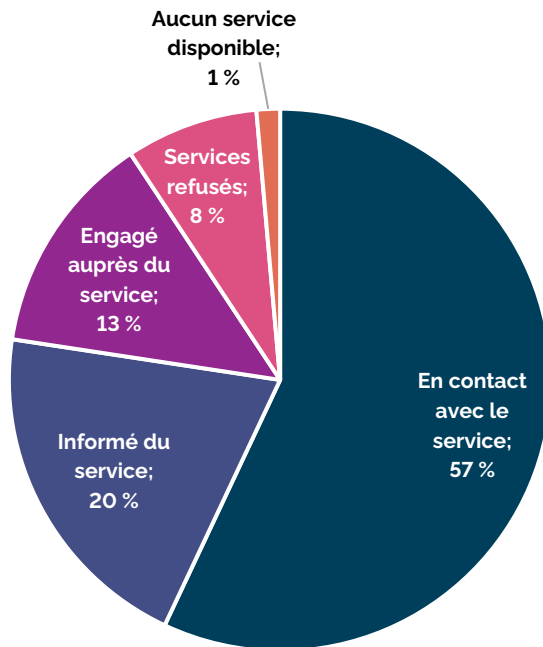
\*Remarque : Nombre de sites utilisant des indicateurs d'étude : 41 sites



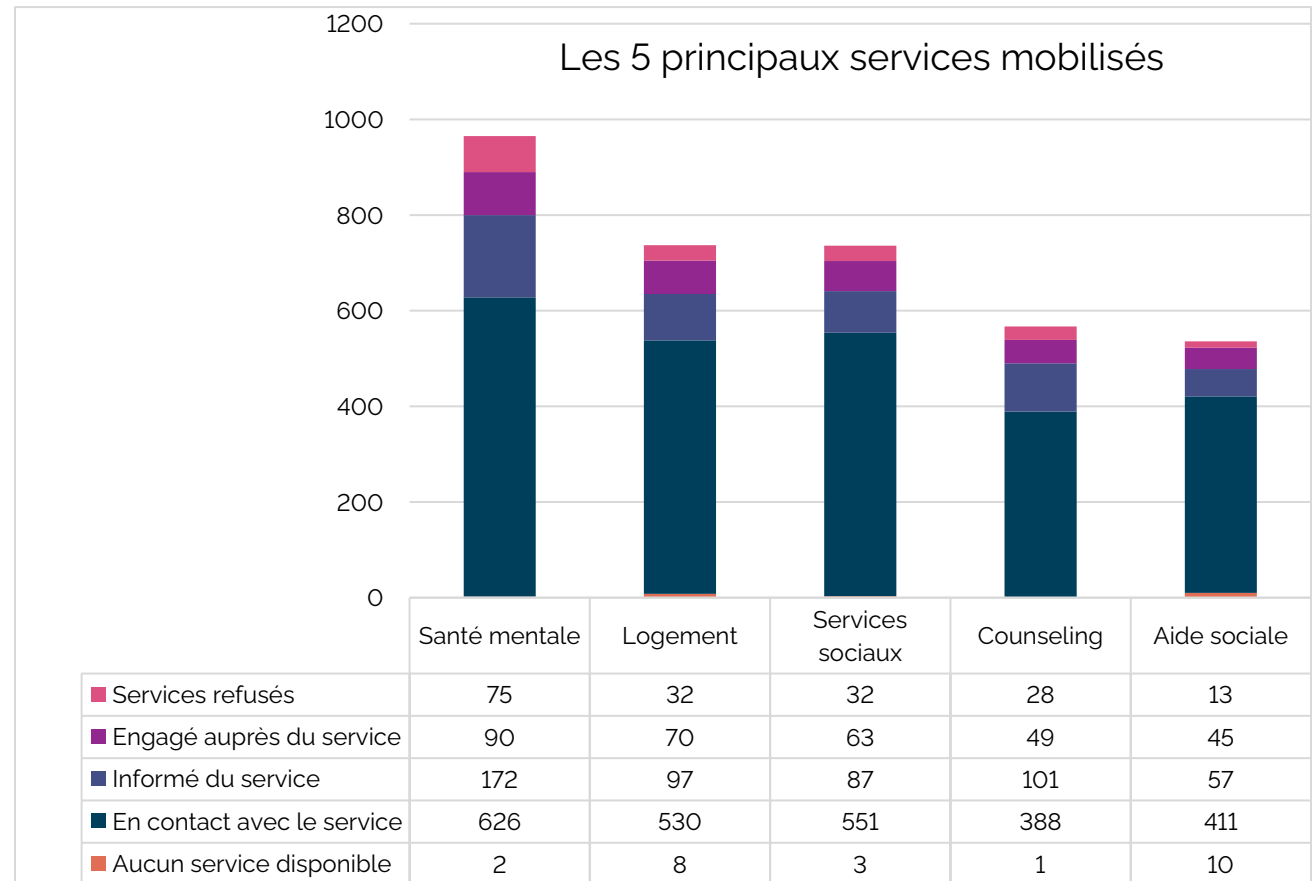
## Services provinciaux mobilisés

Les données relatives au type de mobilisation et aux services mobilisés sont recueillies dans 35 sites (75 %) et communiquées aux partenaires des organismes après l'intervention. Les résultats provinciaux révèlent le plus souvent un lien avec les services de santé mentale.

Type de mobilisation

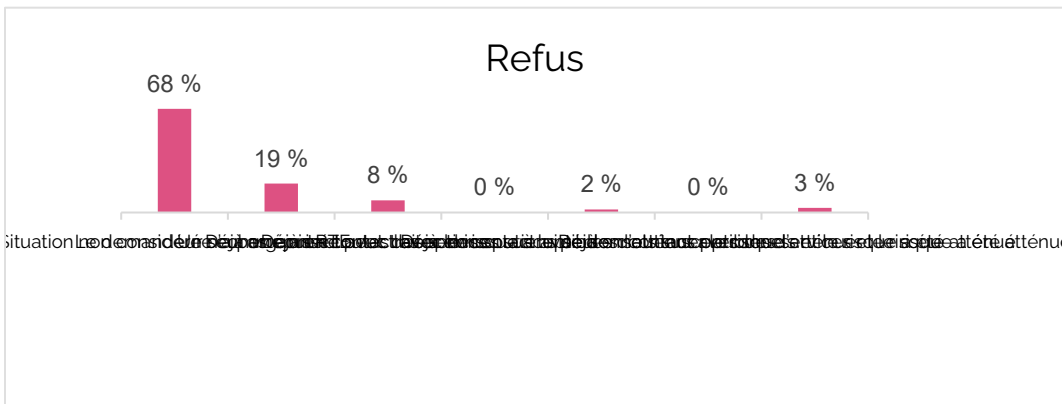
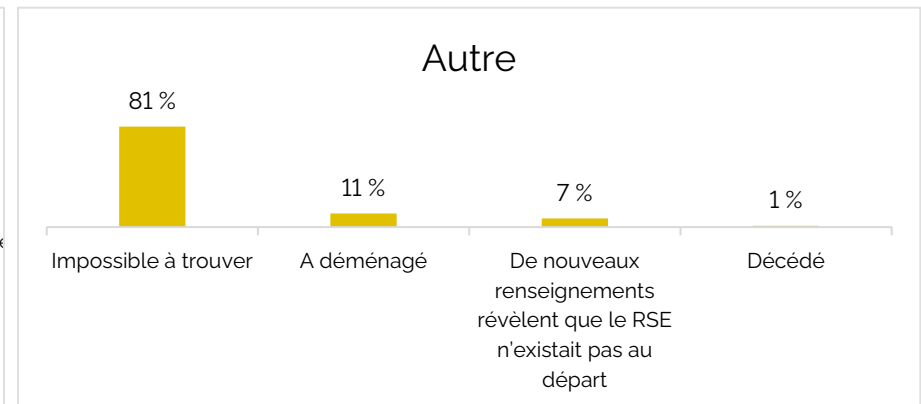
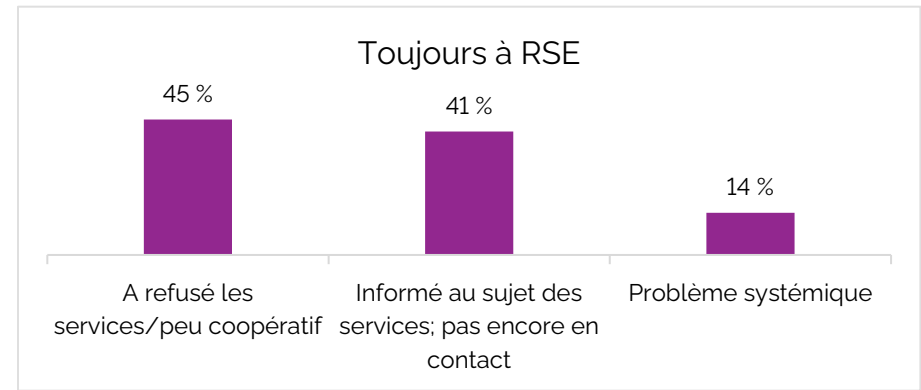
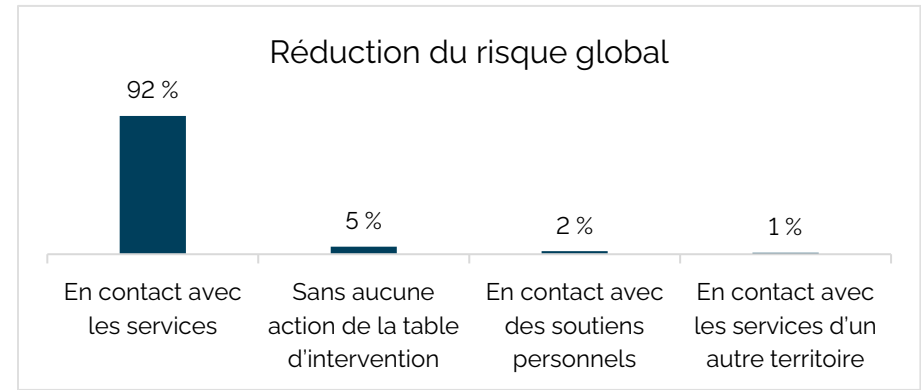
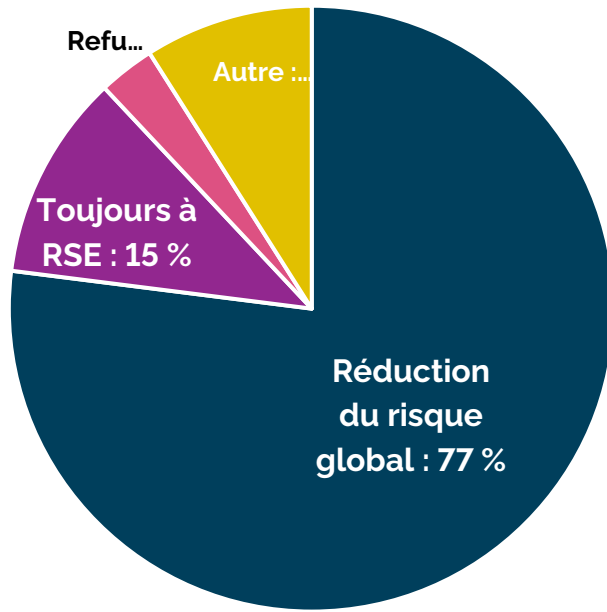


Les 5 principaux services mobilisés








\***Remarque** : Nombre de sites utilisant les services mobilisés : 35 sites.

# Raisons des conclusions provinciales



# Données de corrélation provinciales

## Les 5 principales catégories de risques et leurs associations

Principale catégorie de risques	<b>1. Santé mentale*</b> <b>15 %</b> 	<b>2. Implication criminelle</b> <b>8 %</b> 	<b>3. Besoins fondamentaux</b> <b>7 %</b> 	<b>4. Comportement antisocial/négatif</b> <b>7 %</b> 	<b>5. Santé physique</b> <b>7 %</b> 
	<b>Principal groupe d'âge</b>	<b>30-39 ans</b>	<b>30-39 ans</b>	<b>30-39 ans</b>	<b>30-39 ans</b>
<b>Les 5 principales catégories de risques en corrélation</b>	<b>1. Comportement antisocial/négatif (50 %)</b> <b>2. Besoins fondamentaux (46 %)</b> <b>3. Logement (39 %)</b> <b>4. Drogues (37 %)</b> <b>5. Santé physique (36 %)</b>	<b>1. Santé mentale (84 %)</b> <b>2. Comportement antisocial/négatif (59 %)</b> <b>3. Drogues (53 %)</b> <b>4. Logement (41 %)</b> <b>5. Besoins fondamentaux (39 %)</b>	<b>1. Santé mentale (84 %)</b> <b>2. Logement (51 %)</b> <b>3. Santé physique (51 %)</b> <b>4. Comportement antisocial/négatif (44 %)</b> <b>5. Chômage (38 %)</b>	<b>1. Santé mentale (89 %)</b> <b>2. Implication criminelle (45 %)</b> <b>3. Besoins fondamentaux (43 %)</b> <b>4. Drogues (40 %)</b> <b>5. Violence physique (35 %)</b>	<b>1. Santé mentale (83 %)</b> <b>2. Besoins fondamentaux (65 %)</b> <b>3. Logement (43 %)</b> <b>4. Comportement antisocial/négatif (42 %)</b> <b>5. Chômage (34 %)</b>
<b>Principal indicateur d'étude</b>	<b>Escalade récente 56 %</b>	<b>Escalade récente 59 %</b>	<b>Récente escalade 55 %</b>	<b>Escalade récente 66 %</b>	<b>Escalade récente 51 %</b>
<b>Principal service mobilisé</b>	<b>Santé mentale</b>				

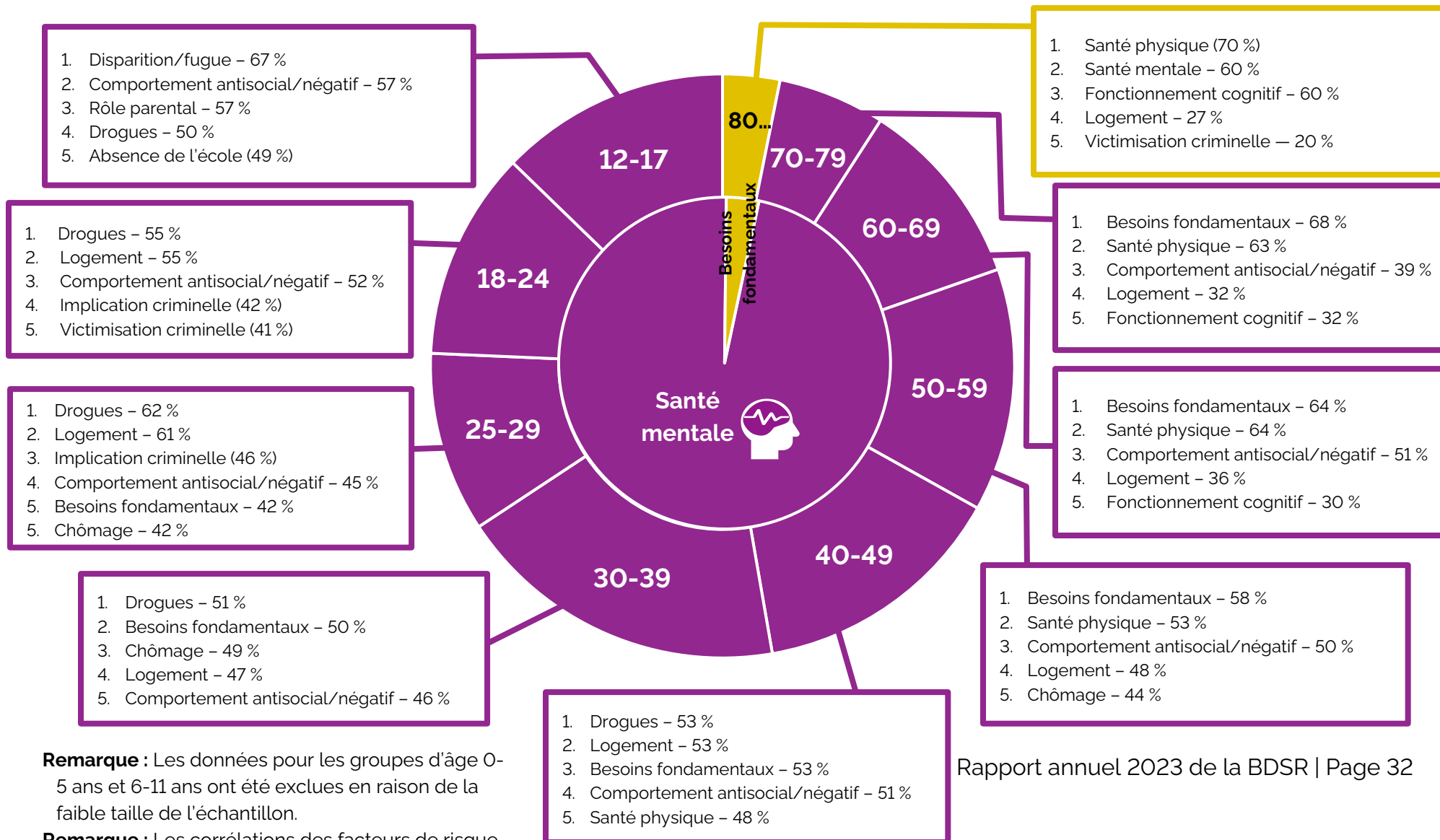
**\*Exemple :** Lorsque l'on examine les discussions relatives à tous les groupes d'âge qui contiennent des facteurs de risque pour la santé mentale, le groupe d'âge qui est y est le plus souvent associé est celui des 30-39 ans, et les facteurs de risque de comportement

antisocial/négatif apparaissent dans 50 % des cas, ainsi qu'un indicateur d'étude d'escalade récente dans 56 % des cas. Un service de santé mentale est le plus souvent mobilisé à la suite du processus d'intervention.

**Remarque :** Les corrélations des catégories de risques sont calculées au moyen d'une discussion – voir la page 16 à titre de référence.

## Les 5 principales catégories de risques corrélées par groupe d'âge

La catégorie des besoins fondamentaux représentait la principale catégorie de risques pour les groupes d'âge des 80 ans et des 80 ans et plus, tandis que la santé mentale était la principale catégorie de risques pour les autres groupes d'âge. \*Cette page présente les catégories de risques qui sont les plus corrélées à la catégorie de risque principale pour chaque groupe d'âge. Par exemple, dans le groupe des 18-24 ans, dans toutes les discussions comportant une catégorie de risques pour la santé mentale, la catégorie de risques « Drogues » apparaissait également 55 % du temps.

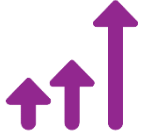











**Remarque :** Les données pour les groupes d'âge 0-5 ans et 6-11 ans ont été exclues en raison de la faible taille de l'échantillon.

**Remarque :** Les corrélations des facteurs de risque sont calculées au moyen d'une discussion - voir la



## Les 5 principaux indicateurs de l'étude avec les catégories de risques corrélées

1. Escalade récente*	2. Risque de perte de logement/conditions de vie dangereuses	3. Itinérance	4. Implication d'un enfant	5. Considérations culturelles
				
				
Santé mentale 15 %	Santé mentale 14 %	Santé mentale 13 %	Santé mentale 13 %	Santé mentale 15 %
Comportement antisocial/négatif 8 %	Besoins fondamentaux 8 %	Logement 9	Comportement antisocial/négatif 7 %	Comportement antisocial/négatif 7 %
Implication criminelle 7 %	Santé physique 8 %	Besoins fondamentaux 9 %	Rôle parental 7 %	Besoins fondamentaux 7 %
Besoins fondamentaux 6 %	Comportement antisocial/négatif 6 %	Implication criminelle 8 %	Implication criminelle 6 %	Victimisation criminelle 6 %
Santé physique 5 %	Logement 6 %	Santé physique 7 %	Violence émotionnelle 5 %	Violence émotionnelle 6 %

\***Exemple** : Dans les discussions où il existe un indicateur d'étude « escalade récente », la catégorie de risques « santé mentale » apparaît 1 399 fois (soit 15 % du temps).

**Remarque** : Les corrélations de l'indicateur d'étude sont calculées par occurrence – voir la page 16 pour une référence sur l'analyse par occurrence par opposition à la discussion.

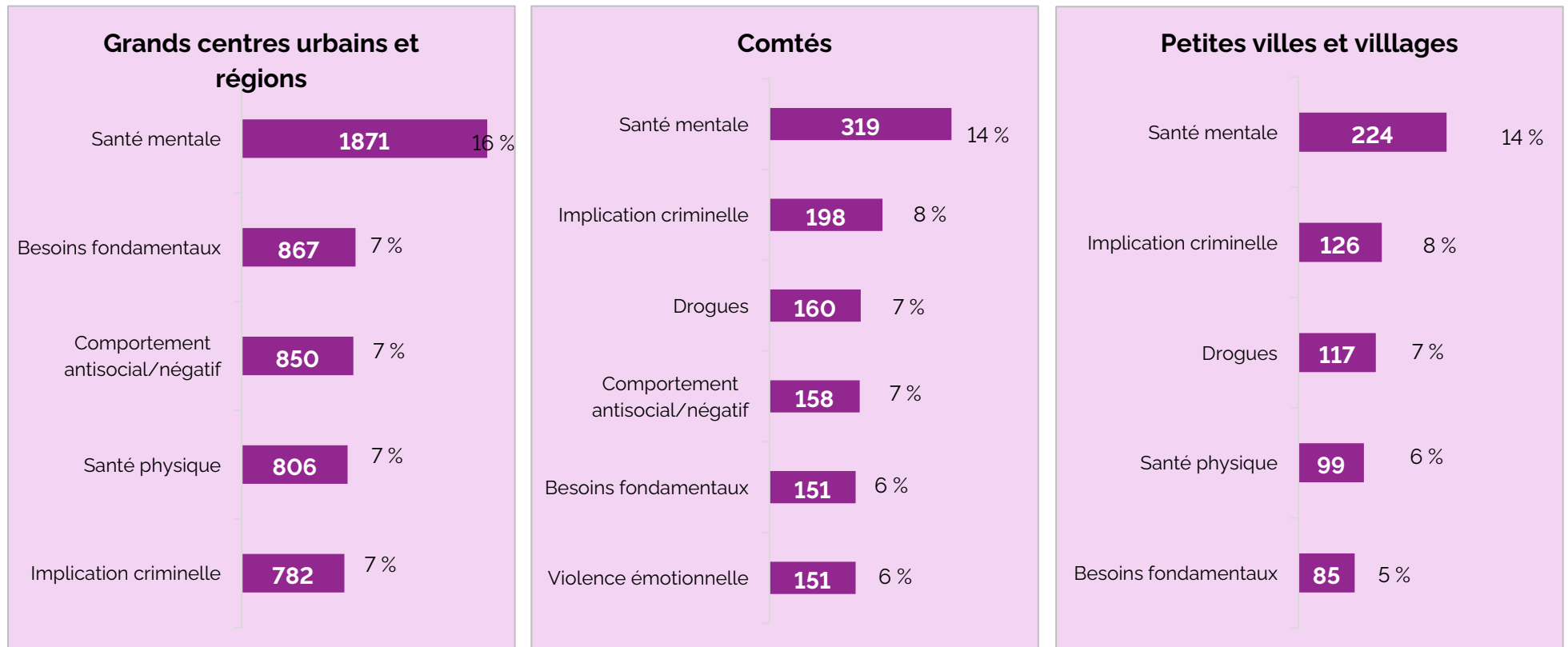


## Analyse des catégories de population provinciale

Les 48 sites disposant de données dans la BDSR ont été répartis en 3 catégories de population en fonction de leur taille selon Statistique Canada : Grands centres urbains et régions (20), Comtés (13), et Petites villes et villages (15).

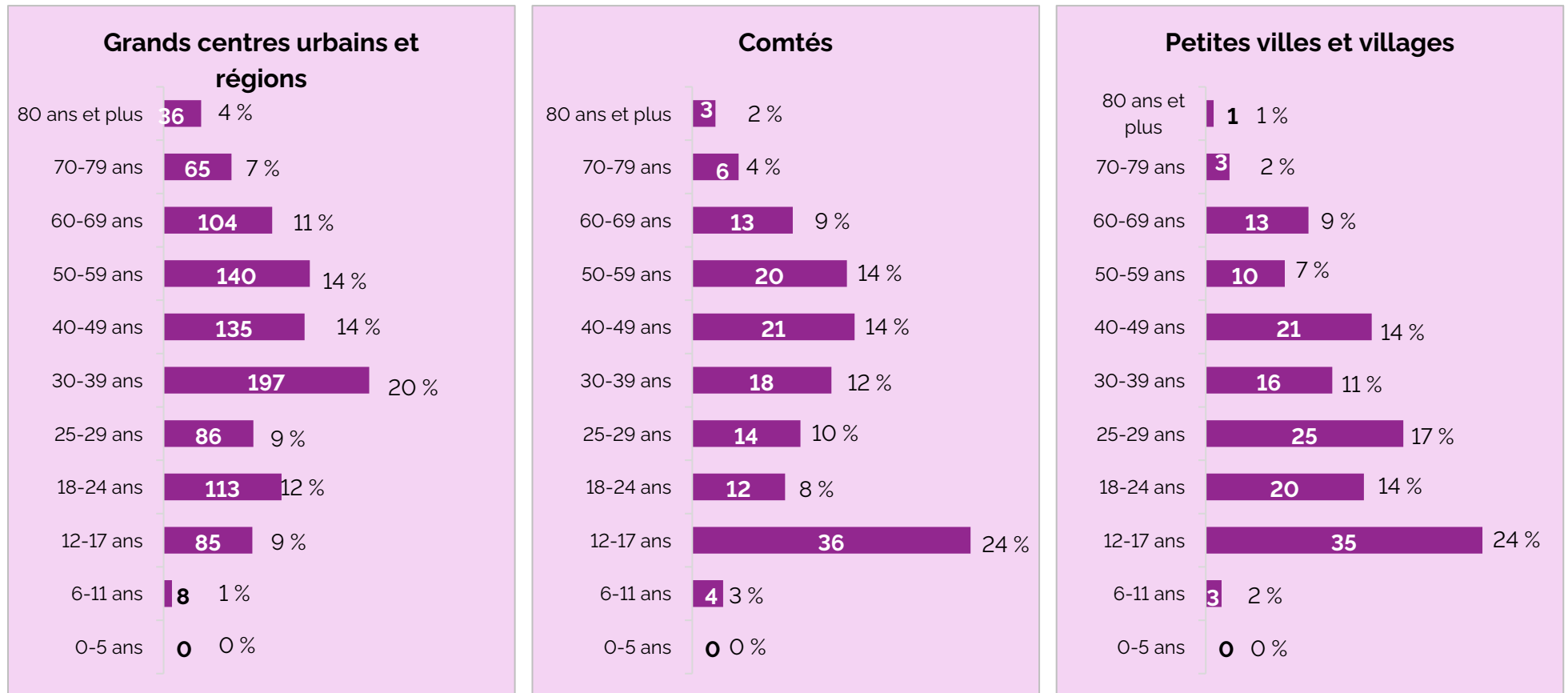
### Les 5 principales catégories de risques par catégorie de population

Les graphiques suivants montrent les cinq principales catégories de risques par occurrence pour chaque catégorie de population. La première catégorie de risques est la même (santé mentale) pour chaque catégorie de population, avec quelques variations dans les cinq premières.



## Données sociodémographiques par catégorie de population

Les graphiques suivants montrent les groupes d'âge pour chaque catégorie de population. Le groupe d'âge le plus fréquent dans les grands centres urbains et régions en 2023 était celui des 30 à 39 ans. Le groupe d'âge le plus fréquent dans les comtés ainsi que les petites villes et villages en 2023 était celui des 12 à 17 ans. Cela montre qu'il peut y avoir des besoins différents de services selon la taille de la collectivité. Cela révèle par ailleurs l'effet proportionnel que les grands centres urbains et les régions ont sur les résultats globaux des données provinciales.

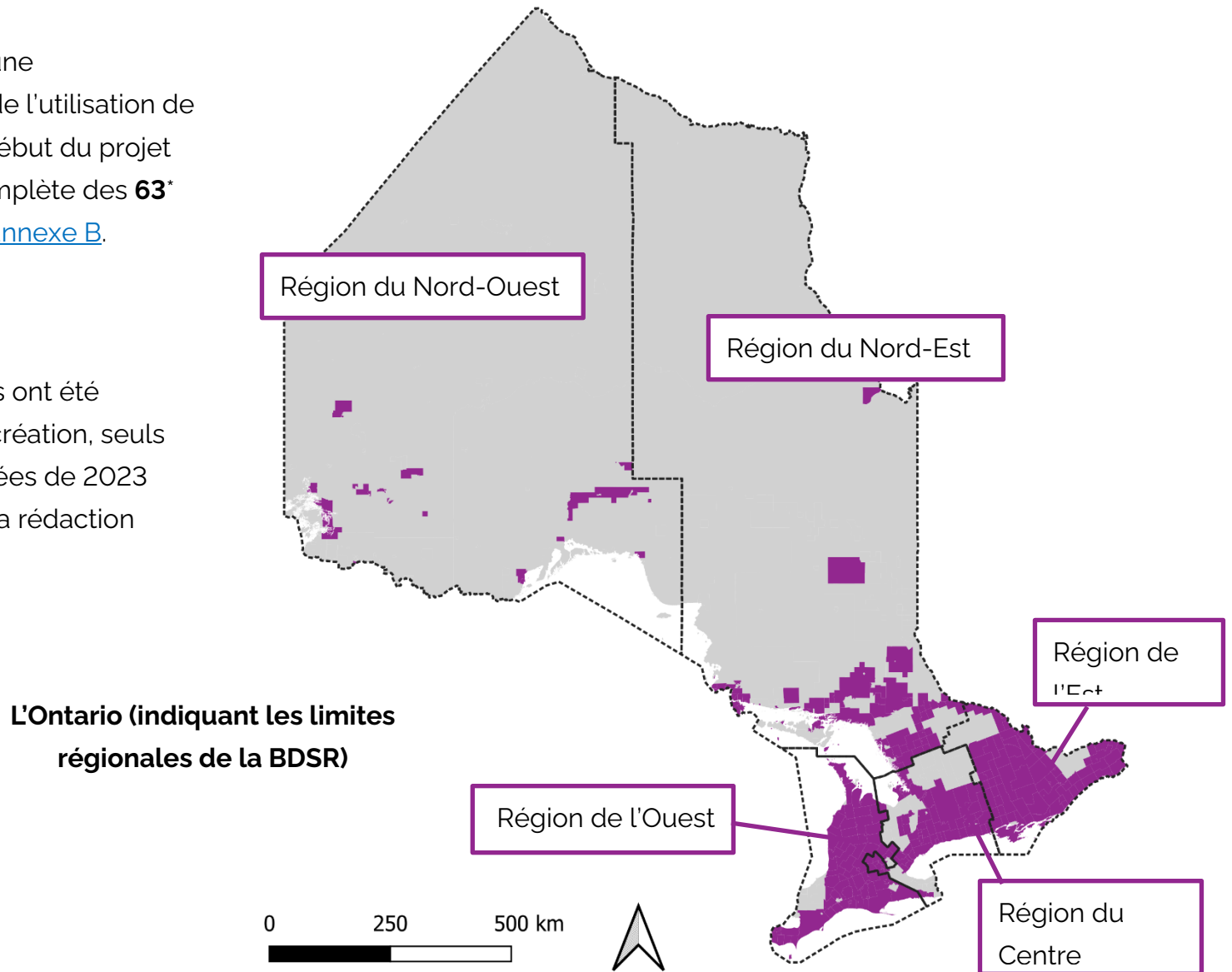




## Partie B – Rapport annuel de la BDSR 2023 – Résultats régionaux

Les cartes suivantes donnent une représentation géographique de l'utilisation de la BDSR en Ontario depuis le début du projet (2014-2023). Pour une liste complète des **63\*** sites intégrés à la BDSR, voir l'[annexe B](#).

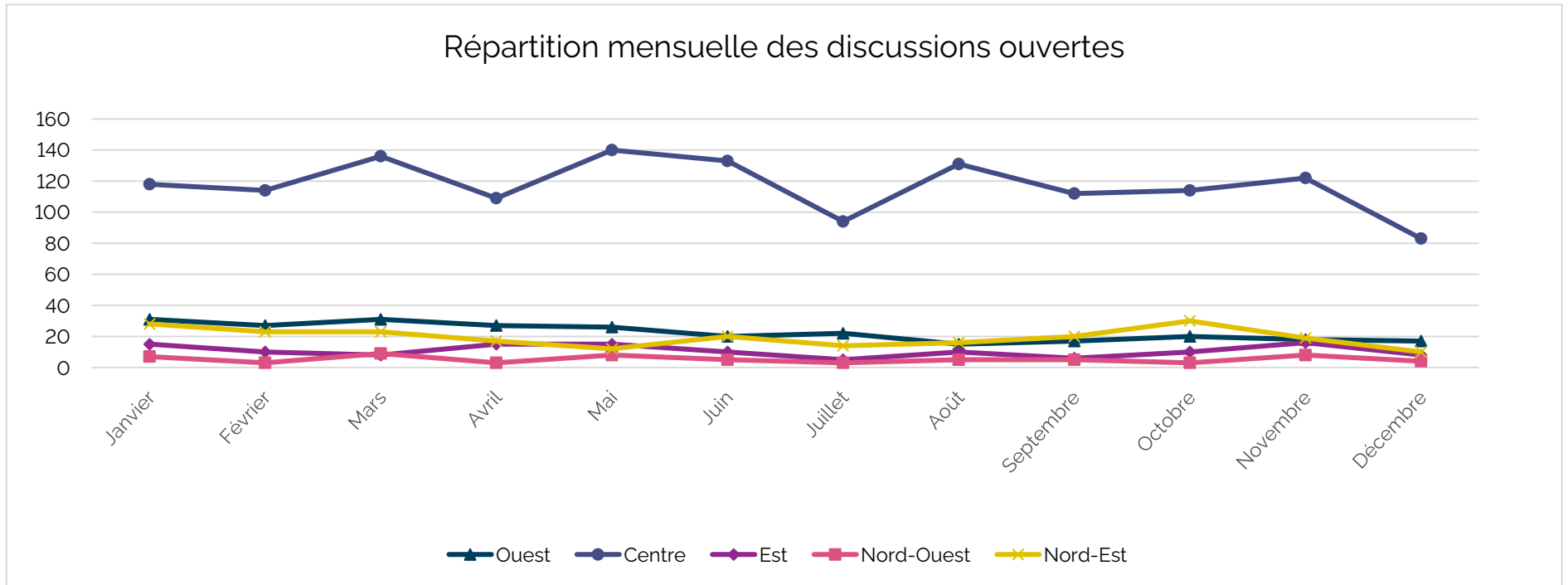
\*Remarque : Alors que 63 sites ont été intégrés à la BDSR depuis sa création, seuls 48 sites disposaient des données de 2023 dans la BDSR au moment de la rédaction



# Résultats des données régionales de la BDSR pour 2023

En 2023, 48 sites utilisaient la BDSR. Elles représentaient les cinq régions de la province.

## Aperçu des discussions



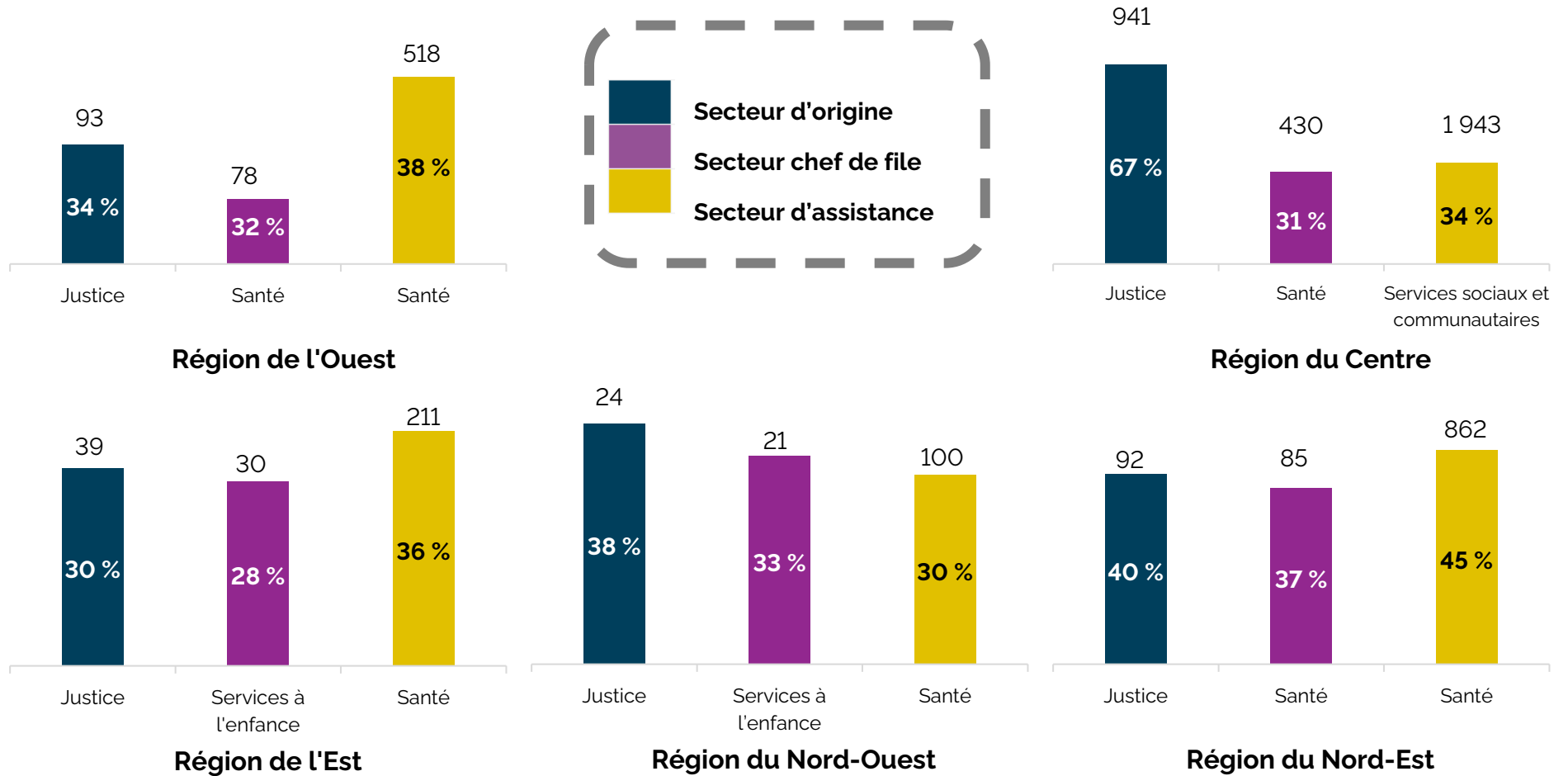
	Ouest	Centre	Est	Nord-Ouest	Nord-Est
<b>Sites</b>	10	18	8	5	7
<b>Discussions</b>	<b>271</b>	<b>1 406</b>	128	61	<b>232</b>
<b>Atteinte du seuil</b>	91 %	98 %	85 %	100 %	98 %
<b>Refus</b>	9 %	2 %	15 %	0 %	2 %





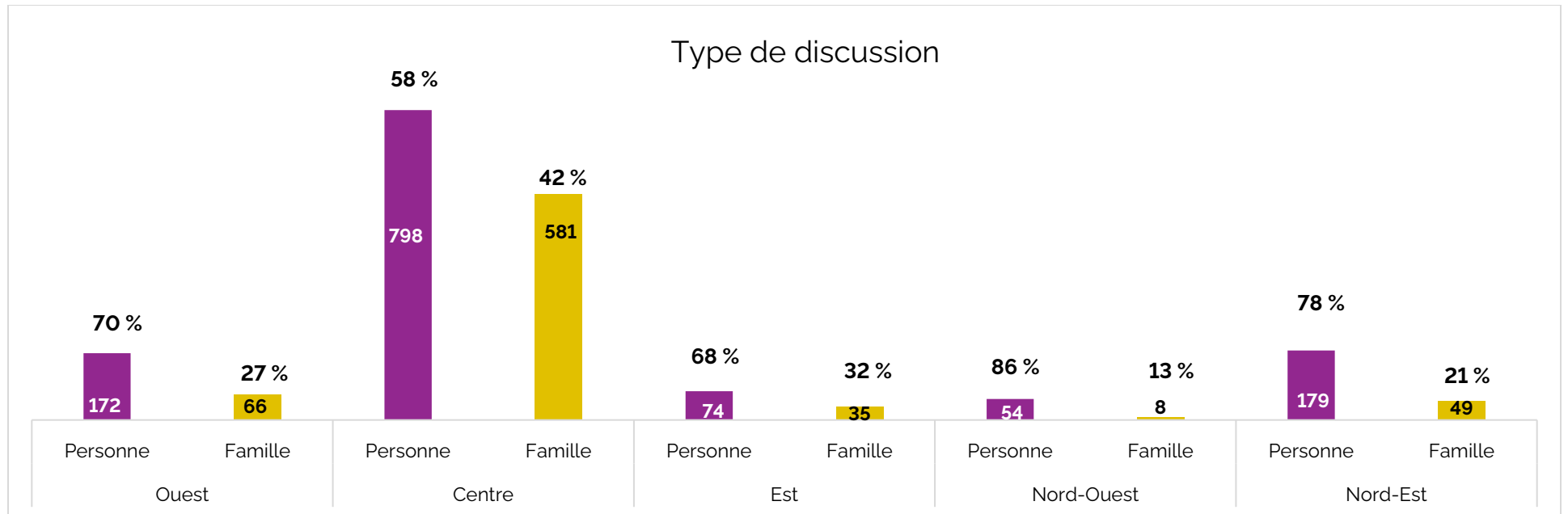
# Engagement sectoriel régional

## Les 3 principaux secteurs engagés



## Données sociodémographiques régionales

Lorsqu'ils discutent de situations de RSE, les partenaires des organismes déterminent le type de discussion ainsi que certaines données sociodémographiques anonymisées afin de contribuer à établir les facteurs situationnels et l'engagement des organismes. La majorité des discussions régionales concernaient des personnes dont l'âge variait d'une région à l'autre.



**\*Remarque :** Les valeurs des champs du type de discussion « Logement », « Voisinage » et « Environnement » contribuent également à ces résultats en petites quantités.

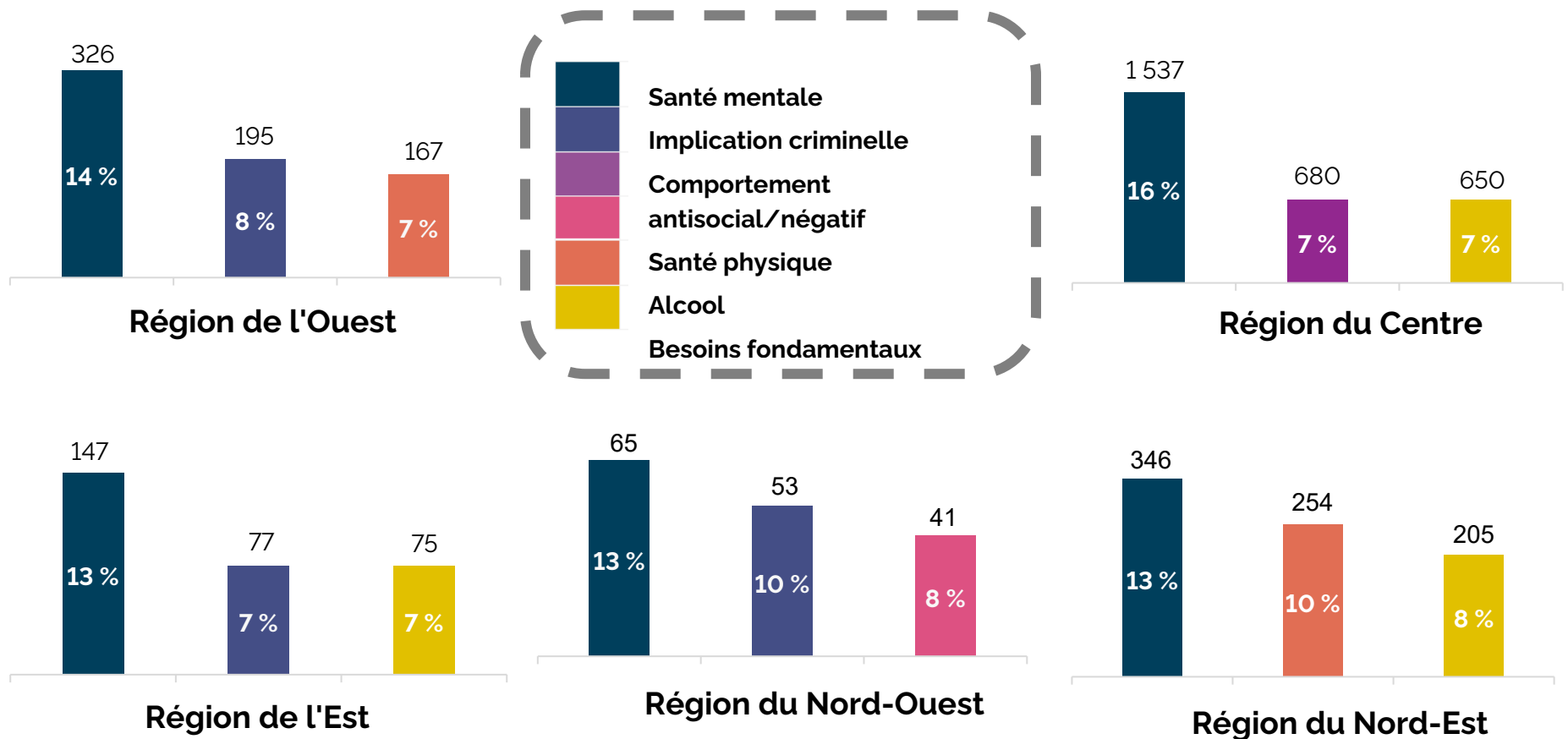
Principal groupe d'âge				
Région de l'Ouest	Région du Centre	Région de l'Est	Région du Nord-Ouest	Région du Nord-Est
12-17 ans (15 %)	30-39 ans (20 %)	12-17 ans (28 %)	12-17 ans (39 %)	30-39 ans (21 %)

## Renseignements sur les catégories de risques régionales

Lorsque l'on analyse les résultats des risques au niveau régional, on constate une variabilité entre les régions, tant du point de vue des occurrences que des discussions.

### Les 3 principales catégories de risques – par occurrence
















L'analyse des renseignements sur les risques par occurrence révèle les six catégories de risques les plus prédominantes suivantes, la santé mentale étant désignée comme la première catégorie de risques dans toutes les régions.





## Les 3 principales catégories de risques – par discussion

L'analyse des renseignements sur les risques par discussion, où un facteur de risque apparaît au moins une fois dans une discussion donnée de chacune des 27 catégories, révèle un schéma légèrement différent, la santé mentale restant la première catégorie de risques dans toutes les régions.

Région de l'Ouest	Région du Centre	Région de l'Est	Région du Nord-Ouest	Région du Nord-Est
 <p><b>Santé mentale</b> 80 % (218)</p>	 <p><b>Santé mentale</b> 79 % (1 108)</p>	 <p><b>Santé mentale</b> 73 % (95)</p>	 <p><b>Santé mentale</b> 75 % (47)</p>	 <p><b>Santé mentale</b> 92 % (214)</p>
 <p><b>Drogues</b> 47 % (127)</p>	 <p><b>Comportement antisocial/négatif</b> 43 % (605)</p>	 <p><b>Besoins fondamentaux</b> 44 % (58)</p>	 <p><b>Drogues</b> 64 % (40)</p>	 <p><b>Santé physique</b> 66 % (153)</p>
 <p><b>Comportement antisocial/négatif</b> 47 % (126)</p>	 <p><b>Besoins fondamentaux</b> 41 % (575)</p>	 <p><b>Drogues</b> 43 % (56)</p>	 <p><b>Implication criminelle</b> 59 % (37)</p>	 <p><b>Besoins fondamentaux</b> 65 % (150)</p>

## Les 3 principales catégories de risques par données démographiques

Les tableaux ci-après montrent la variation des principales catégories de risques propres à la population masculine et féminine dans le groupe d'âge le plus élevé indiqué, ce qui permet une analyse plus ciblée des risques relatifs aux populations les plus vulnérables dans une région donnée.

Région de l'Ouest	
<b>Principales catégories de risques pour le groupe des 12-17 ans</b>	
1. Implication criminelle (10 %)	
2. Santé mentale – 10 %	
3. Drogues (9 %)	
Femme	Homme
1. Santé mentale (12 %)	1. Implication criminelle (13 %)
2. Drogues (10 %)	2. Drogues (10 %)
3. Implication criminelle (8 %)	3. Comportement antisocial/négatif (8 %)

Région du Centre	
<b>Principales catégories de risques pour le groupe des 30-39 ans</b>	
1. Santé mentale (18 %)	
2. Implication criminelle (8 %)	
3. Drogues (7 %)	
Femme	Homme
1. Santé mentale (19 %)	1. Santé mentale – 17 %
2. Drogues (7 %)	2. Implication criminelle (10 %)
3. Implication criminelle (7 %)	3. Drogues (7 %)

Région de l'Est	
<b>Principales catégories de risques pour le groupe des 12-17 ans</b>	
1. Santé mentale (11 %)	
2. Implication criminelle (10 %)	
3. Violence émotionnelle (6 %)	
Femme	Homme
1. Santé mentale (13 %)	1. Implication criminelle (14 %)
2. Violence émotionnelle (8 %)	2. Santé mentale – 10 %
3. Automutilation (7 %)	3. Comportement antisocial/négatif (8 %)

Région du Nord-Ouest	
<b>Principales catégories de risques pour le groupe des 12-17 ans</b>	
1. Implication criminelle (12 %)	
2. Santé mentale (11 %)	
3. Alcool (10 %)	
Femme	Homme
1. Alcool (11 %)	1. Implication criminelle (12 %)
2. Santé mentale (11 %)	2. Santé mentale (11 %)

Région du Nord-Est	
<b>Principales catégories de risques pour le groupe des 30-39 ans</b>	
1. Santé mentale (13 %)	
2. Besoins fondamentaux (10 %)	
3. Drogues (8 %)	
Femme	Homme
1. Santé mentale (13 %)	1. Santé mentale (12 %)
2. Drogues (8 %)	2. Besoins fondamentaux (12 %)

3. Implication criminelle (10 %)	3. Alcool (9 %)	3. Violence physique (8 %)	3. Implication criminelle (9 %)
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# Facteurs de protection régionaux

## Les 5 principaux facteurs de protection

Les deux principaux groupes de facteurs de protection régionaux en 2023 étaient le « logement et voisinage » et le « soutien aux familles » dans les cinq régions.

### Région de l'Ouest

Logement et voisinage – 26 %

Soutien aux familles – 19 %

Sécurité financière/emploi – 15 %

Santé physique – 12 %

Éducation – 9 %

### Région du Centre

Logement et voisinage – 37 %

Soutien aux familles – 18 %

Éducation – 10 %

Réseau de soutien social – 9 %

Sécurité financière/emploi – 9 %

### Région de l'Est

Soutien aux familles – 21 %

Logement et voisinage – 18 %

Éducation – 14 %

Sécurité financière/emploi – 12 %

Santé physique – 12 %

### Région du Nord-Ouest

Soutien aux familles – 30 %

Logement et voisinage – 27 %

Éducation – 10 %

Santé mentale – 10 %

Santé physique – 8 %



### Région du Nord-Est

Soutien aux familles – 32 %

Logement et voisinage – 19 %

Sécurité financière/emploi – 13 %

Santé mentale – 13 %

Santé physique (9 %)



# Indicateurs d'étude régionaux

## Les 5 principaux indicateurs d'étude

Les deux principaux indicateurs de l'étude à l'échelle régionale en 2023 étaient l'« escalade récente », suivie du « risque de perte de logement/conditions de vie dangereuses » dans quatre des cinq régions et de l'« itinérance » dans la région du Nord-Ouest.

### Région de l'Ouest

Escalade récente – 13 %

Risque de perte de logement/  
Conditions de vie dangereuses – 9 %

Itinérance – 8 %

Violence conjugale – 7 %

Implication d'un enfant – 7 %

### Région du Centre

Escalade récente – 18 %

Risque de perte de logement/  
Conditions de vie dangereuses – 9 %

Considérations culturelles – 8 %

Itinérance – 7 %

Implication d'un enfant – 7 %

### Région de l'Est

Escalade récente 11 %

Risque de perte de logement/  
conditions de vie dangereuses – 10 %

Itinérance – 8 %

Implication d'un enfant – 7 %

Isolement social – 6 %

### Région du Nord-Ouest

Escalade récente – 11 %

Itinérance – 7 %

Trouble cognitif – 7 %

Risque de traite de personnes

Risque de perte de logement/  
Conditions de vie dangereuses – 7 %



### Région du Nord-Est

Escalade récente – 14 %

Risque de perte de logement/  
conditions de vie dangereuses – 10 %

Itinérance – 8 %

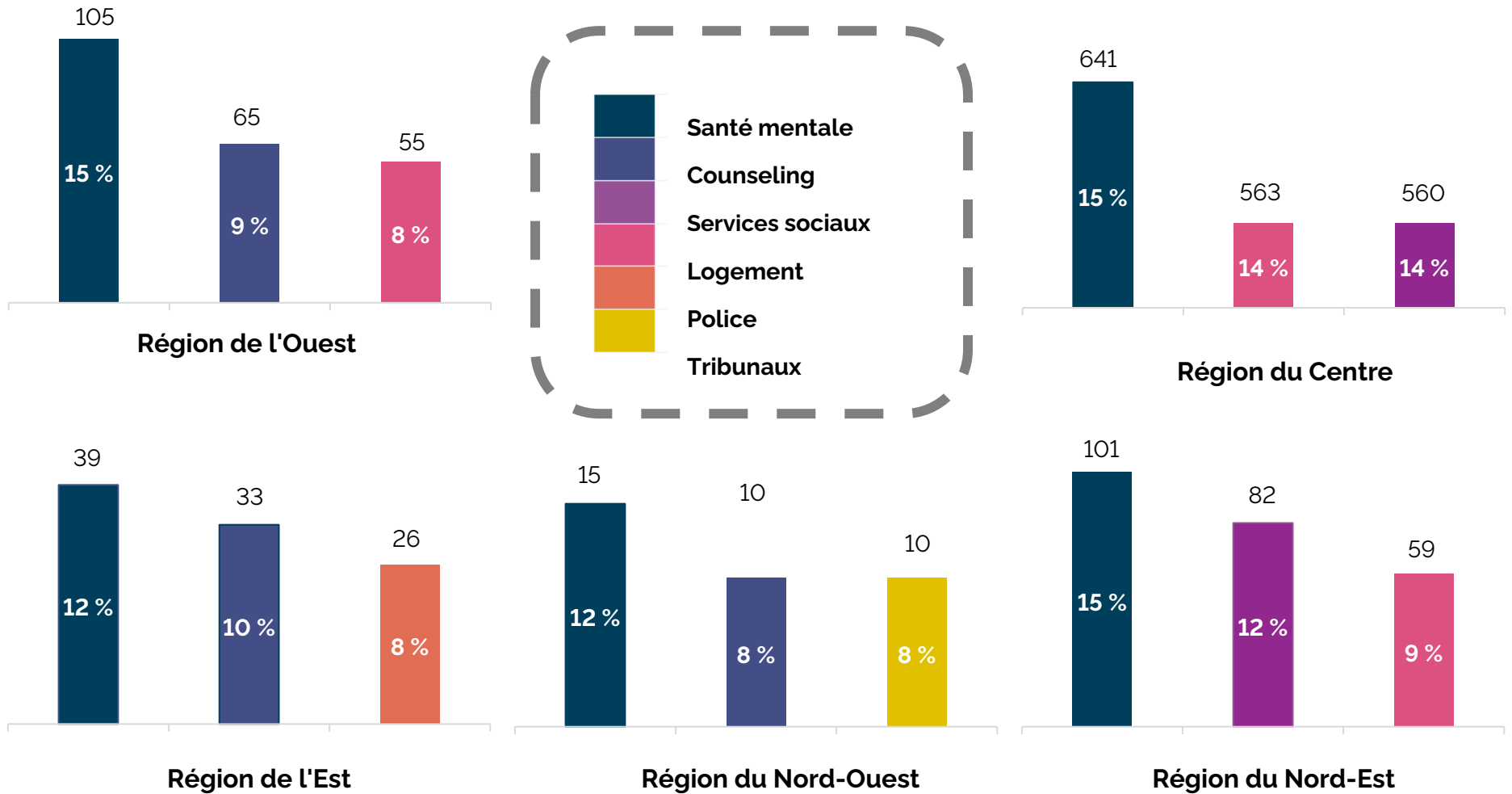
Isolement social – 8 %

Trouble cognitif – 6 %

# Services régionaux mobilisés

## Les 3 principaux services mobilisés

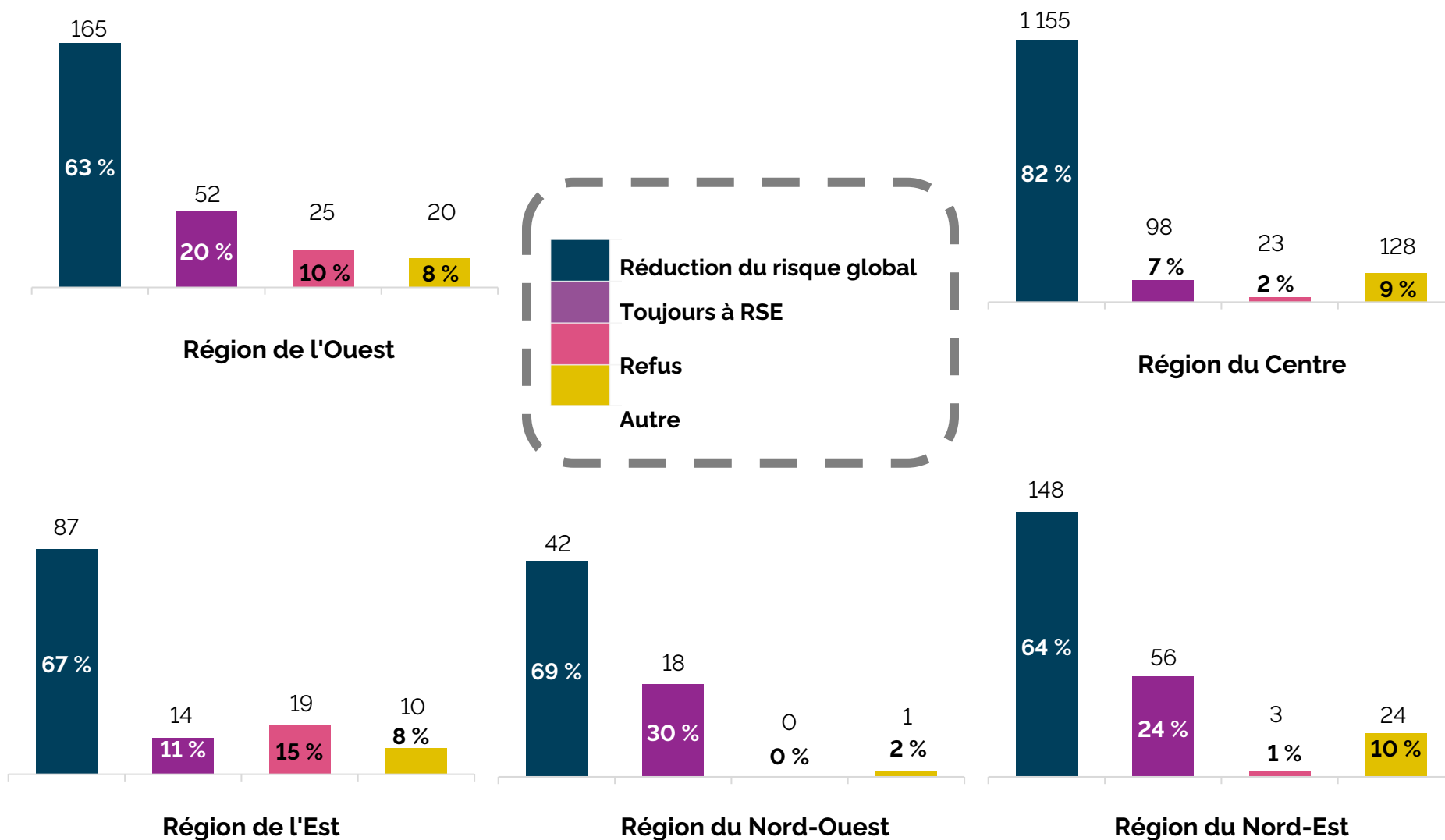
Les données suivantes reflètent les types de mobilisation : Informé des services, En contact avec les services et Engagé auprès des services.



\*Remarque : Nombre de sites utilisant les services mobilisés : 48 sites.

## Raisons des conclusions régionales

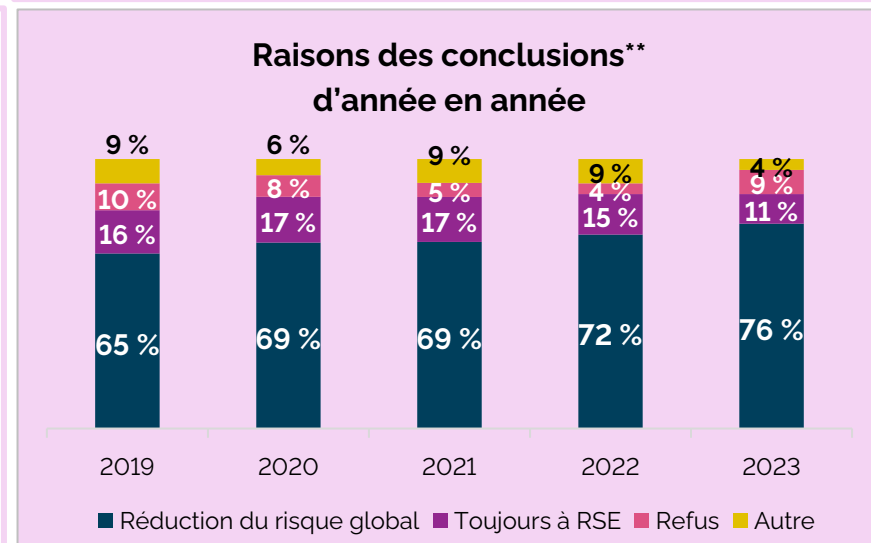
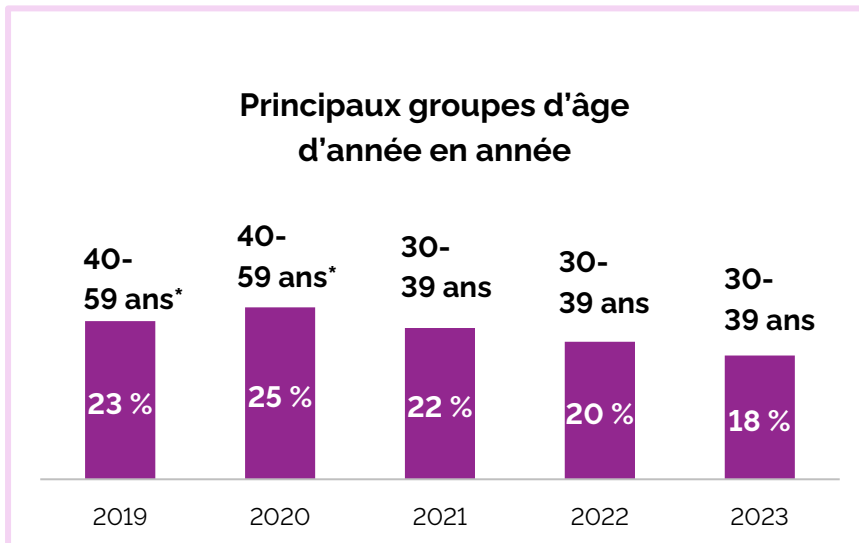
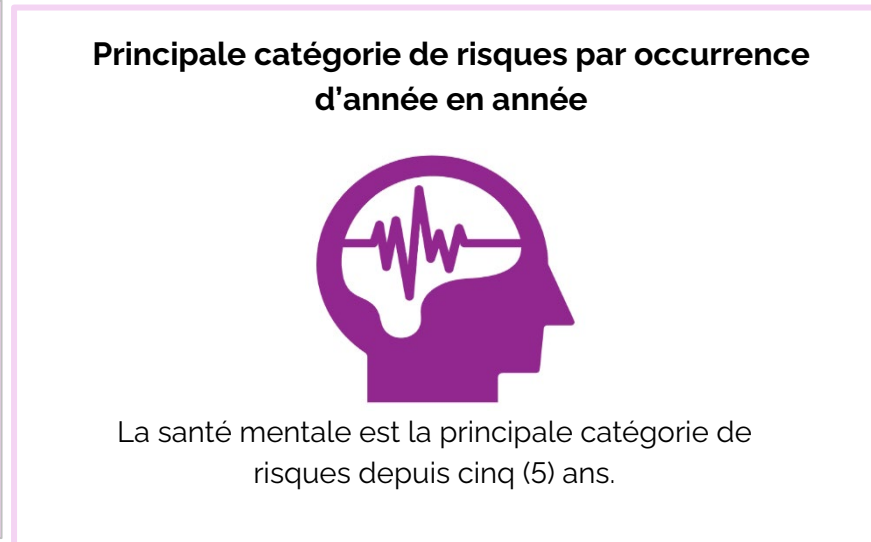
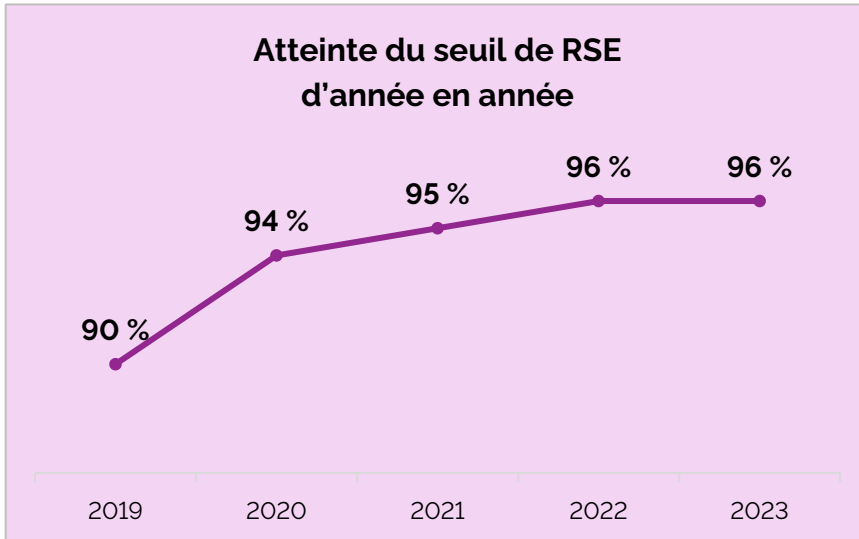
La majorité des discussions dans les cinq régions ont abouti à une réduction du risque global, suivie du maintien du RSE.



# Conclusion

## Analyse des tendances provinciales

Les tendances suivantes ont été observées dans les rapports annuels de la BDSR publiés au cours des cinq (5) dernières années.



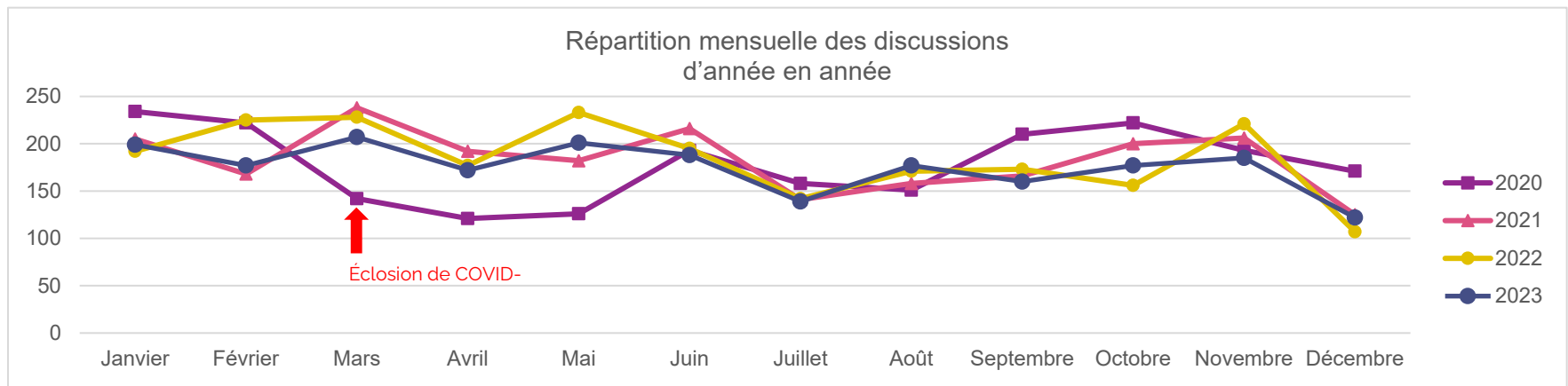
Remarques :

- Chaque année, de 2019 à 2023 (les cinq dernières années), les discussions atteignant le seuil de RSE ont régulièrement augmenté, ce qui indique que les partenaires des organismes sont devenus habiles à comprendre quelles discussions mettre en avant.

- En 2023, 77 % des discussions atteignant le seuil de RSE ont permis de réduire le risque global. Il s'agit également d'une augmentation de 2 % par rapport à l'année précédente.
- La santé mentale a été la principale catégorie de risques, analysée à la fois par occurrence et par discussion, au cours des cinq dernières années en Ontario et dans chacune des cinq régions prises individuellement.
  - Les cinq principales catégories de risque corrélées à la santé mentale en 2023 ([page 23](#)) étaient les suivantes : comportement antisocial/négatif (50 %), besoins fondamentaux (46 %), logement (39 %), drogues (37 %) et santé physique (36 %) ; il s'agissait des mêmes catégories de risque dans le même ordre qu'au cours de l'année précédente.
  - L'analyse des catégories de population de 2023 ([page 26](#)) a montré que la catégorie de risque correspondant à la santé mentale était la plus répandue dans les discussions dans les trois catégories de population, avec une certaine variation dans les cinq principales.
- Le groupe d'âge dont il était le plus souvent question lors des discussions est demeuré celui des 30 à 39 ans au cours des trois dernières années. En août 2020, un changement a été mis en œuvre dans la BDSR afin d'affiner les tranches d'âge pour les discussions futures et de permettre un aperçu plus précis. Ces nouveaux groupes n'ont pas fait l'objet d'un rapport avant 2021 afin de garantir un ensemble de données complet. Les tranches d'âge historiques sont mentionnées à [l'annexe A](#).
  - L'analyse des catégories de population de 2023 ([page 27](#)) a révélé une différence marquée dans le principal groupe d'âge représenté après la prise en compte de la taille de la population. Le principal groupe d'âge représenté dans les grands centres urbains et les régions était celui des 30 à 39 ans, tandis que dans les comtés et les petites villes et villages c'était celui de 12 à 17 ans, ce qui indique que les groupes d'âge dont les membres sont plus jeunes deviennent plus représentés dans les discussions à mesure que la taille de la collectivité rétrécit. Une tendance semblable a été observée au cours des trois années précédentes. Cette augmentation peut découler de facteurs

socio-économiques tels qu'un accès réduit aux possibilités et aux services, bien qu'il ne faille pas tirer de conclusions à partir d'un seul ensemble de données.

- Si l'on examine la répartition mensuelle des discussions ouvertes de 2020 à 2023, on observe une tendance similaire dans la fréquence des discussions, avec une forte baisse des discussions enregistrées durant les mois au printemps 2020, ce qui pourrait révéler des répercussions de la pandémie de COVID-19 sur la capacité des communautés à tenir des discussions. Les répercussions de la pandémie de COVID-19 devraient être analysées sur une plus longue période à l'aide de multiples ensembles de données.



- Chaque année, de 2019 à 2023, la majorité des discussions ont émané de partenaires du secteur de la justice.
  - Cependant, le secteur qui occupe la première place change une fois que la discussion initiale a lieu et la majorité des discussions/interventions sont alors menées par des partenaires du secteur de la santé chaque année. Cette situation confirme qu'une fois qu'une situation de RSE est discutée par le biais d'une approche pluriorganisme axée sur le risque, davantage de partenaires appropriés s'engagent et des soutiens sont déterminés.

- Le rôle central que jouent les organismes d'assistance dans le processus d'intervention ne peut être sous-estimé. Les résultats des données continuent de démontrer l'engagement de plusieurs organismes qui reconnaissent les avantages que ce modèle a à offrir.
- La majorité des discussions tenues chaque année concerne le type de discussion « personne »; cependant, ces dernières années, la fréquence des discussions impliquant le type de discussion « famille » a augmenté, le niveau le plus élevé (37 %) des cinq dernières années étant manifeste en 2023.

## Valeur fournie par la BDSR

La responsabilité de la sécurité et du bien-être communautaires incombe à tous les membres de la communauté. Une approche intégrée est à ce titre nécessaire pour rassembler les municipalités, les services policiers, les partenaires communautaires et les communautés autochtones autour d'un objectif collectif. Il est essentiel d'encourager des partenariats multisectoriels avec une vision unifiée de la sécurité et du bien-être pour élaborer des stratégies, des programmes et des services visant à réduire les facteurs de risque et à favoriser des collectivités plus sûres et plus saines.

Les données fournies par la BDSR continuent de démontrer le succès des partenariats multisectoriels dans la réduction des risques grâce au travail concerté servant à déterminer les risques locaux et à lancer des interventions, tout en tenant compte des données démographiques, des ressources et des besoins locaux. Elles constituent également une ressource fiable pour les collectivités, qu'il convient d'utiliser en conjonction avec d'autres ensembles de données disponibles et les connaissances locales, pour cerner les tendances concernant les risques prioritaires et les groupes vulnérables. Elles visent également à guider l'élaboration des programmes et stratégies à venir qui seront mis en œuvre pour traiter ces risques, par exemple, dans le cadre d'un plan de sécurité et de bien-être communautaires.

Comme le projet de la BDSR évolue, il est devenu la solution logicielle privilégiée en Ontario pour soutenir les collectivités qui ont mis en œuvre des modèles d'intervention multisectorielle destinés à réduire les risques. Reconnaissant la valeur des données de la BDSR, le ministère reste engagé à fournir des rapports annuels pour s'assurer que les résultats provinciaux et régionaux sont partagés avec le gouvernement et les partenaires communautaires de sorte que les données puissent être utilisées à l'appui des politiques et les programmes, y compris des efforts de planification de la sécurité et du bien-être des collectivités ainsi que des investissements provinciaux plus larges. Plus précisément, les données de la BDSR peuvent être chevauchées et analysées par rapport aux principaux risques cernés dans les plans de sécurité et de bien-être communautaires à l'échelle de la province afin de brosser un tableau plus complet des risques et des besoins dans les collectivités ontariennes. À l'échelle locale, divers plans de sécurité et de bien-être communautaires ont cerné la nécessité de renforcer ou d'élargir les tables d'intervention en tant que stratégie pour gérer les risques locaux et soutenir les populations vulnérables, ce qui démontre l'incidence positive de ces tables et la nécessité de poursuivre la collecte et l'analyse des données fournies par la BDSR.



Par le biais de la BDSR, le ministère continue de défendre les avantages considérables de la collaboration en vue d'atteindre des résultats communs qui améliorent la qualité de vie des personnes les plus vulnérables de nos collectivités.

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Pour en savoir plus sur le processus de planification de la sécurité et du bien-être communautaires, y compris le cadre et la trousse de planification de la sécurité et du bien-être communautaires, veuillez consulter les ressources du ministère ici :

[Plan de sécurité et de bien-être communautaires](#)

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## Personnes-ressources

Pour toute question au sujet de la BDSR ou de ses rapports annuels, veuillez communiquer avec l'équipe de soutien de la BDSR du ministère à l'adresse [SafetyPlanning@ontario.ca](mailto:SafetyPlanning@ontario.ca).

## Collaborateurs du rapport annuel 2023 de la BDSR

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James Y. Lee

Chef, Section de l'élaboration des programmes

Ryan Baird

Directrice, Direction des relations extérieures  
Michelina Longo

## Annexe A – Glossaire

**Modèle d'intervention multisectorielle destiné à réduire les risques :** Un modèle d'intervention collaborative où des partenariats sont créés dans le but d'atténuer les risques et d'améliorer la sécurité et le bien-être communautaires. Les tables d'intervention ne sont qu'un seul exemple de ce modèle.

**Table d'intervention :** Une table d'intervention consiste en une réunion régulière de travailleurs de première ligne, issus de divers organismes et secteurs de services à la personne, qui travaillent ensemble pour déterminer les personnes, les familles, les groupes ou les lieux qui présentent un risque élevé de préjudice et pour personnaliser les interventions multidisciplinaires qui atténuent ces risques.

**Risque spécialement élevé (RSE) :** Toute situation ayant une incidence négative sur la santé ou la sécurité d'une personne, d'une famille ou d'un groupe de personnes, où des professionnels sont autorisés par la loi à partager des renseignements personnels afin d'éliminer ou de réduire un préjudice imminent menaçant la personne ou d'autres personnes. Dans le cadre de l'approche à quatre filtres, la détermination se fait au filtre 2, que le seuil de RSE ait été atteint ou non.

### **Approche à quatre filtres :**

*Filtre 1 : Filtrage interne à l'organisme* - Le premier filtre est le processus de filtrage par l'organisme qui envisage d'engager des partenaires dans une intervention multisectorielle. L'organisme doit être incapable d'éliminer ou de réduire le risque sans soumettre la situation au groupe. Chaque situation doit donc impliquer des facteurs de risque qui dépassent le champ d'action ou la pratique habituelle de l'organisme. Ces situations représentent par conséquent une situation qui ne peut être traitée efficacement que de manière multisectorielle.

*Filtre 2 : Renseignements anonymisés* - À ce stade, l'organisme présente la situation au groupe dans un format anonymisé, en ne divulguant que les renseignements descriptifs qui sont raisonnablement nécessaires. Si les circonstances n'atteignent pas le seuil de risque spécialement élevé, aucune autre discussion ne devrait avoir lieu. Cependant, s'il est déterminé, par un consensus de la table, que le seuil a été atteint, des renseignements personnels limités sont divulgués au filtre trois pour commencer à planifier une intervention multisectorielle.

*Filtre 3 : Renseignements identificatoires limités* – Si le groupe conclut que le seuil de risque spécialement élevé est atteint, il devrait, à ce filtre, déterminer quels organismes sont raisonnablement nécessaires pour planifier et mettre en œuvre l'intervention. Les renseignements identificatoires peuvent alors être partagés avec les organismes du quatrième filtre.

*Filtre 4 : Intervention planifiée* – Lors de ce dernier filtre, seuls les organismes désignés comme ayant un rôle direct à jouer dans une intervention se rencontreront séparément pour discuter des renseignements personnels limités requis afin de guider la planification de l'intervention. Une intervention devrait avoir lieu peu de temps après l'achèvement du quatrième filtre, afin de répondre aux besoins de la personne, de la famille ou d'un groupe précis de personnes et d'atténuer le risque élevé.

Veillez noter que les aspects de l'approche à quatre filtres ne sont pas tous prescrits par la loi et qu'un grand nombre d'entre eux pourraient ne pas être obligatoires pour un organisme en particulier.

Pour obtenir de plus amples renseignements sur l'approche à quatre filtres pour le partage de l'information, veuillez consulter le [Document de référence sur le partage d'informations dans des modèles d'intervention multisectorielle](#) destinés à réduire des risques sur le site Web du ministère. Ce document s'adresse aux professionnels et présente des pratiques exemplaires pour l'échange de renseignements sur des personnes ou des familles en vue de les aiguiller vers des services locaux et d'atténuer le risque élevé de préjudice.

Raisons des conclusions : Une liste des conclusions émanant d'une discussion lors d'une initiative d'intervention multisectorielle destinée à réduire les risques. La BDSR comprend 18 raisons des conclusions différentes, regroupées en quatre catégories.

**Types de discussion** : Permettent de déterminer l'objet de l'intervention multisectorielle visant à réduire les risques (c'est-à-dire la personne, la famille, le voisinage, l'environnement et le logement).

**Intégration** : Le processus de planification et de mise en œuvre impliqué lorsque des sites sont ajoutés à la BDSR, y compris la migration des données historiques, le test des fonctionnalités et la formation des utilisateurs.

**Facteurs de protection :** Caractéristiques ou conditions favorables pouvant atténuer les effets néfastes des facteurs de risque et favoriser la santé des personnes, des familles et des collectivités, accroissant ainsi la sécurité et le bien-être personnels ou communautaires. Il existe 51 facteurs de protection dans la BDSR.

**Facteurs de risque :** Caractéristiques et/ou conditions négatives présentes chez les individus, les familles et les communautés qui sont susceptibles d'augmenter la présence de la criminalité ou la peur de la criminalité dans une communauté. Il existe 105 facteurs de risque dans la BDSR.

**Services mobilisés :** Les services mobilisés par suite de l'intervention sont recueillis dans la BDSR pour aider à suivre quels services ont été proposés et acceptés par cette personne ou cette famille à RSE. Il existe cinq types d'efforts de mobilisation (par exemple, informé, engagé) qui peuvent être appliqués à 29 services différents.

**Indicateurs d'étude :** Permettent aux partenaires des organismes multisectoriels de suivre et de surveiller des tendances particulières dans leur communauté et de recueillir des renseignements sur certaines conditions qui peuvent être étudiées localement et qui ne relèvent pas des facteurs de risque individuels. Il existe 33 indicateurs d'étude dans la BDSR.

**Tranche d'âge :** Le regroupement des sujets de discussion par cohorte d'âges permet aux partenaires des organismes multisectoriels d'avoir une meilleure compréhension des besoins, aptitudes et capacités du sujet de discussion sans l'identifier. À l'automne 2020, un changement a été mis en œuvre dans la BDSR. Il avait pour but d'affiner les tranches d'âge pour les discussions futures afin de permettre des aperçus plus affinés. Ces nouveaux groupes n'ont pas fait l'objet d'un rapport avant 2021 afin de garantir un ensemble de données complet. Les valeurs historiques et les nouvelles tranches d'âge sont présentées dans le tableau ci-après :

Valeurs historiques	Nouvelles valeurs
0-5 ans	0-5 ans
6-11 ans	6-11 ans
12-17 ans	12-17 ans
18-24 ans	18-24 ans

25-29 ans	25-29 ans
30-39 ans	30-39 ans
40-59 ans	40-49 ans
60 ans et plus	50-59 ans
	60-69 ans
	70-79 ans
	80 ans et plus

## Annexe B – Tous les sites de l'Ontario intégrés à la BDSR

RÉGION DE L'OUEST (14 sites)	RÉGION DU CENTRE (19 sites)	RÉGION DE L'EST (11 sites)	RÉGION DU NORD-OUEST (9 sites)	RÉGION DU NORD-EST (10 sites)
<ul style="list-style-type: none"> <li>• Brantford</li> <li>• Chatham-Kent</li> <li>• Comté d'Elgin</li> <li>• Comtés de Grey et Bruce</li> <li>• Comté de Huron et de Perth</li> <li>• London</li> <li>• Comté de Middlesex (Strathroy)</li> <li>• Comté de Norfolk (Simcoe, comté de Haldimand)</li> <li>• Comté d'Oxford</li> <li>• Région rurale de Wellington</li> <li>• Région de Waterloo (Cambridge, Kitchener)</li> <li>• Sarnia – Lambton</li> <li>• Comté de Simcoe-Norfolk</li> <li>• Windsor</li> </ul>	<ul style="list-style-type: none"> <li>• Barrie</li> <li>• Région de Durham</li> <li>• Région de Halton</li> <li>• Kawartha Lakes</li> <li>• Simcoe Nord (Huronie-Ouest, Midland)</li> <li>• Comté de Northumberland (Port Hope)</li> <li>• Nottawasaga</li> <li>• Orillia</li> <li>• Région de Peel (Brampton, Mississauga)</li> <li>• Peterborough</li> <li>• Port Colborne (Wainfleet, Welland, Pelham)</li> <li>• Sainte-Catherines-Thorold</li> <li>• Toronto - Rexdale</li> <li>• Toronto – Scarborough Nord</li> <li>• Toronto – est du centre-ville</li> <li>• Toronto – ouest du centre-ville</li> <li>• Toronto - Black Creek</li> <li>• Toronto - York</li> <li>• Région de York</li> </ul>	<ul style="list-style-type: none"> <li>• Cornwall, Stormont, Dundas et Glengarry</li> <li>• Comté de Hastings (Belleville, Quinte West)</li> <li>• Comté de Kingston et Frontenac</li> <li>• Comté de Lennox et Addington (Napanee)</li> <li>• Comté de Leeds et Grenville</li> <li>• Comté de North Hastings (Bancroft et région)</li> <li>• Ottawa</li> <li>• Comté de Lanark (Perth)</li> <li>• Comté de Prince Edward</li> <li>• Comté de Renfrew</li> <li>• Comtés unis de Prescott-Russell</li> </ul>	<ul style="list-style-type: none"> <li>• Dryden</li> <li>• Fort Frances</li> <li>• Greenstone</li> <li>• Kenora</li> <li>• Marathon</li> <li>• Nipigon</li> <li>• Red Lake</li> <li>• Sioux Lookout</li> <li>• Thunder Bay</li> </ul>	<ul style="list-style-type: none"> <li>• Espanola</li> <li>• Algoma Est</li> <li>• Île Manitoulin</li> <li>• Moosonee</li> <li>• North Bay</li> <li>• Parry Sound</li> <li>• Sault Ste. Marie</li> <li>• Sudbury</li> <li>• Sudbury Est</li> <li>• Timmins</li> </ul>

**Remarque :** Le tableau inclut tous les sites actuellement intégrés à la BDSR, qu'ils disposent ou non de données en 2023. Veuillez également noter que même si les tables d'Ottawa et de Sarnia-Lambton ont été intégrées à la BDSR par le passé, elles ne sont plus opérationnelles ni n'utilisent la BDSR.



**MEMORANDUM TO:** All Chiefs of Police and  
Commissioner Thomas Carrique  
Chairs, Police Service Boards

**FROM:** Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

**SUBJECT:** Alcohol Retail Expansion Implementation

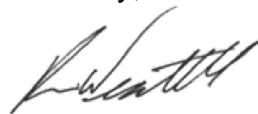
<b>DATE OF ISSUE:</b>	<b>September 5, 2024</b>
<b>CLASSIFICATION:</b>	<b>General Information</b>
<b>RETENTION:</b>	<b>Indefinite</b>
<b>INDEX NO.:</b>	<b>24-0058</b>
<b>PRIORITY:</b>	<b>Normal</b>

At the request of the Ministry of the Attorney General's Policy Division, I am sharing this communication on the implementation of alcohol expanding into more retail spaces.

For further information, please review the attached memo from Jane Mallen, Assistant Deputy Attorney General, Policy Division, Ministry the Attorney General.

If you have questions about Ontario's expanded alcohol marketplace, please contact Melissa Martin, Director, Alcohol Policy and Strategic Initiatives Branch at [Melissa.Martin2@ontario.ca](mailto:Melissa.Martin2@ontario.ca). Similarly, if you have any questions about the licensing framework, compliance, or the licence status of a particular retail location, please contact Jeremy Locke, Deputy Chief Operating Officer at [Jeremy.Locke@agco.ca](mailto:Jeremy.Locke@agco.ca).

Sincerely,



Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

Attachment

c: Mario Di Tommaso, O.O.M.  
Deputy Solicitor General, Community Safety

**Ministry of the  
Attorney General**

Office of the Assistant Deputy  
Attorney General

Policy Division

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**Ministère du  
Procureur général**

Bureau du sous-procureur  
général adjoint

Division des politiques

Édifice McMurtry-Scott  
720, rue Bay, 7e étage  
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Tél. : 416 212-5365  
Télééc. : 416 326-2699

**MEMORANDUM TO:** Kenneth Weatherill  
Assistant Deputy Minister  
Public Safety Division  
Ministry of the Solicitor General

**FROM:** Jane Mallen  
Assistant Deputy Attorney General  
Policy Division  
Ministry of the Attorney General

**DATE:** August 29, 2024

**SUBJECT:** **Alcohol Retail Expansion Implementation**

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This memorandum is to provide an update on the implementation of the expanded retail marketplace for the sale of beer, wine, cider and other ready-to-drink low-alcohol beverages through recent amendments to regulations under the *Liquor Licence and Control Act, 2019* (LLCA), which will impact newly licensed convenience, grocery and big box retail stores across the province.

The phased expansion and rollout began this summer and includes the following milestones:

- On July 18, 2024, the up to 450 grocery stores that were licensed before May 24, 2024 to sell beer, cider or wine became able to sell ready-to-drink beverages and large-pack sizes.
- Starting September 5, 2024, licensed convenience stores will be able to sell beer, cider, wine and ready-to-drink alcoholic beverages, including in large-pack sizes.

- Starting October 31, 2024, licensed grocery and big-box grocery stores will be able to sell beer, cider, wine and ready-to-drink beverages, including in large pack sizes.

The Ontario government is committed to ensuring the safe sale, service, and delivery of alcohol in this expanded marketplace.

The Alcohol and Gaming Commission of Ontario (AGCO) is an arm's length agency of the government that is responsible for ensuring that liquor is sold, served, and delivered in a responsible manner. The AGCO administers the LLCA which, together with the regulations made under it and any applicable AGCO Registrar's Standards and requirements, establish the licensing and regulatory regime for most aspects relating to the sale, service, and delivery of liquor in Ontario. The AGCO is responsible for ensuring that licensees and permit holders comply with their legal obligations under the LLCA, its regulations and the AGCO Registrar's Standards.

As the phased implementation continues, we wanted to ensure that local law enforcement is aware of the upcoming changes that would expand the number of retailers able to sell alcoholic beverages.

We ask that you please bring this memorandum to the attention of the policing community. We appreciate your support and attention to this matter, and we are available to discuss further how to best support law enforcement in this expanded marketplace.

To learn more about Ontario's expanded alcohol retail market, please visit:

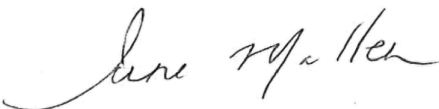
- [Where to buy alcoholic beverages](#)
- [Selling alcohol in convenience and grocery stores](#)

If you have any questions about Ontario's expanded alcohol marketplace, please contact Melissa Martin, Director, Alcohol Policy and Strategic Initiatives Branch at [Melissa.Martin2@ontario.ca](mailto:Melissa.Martin2@ontario.ca).

If you have questions about the licensing framework, compliance or the licence status of a particular retail location, please contact Jeremy Locke, Deputy Chief Operating Officer at [Jeremy.Locke@agco.ca](mailto:Jeremy.Locke@agco.ca).

Thank you for your assistance in communicating these changes.

Sincerely,



Jane Mallen  
Assistant Deputy Attorney General  
Policy Division



Date: September 10, 2024

To: Chair and Members of the Windsor Police Services Board

From: Chief Jason Bellaire

**Re: 2024 Annual Exemplary Awards & Retirement Banquet**

Each year, the Windsor Police Services Board hosts the Annual Awards Banquet to recognize members of the Windsor Police Service who have reached milestones in their careers (10, 20 and 30 years of service and retirements) along with Awards of Excellence to recognize outstanding contributions from WPS members and members of our community. The WPS Employee Engagement Committee is in the early stages of planning for the banquet that will honour these achievements for the 2024 calendar year.

The banquet will take place in October of 2025 with an estimated budget of \$19,100.

I recommend the following for approval by the Board:

RESOLVED THAT the Windsor Police Services Board APPROVES the budget for the Annual Awards Banquet in the amount of \$19,100.00

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bellaire".

Jason Bellaire  
Chief of Police  
Windsor Police Service