



Australian Government

Department of Infrastructure, Transport, Cities and Regional Development

Bureau of Infrastructure, Transport and Regional Economics

STATISTICAL REPORT



bitre

Safety

**Road trauma Australia
2018 statistical summary**

© Commonwealth of Australia 2019
ISSN: 2205-4235
ISBN: 978-1-925843-05-7
August 2019/INFRA3979

Ownership of intellectual property rights in this publication

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia (referred to below as the Commonwealth).

Disclaimer

The material contained in this publication is made available on the understanding that the Commonwealth is not providing professional advice, and that users exercise their own skill and care with respect to its use, and seek independent advice if necessary.

The Commonwealth makes no representations or warranties as to the contents or accuracy of the information contained in this publication. To the extent permitted by law, the Commonwealth disclaims liability to any person or organisation in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

Creative Commons licence

With the exception of (a) the Coat of Arms; and (b) the Department of Infrastructure's photos and graphics, copyright in this publication is licensed under a Creative Commons Attribution 3.0 Australia Licence.

Creative Commons Attribution 3.0 Australia Licence is a standard form licence agreement that allows you to copy, communicate and adapt this publication provided that you attribute the work to the Commonwealth and abide by the other licence terms. A summary of the licence terms is available from <http://creativecommons.org/licenses/by/3.0/au/deed.en>. The full licence terms are available from <http://creativecommons.org/licenses/by/3.0/au/legalcode>.

Use of the Coat of Arms

The Department of the Prime Minister and Cabinet sets the terms under which the Coat of Arms is used. Please refer to the Department's Commonwealth Coat of Arms and Government branding web page <http://www.dpmc.gov.au/guidelines/index.cfm#brand> and, in particular, the Guidelines on the use of the Commonwealth Coat of Arms publication.

An appropriate citation for this report is:

Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2019, *Road trauma Australia 2018 statistical summary*, BITRE, Canberra ACT.

Contact us

This publication is available in PDF format. All other rights are reserved, including in relation to any Departmental logos or trade marks which may exist. For enquiries regarding the licence and any use of this publication, please contact:

Bureau of Infrastructure, Transport and Regional Economics (BITRE)
Department of Infrastructure, Transport, Cities and Regional Development
GPO Box 501, Canberra ACT 2601, Australia
Telephone: (international) +61 2 6274 7210
Email: roadsafety@infrastructure.gov.au
Website: www.bitre.gov.au

Bureau of Infrastructure, Transport and Regional Economics

Road trauma Australia
2018 statistical summary

Department of Infrastructure, Transport, Cities and Regional Development
Canberra, Australia

This page is intentionally left blank.

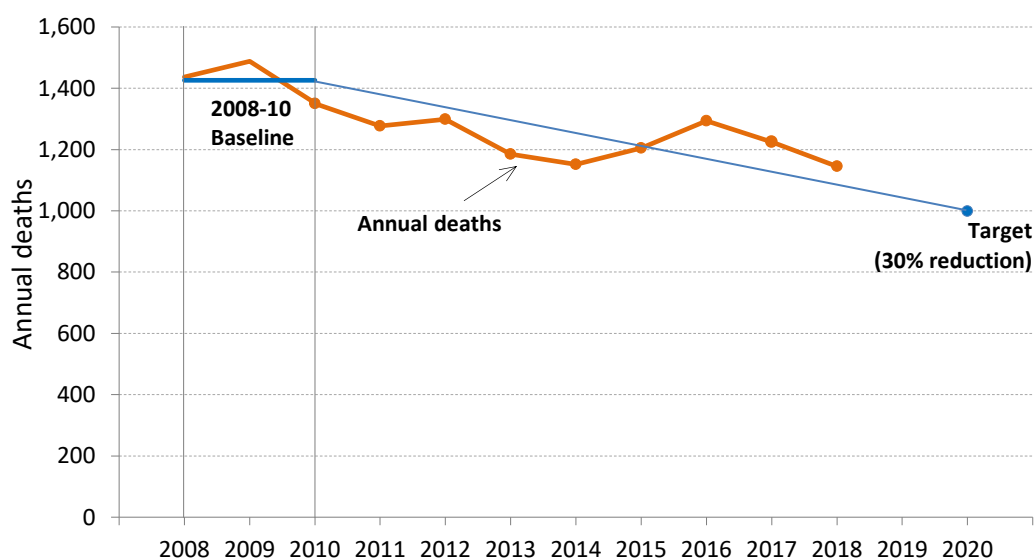
Summary

This report is the latest in the BITRE series of annual road crash statistical reports. It presents annual counts of road deaths, fatal crashes, injuries and standardised rates. The focus is on trends, particularly for the last ten years.

The number of road deaths for 2018 was 1,145, down from 1,223 in 2017 (-6.4 per cent; Table I.1). This represents a 19.7 per cent reduction against the *National Road Safety Strategy 2011-2020* baseline¹. The target is a 30 per cent reduction by 2020 (Figure I). The annual trend reduction in road deaths over the decade was 2.0 per cent.

There were 1,064 fatal crashes in 2018, a reduction of 1.7 per cent per annum over the decade.

Figure I NRSS 2011- 2020 statistical progress towards fatality target



Most jurisdictions achieved reductions in the number of road deaths over the ten years to 2018, with the exception of the Northern Territory (Table I.1).

The fatality rate per 100,000 population has decreased from 6.9 in 2009 to 4.6 per 100,000 population in 2018 (Figure II). Victoria, South Australia and the Australian Capital Territory have achieved higher reductions in the fatality rate per 100,000 over the decade (Table 3.1).

While road deaths have declined, hospitalised injuries have increased. The most recent annual count of hospitalised injuries for 2016 was 38,945, an increase of 3.6 per cent per year since 2013 (Figure III). A quarter of people who were hospitalised had high threat to life injuries (Table I.20).

Males continue to be over represented, accounting for three quarters of road deaths (Table I.4).

¹ Data for 2018 is preliminary. The National Road Safety Strategy 2011-2020 target is to reduce the number of road deaths by at least 30 per cent by the end of 2020, relative to the 2008 to 2010 baseline average.

Figure II Deaths and fatality rate per 100,000 population 2009-2018

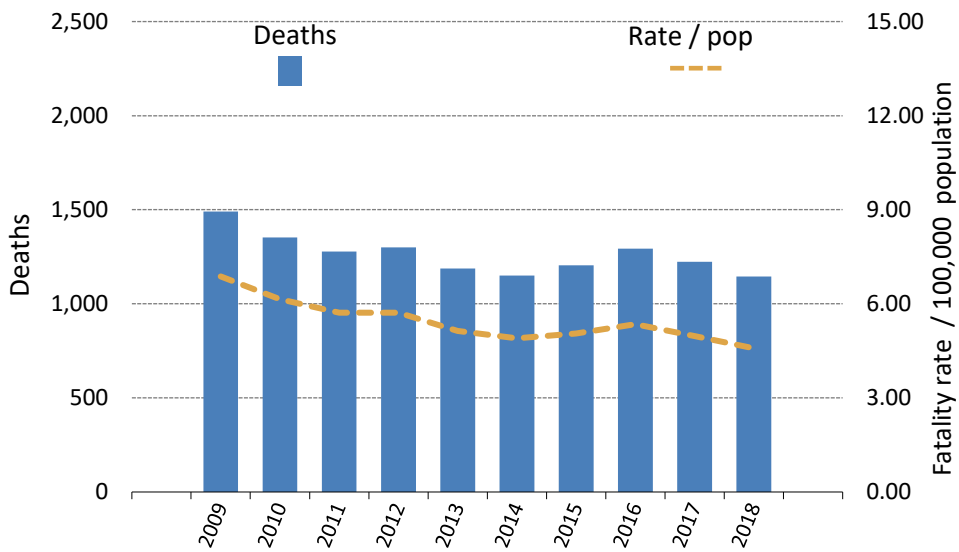
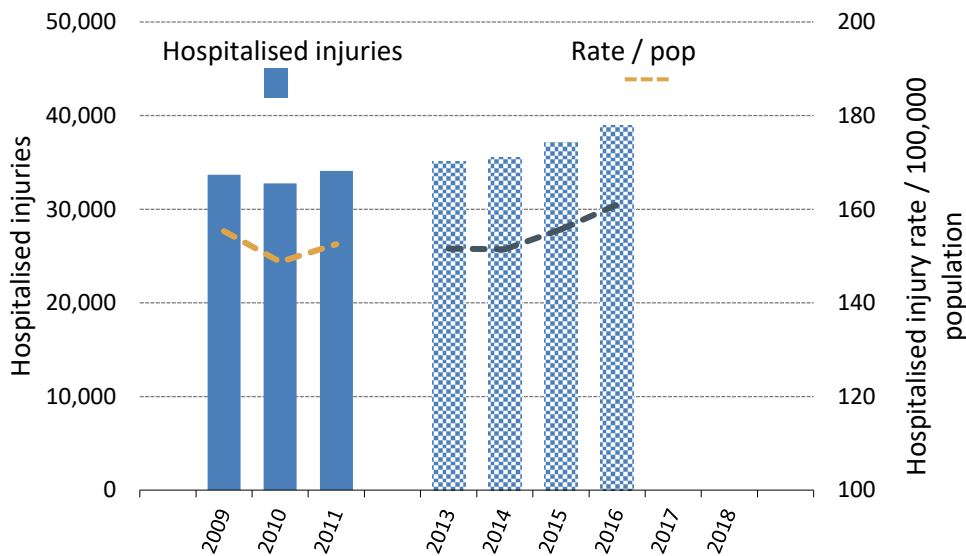


Figure III Hospitalised injuries and hospitalised injury rate per 100,000 population 2009-2018



There were 226 young road user (17-25) deaths in 2018, down from 362 ten years ago (-37.6 per cent). The reduction was -4.4 per cent per year, twice that for all road users. In 2009 young road users were 24.2 per cent of road deaths; in 2018 this was 19.8 per cent (Table 1.3). Most of the decrease was for young drivers and passengers (Table 1.2). Despite this, the fatality rate per 100,000 young road users remains higher than other age groups (Table 3.2).

Between 2013 and 2016 the increase in young road user hospitalised injuries was less than other age groups, except young drivers (+5.3 per cent per annum) (Table 1.17).

The number of older road user (65 years and over) deaths was 244 in 2018 (Table 1.2). Older road user deaths increased over the ten years to 2018, particularly the 65 to 74 sub-group (+3.0 per

cent per year), and older males (Table 3.2). In 2009 older road users accounted for 14.9 per cent of road deaths; in 2018 they accounted for 21.3 per cent. Between 2013 and 2016 the number of hospitalised injuries for older road users increased at a higher rate than all age groups (Table 1.17).

Road deaths involving vehicle occupants (drivers and passengers) have declined more than vulnerable road users—pedestrians, motorcyclists and pedal cyclists (Table 1.1). The number of deaths from crashes involving an articulated truck decreased by 5.3 per cent per year over the decade, but those involving a heavy rigid truck increased (Table 1.14).

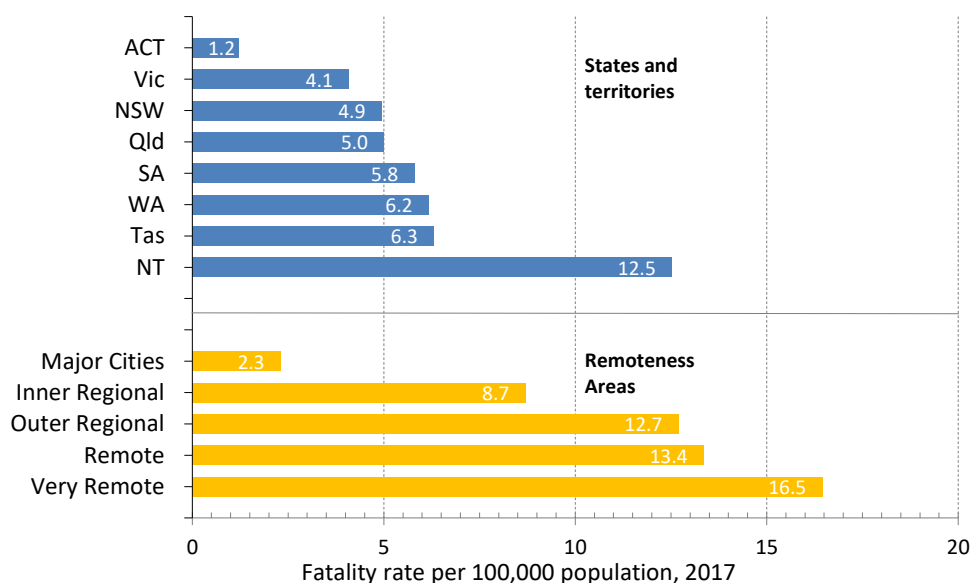
Fatal crashes involving a single vehicle are more common than crashes involving pedestrians or multiple vehicles. These decreased 2.1 per cent per annum over the decade while crashes involving pedestrians decreased by 0.8 per cent (Table 2.1).

Single vehicle run-off road crashes resulted in the most deaths, followed by intersection crashes and head on crashes (Table 1.6). Non-collision (curve) crashes are the most common sub-type (23.1 per cent), followed by crashes in opposing directions (20.5 per cent) (Figure 2.7).

Most fatal crashes in major cities are in speed zones lower than 100 km/h, whereas most fatal crashes in regional and remote areas are in speed zones 100 km/h and over (Table 2.5).

Almost two thirds of road deaths occur in regional and remote areas (Table 1.15), while about two thirds of hospitalised injuries occur in major cities (Table 1.18). The national fatality rate per 100,000 people is 4.6, the rate is lower in major cities (2.3) and higher in regional and remote areas, with the highest rate in very remote areas (16.5) (Table 3.4).

Figure IV Fatality rate per 100,000 population by jurisdiction and ABS Remoteness Areas



Data Sources

The tables on fatal road crashes presented in this report are based on two databases: the Australian Road Deaths Database (ARDD) and the National Crash Database (NCD).

The Australian Road Deaths Database contains national road crash fatality data comprising basic demographic and crash information. Fatal crashes since 1989 are included and it is updated each month. The current data in spreadsheet format is available at <<https://www.bitre.gov.au>>. For this report, the March 2019 data was used.

The scope of the National Crash Database is national fatal and injury crashes and at present it covers the years 2008 to 2017. The National Crash Database is the source for formal reporting on progress against the National Road Safety Strategy and is updated annually.

Due to the timing differences in data receipt and ongoing validation by data providers, there are minor data differences between the two databases.

Non-fatal road traffic crash casualty data (referred to here as 'hospitalised injury') is collated from published reports by the Australian Institute of Health and Welfare (AIHW) and by the National Injury Surveillance Unit (NISU), as well as from unpublished National Hospital Morbidity Database reports compiled by NISU. Refer to AIHW 2016 for information regarding inclusion criteria for traffic crash hospitalised injuries.

Acknowledgements

Department of Infrastructure, Transport, Cities and Regional Development gratefully acknowledges the provision of data from the following agencies:

Transport for New South Wales;
Department of Transport, Victoria;
Department of Transport and Main Roads, Queensland;
Department of Planning, Transport and Infrastructure, South Australia;
Western Australian Police;
Main Roads Western Australia;
Department of State Growth, Tasmania;
Department of Infrastructure, Planning and Logistics, Northern Territory;
Transport Canberra and City Services Directorate, Australian Capital Territory;
National Injury Surveillance Unit, Flinders University;
Australian Institute of Health and Welfare.

Contents

Summary	v
Data sources	viii
Acknowledgements	viii
SECTION 1 People	1
SECTION 2 Crashes	29
SECTION 3 Rates	45
SECTION 4 National Road Safety Strategy (NRSS) – statistical progress	53
Glossary	56
References	58

Tables

Table 1.1	Deaths by jurisdiction and road user.....	2
Table 1.2	Deaths by jurisdiction and age group	6
Table 1.3	Deaths by road user and age group.....	8
Table 1.4	Deaths by gender and road user	11
Table 1.5	Deaths in crashes involving younger or older drivers/motorcycle riders...	12
Table 1.6	Deaths from common crash sub-types	13
Table 1.7	Deaths in single vehicle crashes – vehicle type and road user type of killed person.....	14
Table 1.8	Deaths in multiple vehicle crashes – vehicle type and road user type of killed person.....	14
Table 1.9	Pedestrian deaths – vehicle type involved.....	15
Table 1.10	Deaths by crash type.....	16
Table 1.11	Deaths by restraint use of killed vehicle occupants and by helmet use for riders/pillion passengers.....	17
Table 1.12	The number of deaths – validity of operator’s licence (excludes Western Australia).....	18
Table 1.13	The number of deaths – alcohol failed involved (excludes Victoria and Western Australia)	19
Table 1.14	Deaths in crashes involving a heavy vehicle	20
Table 1.15	Deaths by Remoteness Areas	21
Table 1.16	Deaths by Urban and Non-Urban area.....	21
Table 1.17	Hospitalised injuries – by road user and age group	22
Table 1.18	Hospitalised injuries – by Remoteness Areas of residence.....	23
Table 1.19	Hospitalised injuries – by counterpart	26
Table 1.20	Hospitalised injuries and high threat to life.....	28
Table 1.21	Hospitalised injuries and high threat to life – by road user.....	28
Table 2.1	Fatal crashes by jurisdiction and crash type.....	30
Table 2.2	Fatal crashes by Remoteness Areas.....	32
Table 2.3	Fatal crashes by Urban and Non-Urban area.....	32
Table 2.4	Fatal crashes by crash type and time of day.....	34
Table 2.5	Fatal crashes by crash type and day of week	35
Table 2.6	Fatal crashes by speed zone and jurisdiction	36

Tables (continued)

Table 2.7	Fatal crashes by speed zone and Remoteness Areas	38
Table 2.8	Fatal crashes by common crash sub-types.....	39
Table 2.9	Common crash type (sub-groups) for fatal crashes 2015-2017	41
Table 2.10	Fatal crashes by road type.....	42
Table 3.1	Fatality rate per 100,000 population by jurisdiction.....	46
Table 3.2	Fatality rate per 100,000 population by gender and age group	48
Table 3.3	Fatality rate per 100 million vehicle kilometres travelled (VKT)	49
Table 3.4	Fatality rate by Remoteness Area per 100,000 population	50
Table 3.5	Vehicle occupant fatality rate per 10,000 registered motor vehicles by jurisdiction	51
Table 3.6	Motorcyclist fatality rate per 10,000 registered motorcycles by jurisdiction	51
Table 3.7	Hospitalised injury rate per 100,000 population, 100 million vehicle kilometres travelled (VKT) and 10,000 registered motor vehicles	52
Table 4.1	National Road Safety Strategy (NRSS) statistical progress – High level outcome measures	54
Table 4.2	National Road Safety Strategy (NRSS) statistical progress – Safety performance indicators.....	54

Figures

Figure 1.1	Deaths by jurisdiction.....	4
Figure 1.2	Deaths by road user group	5
Figure 1.3	Deaths by age group	10
Figure 1.4	Deaths by gender	11
Figure 1.5	Deaths in crashes involving younger or older drivers/motorcycle riders .	12
Figure 1.6	Deaths from common crash sub-types	13
Figure 1.7	Deaths in single vehicle crashes and multiple vehicle crashes – vehicle type and road user type of killed person	15
Figure 1.8	Deaths by crash type.....	16

Figures (continued)

Figure 1.9	Safety device wearing rates for killed road users 2015-2017.....	18
Figure 1.10	The number of deaths – validity of operator’s licence (excludes WA) and alcohol fail involved (excludes Victoria and WA).....	19
Figure 1.11	Deaths in crashes involving a heavy vehicle	20
Figure 1.12	Deaths in crashes not involving a heavy vehicle.....	20
Figure 1.13	Deaths by Remoteness Areas	21
Figure 1.14	Hospitalised injuries – by road user and age group	24
Figure 2.1	Fatal crashes by crash type.....	31
Figure 2.2	ASGS Remoteness Areas 2016 and selected cities and towns.....	33
Figure 2.3	Proportion of fatal crashes occurring during night-time	34
Figure 2.4	Proportion of fatal crashes occurring during weekend	35
Figure 2.5	Proportion of fatal crashes by speed zone and Remoteness Areas 2015-2017	39
Figure 2.6	Common crash type (sub-groups) for fatal crashes 2015-2017	40
Figure 2.7	Common crash type (main groups) for fatal crashes 2015-2017	41
Figure 2.8	Fatal crashes by road type 2015-2017.....	42
Figure 2.9	Proportion of all fatal crashes by weekly time block 2014-2018	43
Figure 3.1	Deaths and fatality rate per 100,000 population.....	46
Figure 3.2	Fatality rate per 100,000 population by jurisdiction and ABS Remoteness Areas, 2017.....	46
Figure 3.3	Fatality rate per 100,000 population by jurisdiction.....	47
Figure 3.4	Deaths and fatality rate per 100 million vehicle kilometres travelled (VKT)	49
Figure 3.5	Fatality rate by Remoteness Areas per 100,000 population.....	50
Figure 3.6	Hospitalised injuries and hospitalised injury rate per 100,000 population..	52
Figure 4.1	National Road Safety Strategy (NRSS) 2011–2020 statistical progress towards fatality target	53

SECTION I People

This section presents annual counts of deaths and hospitalised injuries. Classifications include jurisdiction, road user group, age group, gender, common crash type and vehicle type. The data for deaths covers the decade to 2018, with some tables showing more detail for the years 2009-2017. Hospitalised injuries (national only) are available for the years 2009-2016. A break in this series from 1 July 2012 means that data from 2013 is not comparable with previous years.

Deaths

- There were 1,145 road deaths in 2018—down 6.4 per cent compared to 2017 (1,223).
- Over the ten years to 2018 the reduction in road deaths was 23.2 per cent, with an estimated trend annual reduction of 2.0 per cent. Most jurisdictions achieved reductions over the decade, with the exception of the Northern Territory (Table I.1).
- In the ten years to 2018, deaths of vehicle occupants (drivers and passengers) have declined more than vulnerable road users (pedestrians, motorcyclists and pedal cyclists).
- On average 36 road deaths per year over the past ten years were pedal cyclists, with the trend flat over this period (Table I.1).
- Deaths of young road users (17-25 years age group) decreased significantly over the decade with a trend reduction of -4.4 per cent per year, which is more than twice the trend reduction for all road users (-2.0 per cent per annum). In 2009, young road users were 24.2 per cent of total road deaths; in 2018 this was 19.8 per cent (Table I.3).
- Deaths of older road users (65 years or more) increased over the decade. This was most evident for the 65 to 74 years age group, up on average by 3.0 per cent per year, while road users 75 years and over increased by 1.9 per cent per year. In 2009, older road users accounted for 14.9 per cent of road deaths; in 2018 they accounted for 21.3 per cent (Table I.3).
- Male road users continue to be over represented accounting for three quarters (74.3 per cent) of total road deaths (Table I.4).
- The number of road deaths in 2017 from crashes where one or more drivers had an illegal blood alcohol concentration was 150 (excluding Victoria and Western Australia), down from 241 in 2009 (Table I.13).

Hospitalised injuries

- There were 38,945 hospitalised injuries in 2016, up from 35,059 in 2016—an increase of 3.6 per cent per year (Table I.17). Hospitalised injuries increased for almost all age groups and road users, but the increase was significantly higher for young drivers (17 to 25 years) and older road users (65 years or more) (Table I.17).
- The increase in hospitalised injuries is more evident in major cities (Table I.18).

Table I.1 Deaths by jurisdiction and road user

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
All road users^a									
2009	454	290	331	119	191	63	31	12	1,491
2010	405	288	249	118	193	31	50	19	1,353
2011	364	287	269	103	179	24	45	6	1,277
2012	369	282	280	94	183	31	49	12	1,300
2013	333	243	271	98	162	36	37	7	1,187
2014	307	248	223	108	183	33	39	10	1,151
2015	350	252	243	102	159	34	49	15	1,204
2016	380	290	251	86	193	37	45	11	1,293
2017	389	259	247	100	159	33	31	5	1,223
2018	357	213	245	80	158	33	50	9	1,145
% change 2017-2018	-8.2	-17.8	-0.8	-20.0	-0.6	0.0	61.3	80.0	-6.4
Ave. trend change p.a. (%)	-1.5	-2.3	-2.2	-3.2	-1.8	-1.8	0.6	-4.7	-2.0
Drivers									
2009	210	142	155	60	91	29	16	4	707
2010	185	130	114	57	99	16	25	10	636
2011	181	121	108	40	85	13	17	3	568
2012	164	146	125	52	87	14	19	3	610
2013	155	121	136	50	69	13	11	2	557
2014	153	112	106	52	78	18	10	4	533
2015	155	122	117	52	70	17	14	8	555
2016	183	150	106	41	100	17	19	7	623
2017	186	129	101	46	77	15	11	2	567
2018	168	98	121	41	74	16	12	2	532
% change 2017-2018	-9.7	-24.0	19.8	-10.9	-3.9	6.7	9.1	0.0	-6.2
Ave. trend change p.a. (%)	-1.3	-1.8	-2.2	-2.8	-2.0	-2.1	-5.2	-5.7	-1.9
Passengers									
2009	103	54	68	32	44	21	7	4	333
2010	89	62	50	24	39	5	13	2	284
2011	73	60	73	22	37	3	18	0	286
2012	82	53	58	14	35	5	12	1	260
2013	49	39	56	17	27	5	9	2	204
2014	43	50	52	24	37	9	11	2	228
2015	60	57	47	17	49	3	16	2	251
2016	54	36	38	23	35	6	16	0	208
2017	82	45	52	11	32	4	8	1	235
2018	58	32	41	16	36	5	15	2	205
% change 2017-2018	-29.3	-28.9	-21.2	45.5	12.5	25.0	87.5	100.0	-12.8
Ave. trend change p.a. (%)	-4.9	-5.3	-4.9	-6.2	-1.3	-7.0	2.4	-	-4.3

Table I.1 Deaths by jurisdiction and road user (continued)

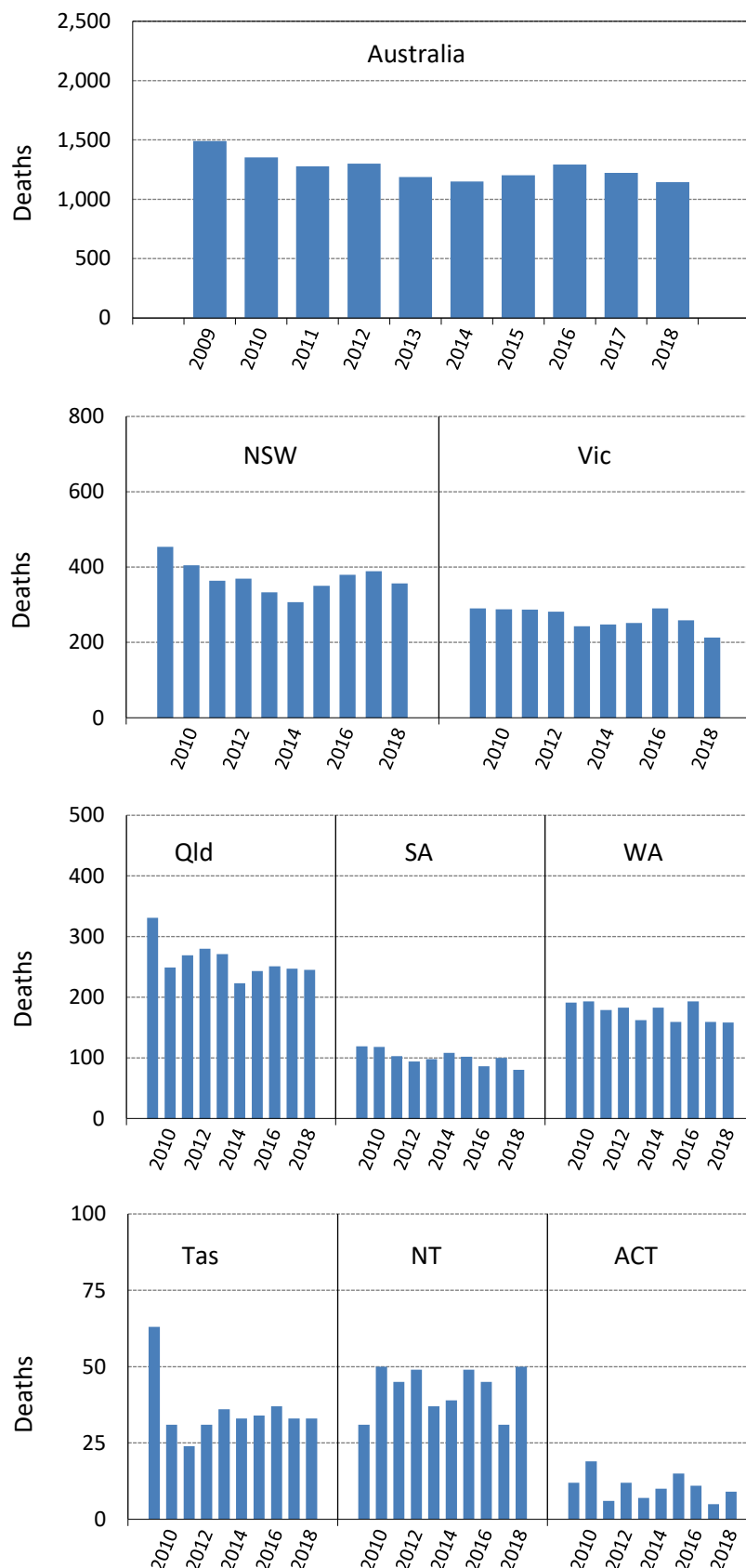
	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
Pedestrians									
2009	59	50	40	10	25	3	7	2	196
2010	59	39	28	16	15	6	7	0	170
2011	49	49	33	17	26	4	8	0	186
2012	55	35	27	9	24	6	10	4	170
2013	44	36	21	13	31	3	9	1	158
2014	41	46	19	17	16	3	8	1	151
2015	61	33	21	18	14	3	11	0	161
2016	71	40	37	9	14	4	6	1	182
2017	54	30	35	17	14	2	9	0	161
2018	68	37	35	6	14	3	11	2	176
<i>% change 2017-2018</i>	25.9	23.3	0.0	-64.7	0.0	50.0	22.2	-	9.3
<i>Ave. trend change p.a. (%)</i>	1.7	-3.3	0.0	-3.0	-6.5	-5.7	2.8	-	-1.0
Motorcyclists^b									
2009	69	38	60	15	31	8	1	2	224
2010	61	49	50	16	35	3	5	5	224
2011	51	49	45	21	28	3	2	3	202
2012	61	41	60	15	34	5	4	3	223
2013	71	41	45	12	25	11	6	2	213
2014	59	30	37	11	43	3	6	2	191
2015	67	30	54	11	21	10	6	4	203
2016	67	56	62	8	39	10	4	3	249
2017	59	38	50	24	25	11	3	1	211
2018	55	38	43	10	28	8	8	2	192
<i>% change 2017-2018</i>	-6.8	0.0	-14.0	-58.3	12.0	-27.3	166.7	100.0	-9.0
<i>Ave. trend change p.a. (%)</i>	-0.5	-1.4	-1.1	-4.0	-1.5	10.1	12.8	-6.1	-0.7
Pedal cyclists^b									
2009	13	6	8	2	0	2	0	0	31
2010	11	8	7	5	4	1	0	2	38
2011	10	8	9	3	3	1	0	0	34
2012	7	7	10	3	3	1	1	1	33
2013	14	6	13	5	6	4	2	0	50
2014	11	10	9	4	9	0	1	1	45
2015	7	10	4	4	4	1	0	1	31
2016	5	8	8	5	3	0	0	0	29
2017	8	12	8	2	7	1	0	1	39
2018	8	7	5	7	5	1	0	1	34
<i>% change 2017-2018</i>	0.0	-41.7	-37.5	250.0	-28.6	0.0	-	0.0	-12.8
<i>Ave. trend change p.a. (%)</i>	-6.1	3.6	-4.2	5.0	-	-	-	-	0.0

a Drivers, passengers, pedestrians, motorcyclists, pedal cyclists and those with unstated or unknown road user type.

b Includes pillion passengers.

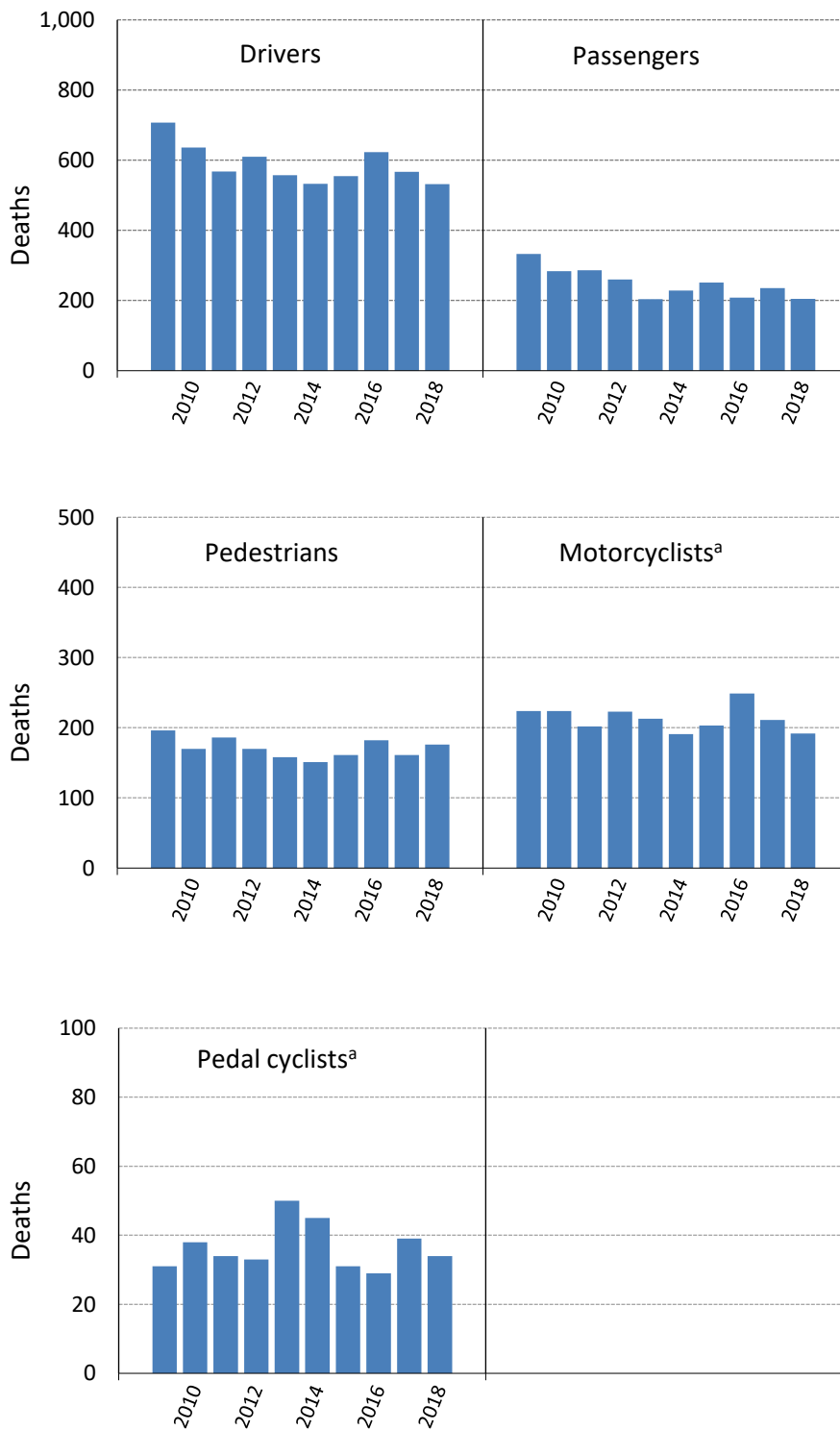
Source Australian Road Deaths Database

Figure 1.1 Deaths by jurisdiction



Source Australian Road Deaths Database

Figure I.2 Deaths by road user group



^a Includes pillion passengers.
Source Australian Road Deaths Database

Table I.2 Deaths by jurisdiction and age group

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
0–16 years									
<i>2009</i>	33	19	27	7	16	4	0	0	106
<i>2010</i>	17	14	16	6	13	2	5	1	74
<i>2011</i>	19	22	29	5	11	1	6	0	93
<i>2012</i>	22	13	15	5	9	2	3	1	70
<i>2013</i>	12	8	24	5	13	1	3	0	66
<i>2014</i>	12	15	13	8	11	4	2	0	65
<i>2015</i>	20	14	8	6	15	0	1	1	65
<i>2016</i>	18	8	8	5	13	4	4	0	60
<i>2017</i>	19	8	6	3	8	2	2	0	48
<i>2018</i>	11	9	13	4	10	0	3	2	52
<i>% change 2017-2018</i>	-42.1	12.5	116.7	33.3	25.0	-100.0	50.0	-	8.3
<i>Ave. trend change p.a. (%)</i>	-5.7	-8.6	-12.7	-5.2	-3.2	-	-	-	-6.9
17–25 years									
<i>2009</i>	105	66	82	40	43	14	9	3	362
<i>2010</i>	100	74	59	32	48	6	13	4	336
<i>2011</i>	79	72	50	13	48	4	13	1	280
<i>2012</i>	83	65	72	17	38	3	5	1	284
<i>2013</i>	74	39	58	15	30	6	6	2	230
<i>2014</i>	67	49	46	18	42	3	6	4	235
<i>2015</i>	55	49	46	15	36	10	11	3	225
<i>2016</i>	79	50	52	16	50	7	7	4	265
<i>2017</i>	79	50	49	22	31	3	8	2	244
<i>2018</i>	79	29	52	18	29	11	7	1	226
<i>% change 2017-2018</i>	0.0	-42.0	6.1	-18.2	-6.5	266.7	-12.5	-50.0	-7.4
<i>Ave. trend change p.a. (%)</i>	-3.3	-7.3	-4.0	-5.3	-3.7	-0.8	-3.8	-2.3	-4.4
26–39 years									
<i>2009</i>	106	62	84	26	54	9	10	4	355
<i>2010</i>	84	63	59	19	51	7	16	6	305
<i>2011</i>	63	52	76	28	39	5	10	2	275
<i>2012</i>	73	61	70	14	58	4	17	3	300
<i>2013</i>	67	46	54	11	43	8	13	1	243
<i>2014</i>	54	57	55	20	39	4	19	3	251
<i>2015</i>	62	54	65	20	40	8	20	3	272
<i>2016</i>	72	64	54	19	56	8	15	2	290
<i>2017</i>	73	51	52	16	28	6	10	2	238
<i>2018</i>	68	56	51	12	44	5	18	3	257
<i>% change 2017-2018</i>	-6.8	9.8	-1.9	-25.0	57.1	-16.7	80.0	50.0	8.0
<i>Ave. trend change p.a. (%)</i>	-3.0	-0.9	-4.3	-5.0	-3.2	-1.6	3.0	-5.4	-2.8

Table I.2 Deaths by jurisdiction and age group (continued)

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
40–64 years									
<i>2009</i>	129	91	95	34	56	25	10	5	445
<i>2010</i>	125	86	79	43	57	9	13	6	418
<i>2011</i>	131	84	73	35	48	10	14	3	398
<i>2012</i>	106	86	85	31	56	12	20	4	400
<i>2013</i>	104	79	89	38	45	8	10	1	374
<i>2014</i>	97	71	75	33	57	12	12	2	359
<i>2015</i>	115	78	70	33	47	11	15	4	373
<i>2016</i>	118	105	84	21	54	11	15	4	412
<i>2017</i>	122	81	84	28	51	15	10	0	391
<i>2018</i>	109	64	84	25	50	10	17	3	362
<i>% change 2017-2018</i>	-10.7	-21.0	0.0	-10.7	-2.0	-33.3	70.0	-	-7.4
<i>Ave. trend change p.a. (%)</i>	-1.2	-1.7	-0.4	-4.9	-0.9	-2.4	1.6	-	-1.4
65–74 years									
<i>2009</i>	33	18	19	2	14	6	2	0	94
<i>2010</i>	35	17	15	9	13	5	3	0	97
<i>2011</i>	21	19	21	5	14	2	1	0	83
<i>2012</i>	35	22	14	7	10	5	2	1	96
<i>2013</i>	33	26	19	9	19	7	5	0	118
<i>2014</i>	33	22	20	15	15	3	0	1	109
<i>2015</i>	47	27	19	10	9	2	2	2	118
<i>2016</i>	40	23	16	9	10	2	3	0	103
<i>2017</i>	44	23	21	13	15	4	1	0	121
<i>2018</i>	40	26	25	9	7	4	3	0	114
<i>% change 2017-2018</i>	-9.1	13.0	19.0	-30.8	-53.3	0.0	200.0	-	-5.8
<i>Ave. trend change p.a. (%)</i>	4.6	4.2	2.7	13.3	-4.4	-5.2	-	-	3.0
≥ 75 years									
<i>2009</i>	48	34	24	10	8	5	0	0	129
<i>2010</i>	43	34	21	9	11	2	0	2	122
<i>2011</i>	51	38	20	17	19	2	1	0	148
<i>2012</i>	49	35	24	20	12	5	2	2	149
<i>2013</i>	43	45	27	20	12	6	0	3	156
<i>2014</i>	43	34	14	14	18	7	0	0	130
<i>2015</i>	51	30	35	18	12	3	0	2	151
<i>2016</i>	53	40	37	16	10	5	1	1	163
<i>2017</i>	52	46	35	18	26	3	0	1	181
<i>2018</i>	50	29	20	12	14	3	2	0	130
<i>% change 2017-2018</i>	-3.8	-37.0	-42.9	-33.3	-46.2	0.0	-	-100.0	-28.2
<i>Ave. trend change p.a. (%)</i>	1.2	0.1	3.4	3.4	5.1	0.9	-	-	1.9

Source Australian Road Deaths Database

Table I.3 Deaths by road user and age group

	<i>Drivers</i>	<i>Passengers</i>	<i>Pedestrians</i>	<i>Motor-cyclists^a</i>	<i>Pedal cyclists^a</i>	<i>All road users^b</i>
0–16 years						
2009	8	75	18	3	2	106
2010	4	52	15	2	1	74
2011	4	67	14	5	2	93
2012	7	40	15	6	2	70
2013	4	37	13	4	7	66
2014	3	41	17	2	2	65
2015	2	49	11	3	0	65
2016	4	36	12	6	1	60
2017	2	27	14	3	1	48
2018	4	29	14	2	2	52
<i>% change 2017-2018</i>	100.0	7.4	0.0	-33.3	100.0	8.3
<i>Ave. trend change p.a. (%)</i>	-8.8	-9.0	-2.5	-1.6	-	-6.9
17–25 years						
2009	178	114	25	43	2	362
2010	169	80	34	49	4	336
2011	132	77	21	47	3	280
2012	140	73	24	43	3	284
2013	120	52	16	38	4	230
2014	111	58	20	41	3	235
2015	113	64	11	33	4	225
2016	136	56	25	46	1	265
2017	118	57	17	43	6	244
2018	118	51	27	28	1	226
<i>% change 2017-2018</i>	0.0	-10.5	58.8	-34.9	-83.3	-7.4
<i>Ave. trend change p.a. (%)</i>	-4.0	-6.7	-3.2	-3.3	-4.9	-4.4
26–39 years						
2009	181	50	42	77	5	355
2010	152	48	30	68	7	305
2011	131	54	32	55	3	275
2012	152	40	29	70	7	300
2013	111	35	21	64	11	243
2014	123	39	23	57	8	251
2015	132	47	27	60	4	272
2016	164	35	26	63	2	290
2017	126	42	19	48	3	238
2018	119	44	29	57	7	257
<i>% change 2017-2018</i>	-5.6	4.8	52.6	18.8	133.3	8.0
<i>Ave. trend change p.a. (%)</i>	-2.6	-2.2	-4.6	-3.0	-4.1	-2.8

Table I.3 Deaths by road user and age group (continued)

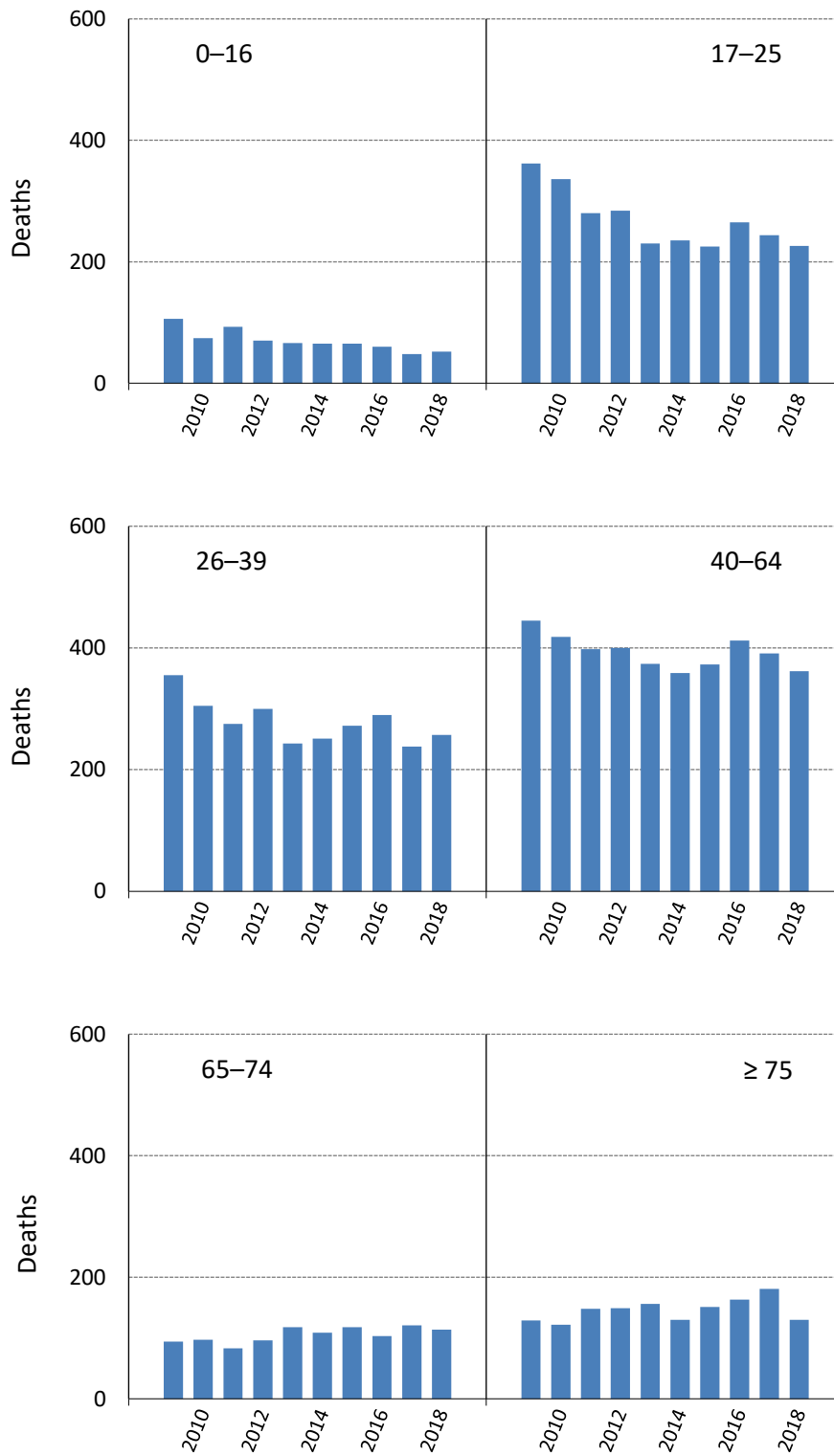
	<i>Drivers</i>	<i>Passengers</i>	<i>Pedestrians</i>	<i>Motor-cyclists^a</i>	<i>Pedal cyclists^a</i>	<i>All road users^b</i>
40–64 years						
2009	230	49	54	98	14	445
2010	213	44	48	95	18	418
2011	197	42	55	85	19	398
2012	199	48	46	95	12	400
2013	190	35	43	84	21	374
2014	171	49	43	79	17	359
2015	175	42	45	95	16	373
2016	191	29	60	119	13	412
2017	185	48	46	93	17	391
2018	171	47	45	83	15	362
<i>% change 2017-2018</i>	-7.6	-2.1	-2.2	-10.8	-11.8	-7.4
<i>Ave. trend change p.a. (%)</i>	-2.6	-1.0	-0.9	0.0	-0.6	-1.4
65–74 years						
2009	47	19	20	2	6	94
2010	40	26	15	10	6	97
2011	41	14	18	6	4	83
2012	41	23	19	8	5	96
2013	54	18	22	17	6	118
2014	65	12	13	8	11	109
2015	58	21	25	11	3	118
2016	47	18	19	11	8	103
2017	47	24	22	20	8	121
2018	56	12	19	20	6	114
<i>% change 2017-2018</i>	19.1	-50.0	-13.6	0.0	-25.0	-5.8
<i>Ave. trend change p.a. (%)</i>	2.8	-2.5	1.7	19.1	2.8	3.0
≥ 75 years						
2009	63	26	37	1	2	129
2010	58	33	28	0	2	122
2011	63	32	46	4	3	148
2012	71	35	37	1	4	149
2013	78	27	43	6	1	156
2014	59	28	35	4	4	130
2015	75	28	42	1	4	151
2016	81	34	40	4	4	163
2017	89	37	43	4	4	181
2018	62	20	42	2	3	130
<i>% change 2017-2018</i>	-30.3	-45.9	-2.3	-50.0	-25.0	-28.2
<i>Ave. trend change p.a. (%)</i>	2.5	-1.1	2.2	-	7.1	1.9

a Includes pillion passengers.

b Drivers, passengers, pedestrians, motorcyclists, pedal cyclists and those with unstated or unknown road user type.

Source Australian Road Deaths Database

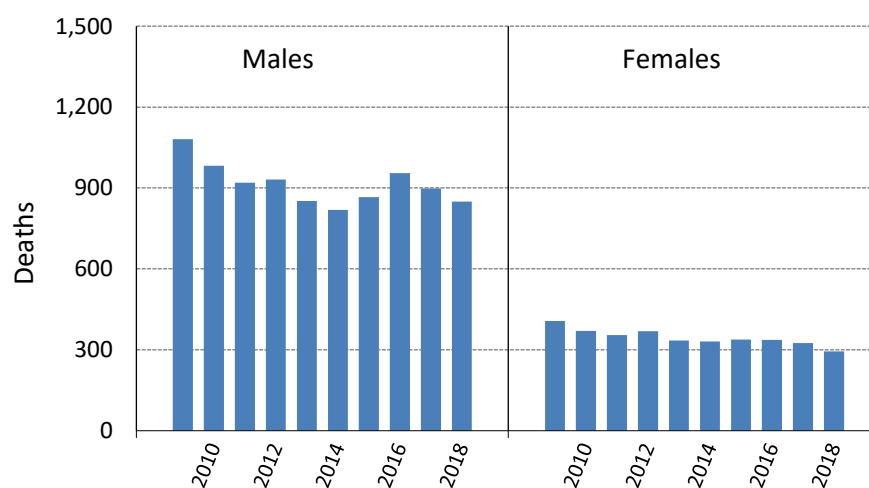
Figure I.3 Deaths by age group



Source Australian Road Deaths Database

Table I.4 Deaths by gender and road user

	<i>Drivers</i>	<i>Passengers</i>	<i>Pedestrians</i>	<i>Motor-cyclists^a</i>	<i>Pedal cyclists^a</i>	<i>All road users^b</i>
Males						
2009	521	182	138	214	26	1,081
2010	470	154	117	207	34	982
2011	422	158	125	187	28	920
2012	459	124	114	203	30	931
2013	393	101	113	200	41	852
2014	387	109	104	178	38	819
2015	423	118	105	188	29	866
2016	475	98	121	233	26	955
2017	432	120	108	198	34	898
2018	412	106	117	185	29	850
<i>% change 2017-2018</i>	-4.6	-11.7	8.3	-6.6	-14.7	-5.3
<i>Ave. trend change p.a. (%)</i>	-1.4	-5.3	-1.5	-0.5	0.3	-1.7
Females						
2009	186	148	58	10	5	407
2010	166	129	53	17	4	370
2011	146	126	61	15	6	355
2012	151	136	56	20	3	369
2013	164	102	45	13	9	334
2014	146	118	47	13	7	331
2015	132	133	56	15	2	338
2016	148	109	61	16	3	337
2017	135	115	53	13	5	325
2018	120	98	59	7	5	294
<i>% change 2017-2018</i>	-11.1	-14.8	11.3	-46.2	0.0	-9.5
<i>Ave. trend change p.a. (%)</i>	-3.5	-3.1	0.1	-3.4	-2.0	-2.6
a	Includes pillion passengers.					
b	Includes not known.					
Source	Australian Road Deaths Database					

Figure I.4 Deaths by gender

Source Australian Road Deaths Database

Table I.5 Deaths in crashes involving younger or older drivers/ motorcycle riders

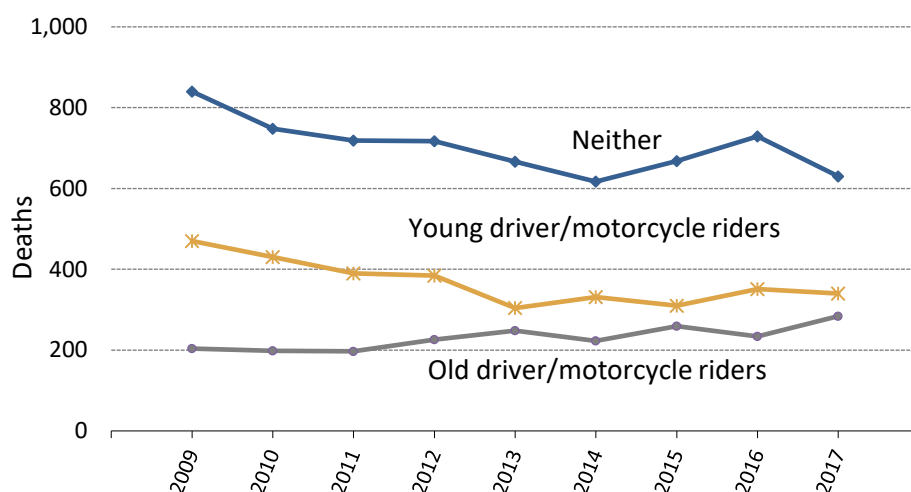
	<i>Involving young driver/motorcycle riders</i>	<i>Involving older driver/motorcycle riders</i>	<i>Neither</i>	<i>Total^a</i>
2009	470	204	840	1,490
2010	430	198	748	1,350
2011	390	197	719	1,277
2012	384	226	717	1,299
2013	304	248	666	1,185
2014	331	223	617	1,151
2015	310	259	668	1,205
2016	351	234	729	1,294
2017	340	284	630	1,225
<i>Ave. trend change p.a. (%)</i>	-4.1	4.0	-2.5	-1.9

See glossary for definitions.

a Categories are not mutually exclusive.

Source National Crash Database

Figure I.5 Deaths in crashes involving younger or older drivers/ motorcycle riders^a



a Categories are not mutually exclusive.

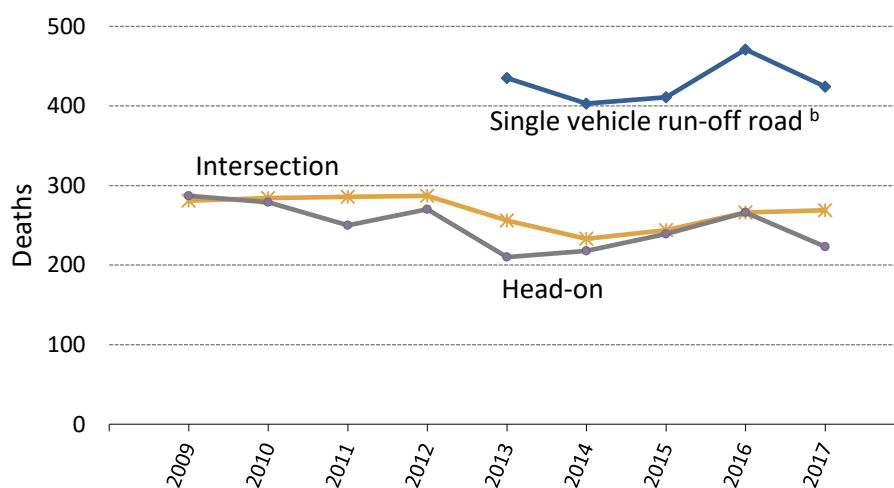
Note An 'older driver/motorcycle rider' is a person driving a motor vehicle or operating a motorcycle who is aged 65 years and over.

A 'young driver/motorcycle rider' is a person driving a motor vehicle or operating a motorcycle who is aged between 17 and 25 years inclusive.

Source National Crash Database

Table I.6 Deaths from common crash sub-types^a

	<i>Intersection</i>	<i>Head-on</i>	<i>Single vehicle run-off road^b</i>	<i>Total^{a,c}</i>
2009	281	287		1,490
2010	284	279		1,350
2011	286	250		1,277
2012	287	270		1,299
2013	256	210	435	1,185
2014	233	218	403	1,151
2015	244	239	411	1,205
2016	266	266	471	1,294
2017	269	223	424	1,225
<i>Ave. trend change p.a. (%)</i>	-1.5	-2.4	1.1	-1.9
a	Categories not mutually exclusive, nor exhaustive.			
b	Full national data available from 2013			
c	Includes all other crash types.			
Source	National Crash Database			

Figure I.6 Deaths from common crash sub-types^a

a Categories not mutually exclusive, nor exhaustive.
b Single vehicle run-off road excludes South Australia.
Source National Crash Database

Table I.7 Deaths in single vehicle crashes – vehicle type and road user type of killed person^a

	<i>Light vehicle^b occupants</i>	<i>Heavy truck occupants</i>	<i>Bus occupants</i>	<i>Motor– cyclists^c</i>	<i>Pedal cyclists^c</i>	<i>Total^d</i>
2009	552	35	9	94	6	699
2010	468	21	3	78	7	583
2011	426	24	1	91	8	554
2012	425	25	2	80	7	551
2013	409	11	0	110	11	547
2014	379	23	4	74	10	499
2015	400	22	1	86	7	527
2016	437	21	2	100	10	573
2017	380	24	5	92	8	520
<i>Ave. trend change p.a.(%)</i>	-3.2	-2.9	-	0.8	3.9	-2.4

a Crashes involving pedestrian deaths are excluded from Table 1.6 and 1.7.

b Includes passenger car, light commercial vehicle, utility, panel van, cab chassis, goods carrying van, light rigid truck and other not specified vehicle.

c Includes pillion passengers.

d Includes deaths in vehicles not listed (excluding pedestrian deaths).

Source National Crash Database

Table I.8 Deaths in multiple vehicle crashes – vehicle type and road user type of killed person^a

	<i>Light vehicle^b occupants</i>	<i>Heavy truck occupants</i>	<i>Bus occupants</i>	<i>Motor– cyclists^c</i>	<i>Pedal cyclists^c</i>	<i>Total^d</i>
2009	412	17	1	131	25	593
2010	401	13	0	146	31	594
2011	390	10	1	108	27	538
2012	384	16	3	140	26	573
2013	313	13	0	104	39	474
2014	323	12	1	117	34	493
2015	357	12	3	114	23	512
2016	349	14	1	150	20	537
2017	369	6	7	118	30	534
<i>Ave. trend change p.a.(%)</i>	-2.0	-6.2	-	-0.7	-1.1	-1.6

a Crashes involving pedestrian deaths are excluded from Table 1.6 and 1.7.

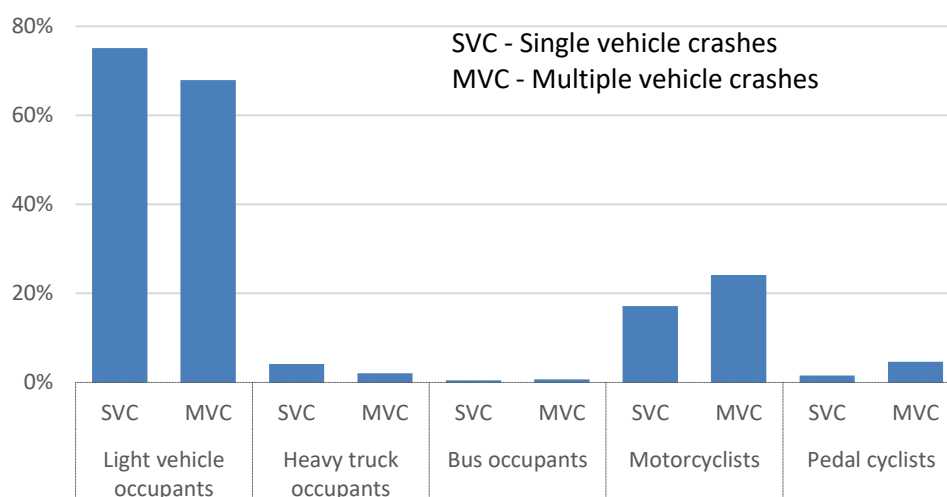
b Includes passenger car, light commercial vehicle, utility, panel van, cab chassis, goods carrying van, light rigid truck and other not specified vehicle.

c Includes pillion passengers.

d Includes deaths in vehicles not listed (excluding pedestrian deaths).

Source National Crash Database

Figure I.7 Deaths in single vehicle crashes and multiple vehicle crashes – vehicle type and road user type of killed person



Source National Crash Database

Table I.9 Pedestrian deaths – vehicle type involved^a

	Light vehicle ^b involved	Heavy truck involved	Bus involved	Motorcycle involved	Pedal cycle involved	Total ^c
2009	153	26	7	2	1	197
2010	141	18	3	1	0	173
2011	122	29	13	5	1	184
2012	135	25	6	2	0	173
2013	127	27	0	1	1	164
2014	122	20	5	3	1	159
2015	135	16	2	2	0	165
2016	156	11	9	2	0	183
2017	119	17	9	9	2	169
<i>Ave. trend change p.a. (%)</i>	-1.0	-7.4	-	11.8	-	-1.2

a Sub-categories are not mutually exclusive.

b Includes passenger car, light commercial vehicle, utility, panel van, cab chassis, goods carrying van, light rigid truck and other not specified vehicle.

c Includes pedestrian deaths where vehicle type unknown.

Source National Crash Database

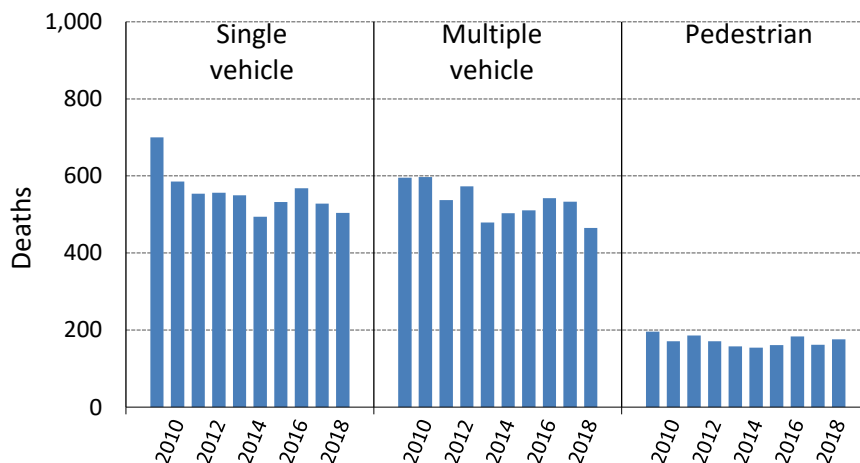
Table I.10 Deaths by crash type^a

	<i>Single vehicle crash</i>	<i>Multiple vehicle crash</i>	<i>Pedestrian crash</i>	<i>Total</i>
2009	700	595	196	1,491
2010	585	597	171	1,353
2011	554	537	186	1,277
2012	556	573	171	1,300
2013	550	479	158	1,187
2014	494	503	154	1,151
2015	532	511	161	1,204
2016	568	542	183	1,293
2017	528	533	162	1,223
2018	504	465	176	1,145
<i>% change 2017-2018</i>	-4.5	-12.8	8.6	-6.4
<i>Ave. trend change p.a. (%)</i>	-2.3	-2.0	-1.0	-2.0

a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.

Source Australian Road Deaths Database

Figure I.8 Deaths by crash type^a



a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.

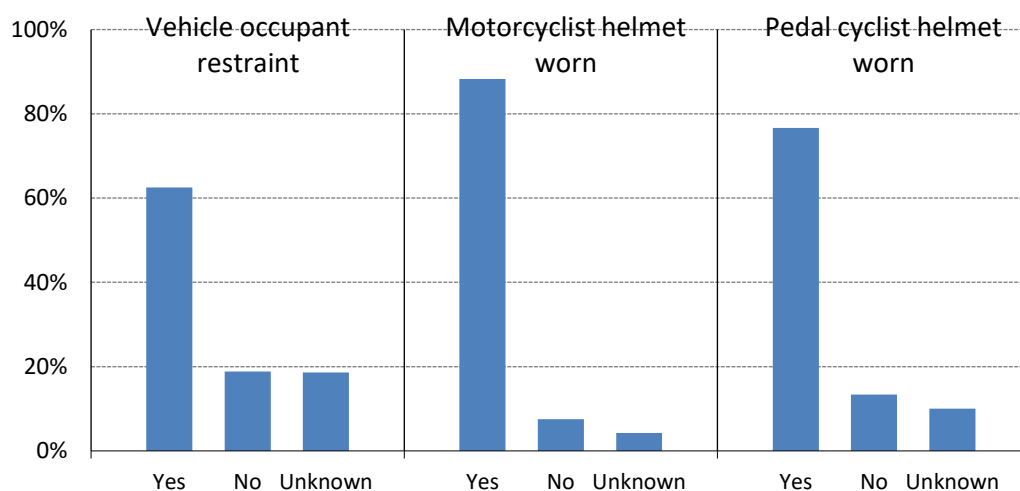
Source Australian Road Deaths Database

Table I.11 Deaths by restraint use of killed vehicle occupants and by helmet use for riders/pillion passengers

	<i>Restraint used</i>	<i>Not used</i>	<i>Unknown and Not applicable</i>	<i>Total^a</i>
Vehicle occupants				
2009	595	241	201	1,037
2010	547	174	195	916
2011	484	181	193	858
2012	509	153	207	869
2013	447	141	170	758
2014	437	160	164	761
2015	484	177	147	808
2016	533	156	142	831
2017	510	127	166	803
<i>Ave. trend change p.a.(%)</i>	-1.4	-4.7	-4.1	-2.6
Motorcycle riders				
2009	200	14	11	225
2010	199	9	16	224
2011	172	15	12	199
2012	188	14	19	221
2013	186	21	7	214
2014	173	8	11	192
2015	181	13	7	201
2016	220	21	10	251
2017	185	16	11	212
<i>Ave. trend change p.a.(%)</i>	0.0	3.8	-4.9	0.0
Pedal cyclists				
2009	23	6	2	31
2010	31	4	3	38
2011	24	10	1	35
2012	22	9	2	33
2013	38	8	4	50
2014	33	9	2	44
2015	24	3	3	30
2016	22	5	3	30
2017	31	5	3	39
<i>Ave. trend change p.a.(%)</i>	1.0	-4.0	6.6	0.3

a Includes any non-applicable cases.
Source National Crash Database

Figure I.9 Safety device wearing rates for killed road users 2015-2017



Source National Crash Database

Table I.12 The number of deaths – validity of operator's licence (excludes Western Australia)

	<i>All valid</i>	<i>Any invalid</i>	<i>Unknown and Not applicable</i>	<i>Total</i>
Operators^a				
2009	1,028	134	122	1,284
2010	900	128	118	1,146
2011	868	111	105	1,084
2012	877	118	106	1,101
2013	808	95	104	1,007
2014	721	95	139	955
2015	773	105	150	1,028
2016	810	119	153	1,082
2017	775	99	172	1,046
<i>Ave. trend change p.a. (%)</i>	-3.1	-2.9	5.4	-2.0

a 'Operators' includes Drivers and Motorcycle riders.

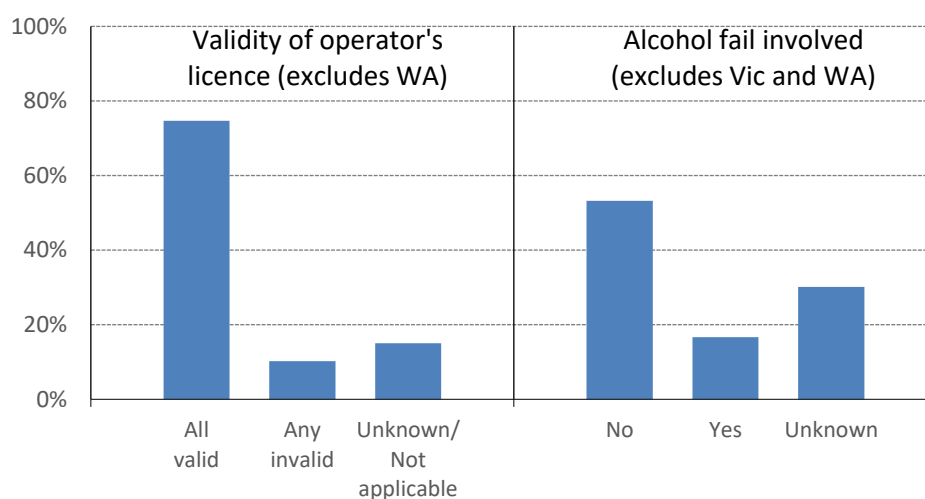
Source National Crash Database

Table I.13 The number of deaths – alcohol fail involved
(excludes Victoria and Western Australia)

	<i>No</i>	<i>Yes</i>	<i>Unknown</i>	<i>Total</i>
Operators^a				
2009	435	241	333	1009
2010	426	181	263	870
2011	374	173	264	811
2012	397	141	297	835
2013	395	146	239	780
2014	376	123	221	720
2015	429	124	239	792
2016	431	127	251	809
2017	422	150	235	806
<i>Ave. trend change p.a. (%)</i>	0.2	-6.1	-3.3	-2.2

a 'Operators' includes Drivers and Motorcycle riders.
Source National Crash Database

Figure I.10 The number of deaths – validity of operator's licence (excludes WA)
and alcohol fail involved (excludes Victoria and WA)



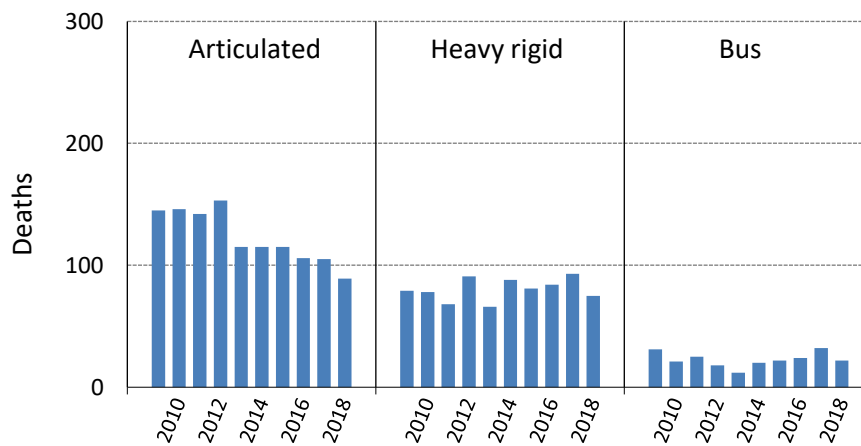
Source National Crash Database

Table I.14 Deaths in crashes involving a heavy vehicle

	<i>Articulated truck involved</i>	<i>Heavy rigid truck involved</i>	<i>Bus involved</i>	<i>No heavy vehicle involved</i>	<i>Total^a</i>
2009	145	79	31	1,275	1,491
2010	146	78	21	1,139	1,353
2011	142	68	25	1,072	1,277
2012	153	91	18	1,061	1,300
2013	115	66	12	1,011	1,187
2014	115	88	20	949	1,151
2015	115	81	22	1,014	1,204
2016	106	84	24	1,108	1,293
2017	105	93	32	1,035	1,223
2018	89	75	22	990	1,145
<i>% change 2017-2018</i>	-15.2	-19.4	-31.3	-4.3	-6.4
<i>Ave. trend change p.a.(%)</i>	-5.3	1.1	0.5	-1.8	-2.0

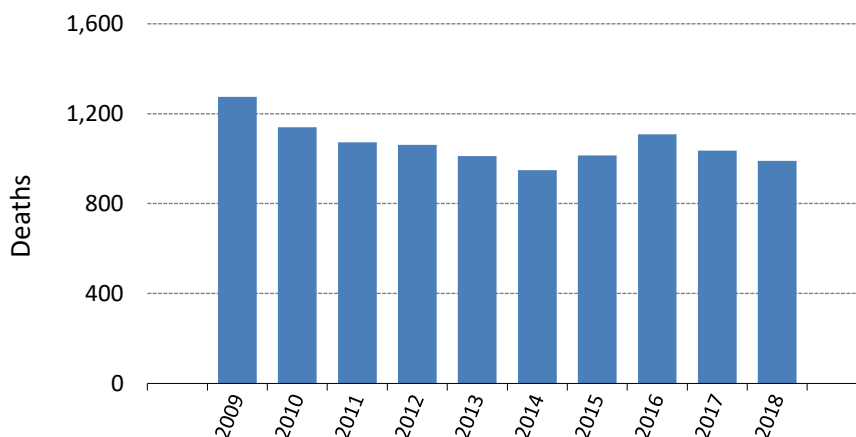
a Columns do not sum to total as some crashes involve more than one type of heavy vehicle.
 Source Australian Road Deaths Database

Figure I.11 Deaths in crashes involving a heavy vehicle



Source Australian Road Deaths Database

Figure I.12 Deaths in crashes not involving a heavy vehicle

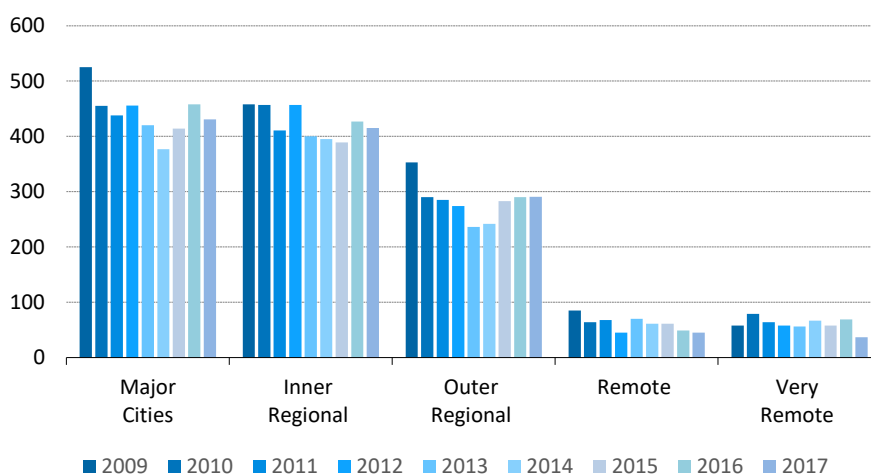


Source Australian Road Deaths Database

Table I.15 Deaths by Remoteness Areas^a

	Major Cities	Inner Regional	Outer Regional	Remote	Very Remote	Total ^b
2009	525	458	353	85	58	1,490
2010	455	457	290	64	79	1,350
2011	438	411	285	68	64	1,277
2012	456	457	274	45	58	1,299
2013	420	400	236	70	56	1,185
2014	377	395	242	61	67	1,151
2015	414	389	283	61	58	1,205
2016	458	427	290	49	69	1,294
2017	431	415	291	45	37	1,225
<i>Ave. trend change p.a.(%)</i>	-1.8	-1.4	-1.5	-5.3	-3.7	-1.9

a Remoteness Area have been classified as per Australian Statistical Geography Standard (ASGS).
b Includes undetermined Remoteness Area.
Source National Crash Database

Figure I.13 Deaths by Remoteness Areas^a**Table I.16** Fatalities by Urban and Non-Urban area^a

	Urban area	Non-urban area	Total ^b
2009	733	757	1,490
2010	636	709	1,350
2011	572	694	1,277
2012	623	667	1,299
2013	541	641	1,185
2014	518	624	1,151
2015	597	608	1,205
2016	609	684	1,294
2017	586	633	1,225
<i>Ave. trend change p.a.(%)</i>	-1.9	-1.9	-1.9

a 'Urban' refers to 'Significant Urban Area' (Australian Bureau of Statistics SUA Classification). Significant Urban Areas (SUA) represent aggregations of whole Statistical Area Level 2 (SA2) boundaries and are used to define and contain major urban and near-urban concentrations of over 10,000 people.
b Total includes crashes where location is unknown.
Source National Crash Database

Table I.17 Hospitalised injuries – by road user and age group

	<i>Drivers</i>	<i>Passengers</i>	<i>Pedestrians</i>	<i>Motor-cyclists^a</i>	<i>Pedal cyclists^a</i>	<i>All road users^b</i>
All ages						
2009	10,538	5,344	2,770	8,039	5,255	33,692
2010	10,713	5,041	2,833	7,373	5,239	32,775
2011	11,601	5,175	2,760	7,571	5,393	34,082
2012 ^c	-	-	-	-	-	-
2013 ^c	11,550	5,131	2,672	8,022	6,269	35,059
2014 ^c	11,687	5,015	2,562	8,335	6,642	35,552
2015 ^c	12,812	5,275	2,634	8,299	6,718	37,082
2016 ^c	13,816	5,485	2,744	8,523	6,905	38,945
2017	-	-	-	-	-	-
2018	-	-	-	-	-	-
0–16 years						
2009	120	1,035	498	685	1,431	3,924
2010	113	933	488	544	1,205	3,401
2011	73	938	537	501	1,065	3,240
2012 ^c	-	-	-	-	-	-
2013 ^c	68	935	429	508	1,065	3,115
2014 ^c	56	839	398	487	1,100	2,960
2015 ^c	63	993	390	503	1,156	3,188
2016 ^c	57	951	442	455	1,195	3,210
2017	-	-	-	-	-	-
2018	-	-	-	-	-	-
17–25 years						
2009	2,823	1,642	534	2,090	691	8,229
2010	2,779	1,545	546	1,881	725	7,852
2011	2,988	1,511	532	2,043	668	8,098
2012 ^c	-	-	-	-	-	-
2013 ^c	2,828	1,378	495	2,084	778	7,852
2014 ^c	2,760	1,385	431	2,104	763	7,728
2015 ^c	2,973	1,348	447	2,065	748	7,880
2016 ^c	3,274	1,516	454	2,200	712	8,471
2017	-	-	-	-	-	-
2018	-	-	-	-	-	-
26–39 years						
2009	2,725	939	543	2,519	1,149	8,297
2010	2,783	841	535	2,267	1,217	8,016
2011	2,962	871	468	2,175	1,314	8,172
2012 ^c	-	-	-	-	-	-
2013 ^c	2,998	930	482	2,268	1,476	8,472
2014 ^c	2,967	877	476	2,412	1,626	8,666
2015 ^c	3,349	957	491	2,321	1,539	8,975
2016 ^c	3,627	989	518	2,422	1,540	9,449
2017	-	-	-	-	-	-
2018	-	-	-	-	-	-

Table I.17 Hospitalised injuries – by road user and age group (continued)

	<i>Drivers</i>	<i>Passengers</i>	<i>Pedestrians</i>	<i>Motor-cyclists^a</i>	<i>Pedal cyclists^a</i>	<i>All road users^b</i>
40–64 years						
2009	3,420	1,010	635	2,576	1,723	9,854
2010	3,421	988	726	2,491	1,780	9,884
2011	3,824	1,047	632	2,647	2,017	10,667
2012 ^c	-	-	-	-	-	-
2013 ^c	3,773	1,060	658	2,881	2,517	11,351
2014 ^c	3,909	1,053	619	3,032	2,632	11,672
2015 ^c	4,223	1,067	663	3,097	2,731	12,199
2016 ^c	4,495	1,112	720	3,104	2,827	12,721
2017	-	-	-	-	-	-
2018	-	-	-	-	-	-
≥ 65 years						
2009	1,450	718	560	169	261	3,388
2010	1,617	734	538	190	312	3,622
2011	1,734	775	591	205	329	3,905
2012 ^c	-	-	-	-	-	-
2013 ^c	1,883	828	608	280	433	4,269
2014 ^c	1,997	861	638	300	521	4,525
2015 ^c	2,204	910	643	313	544	4,840
2016 ^c	2,363	917	610	342	631	5,094
2017	-	-	-	-	-	-
2018	-	-	-	-	-	-

a Includes pillion passengers.

b Drivers, passengers, pedestrians, motorcyclists, pedal cyclists and those with unstated or unknown road user type.

c 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. Victoria changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012. NISU estimates this decreased admitted case counts in Australia by 2000 cases (-5.6 per cent) in 2012-13 compared to 2011-12. The estimated decrease in 2012 was approximately 1000 cases, or -2.8 per cent, with the reduction likely to differ by road user group.

Sources National Injury Surveillance Unit, unpublished, hospitalised injury series.

Table I.18 Hospitalised injuries – by Remoteness Areas^a of residence

	<i>Major cities</i>	<i>Inner regional</i>	<i>Outer regional</i>	<i>Remote</i>	<i>Very remote</i>	<i>Total^b</i>
Remoteness Area of residence						
2009	20,521	7,252	3,929	818	524	33,692
2010	20,813	6,628	3,521	734	486	32,775
2011	21,898	6,911	3,575	691	461	34,082
2012 ^c	-	-	-	-	-	-
2013 ^c	23,176	6,574	3,425	690	530	35,059
2014 ^c	23,508	6,623	3,522	652	501	35,552
2015 ^c	24,552	6,895	3,612	642	535	37,082
2016 ^c	26,312	6,998	3,678	629	516	38,945
2017	-	-	-	-	-	-
2018	-	-	-	-	-	-

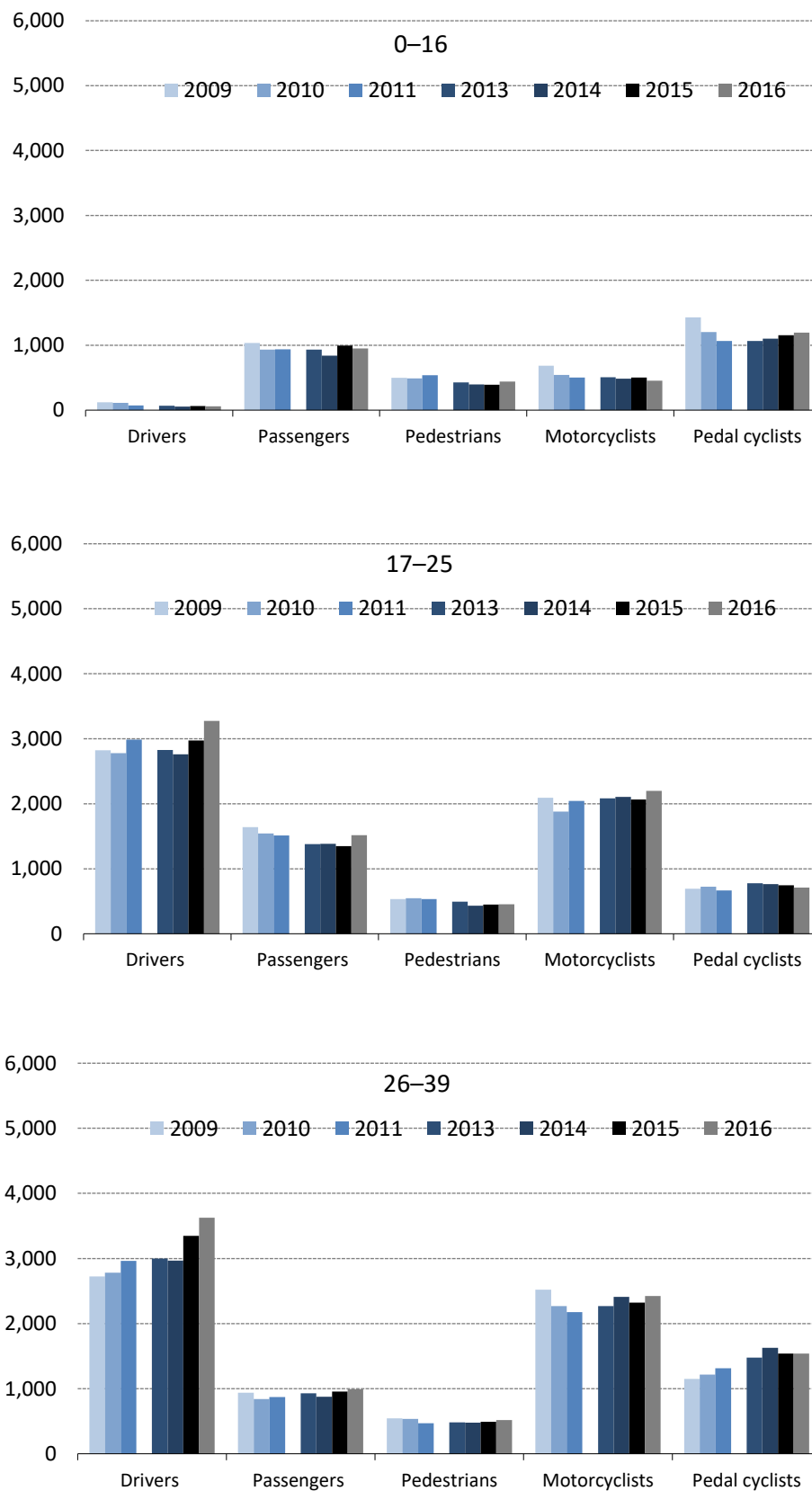
a For an ASGS Remoteness Areas 2016 map, please refer to page 35.

b Includes cases for which the ASGS Remoteness Area of residence is not reported.

c 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. See note on Table 1.17, p. 23.

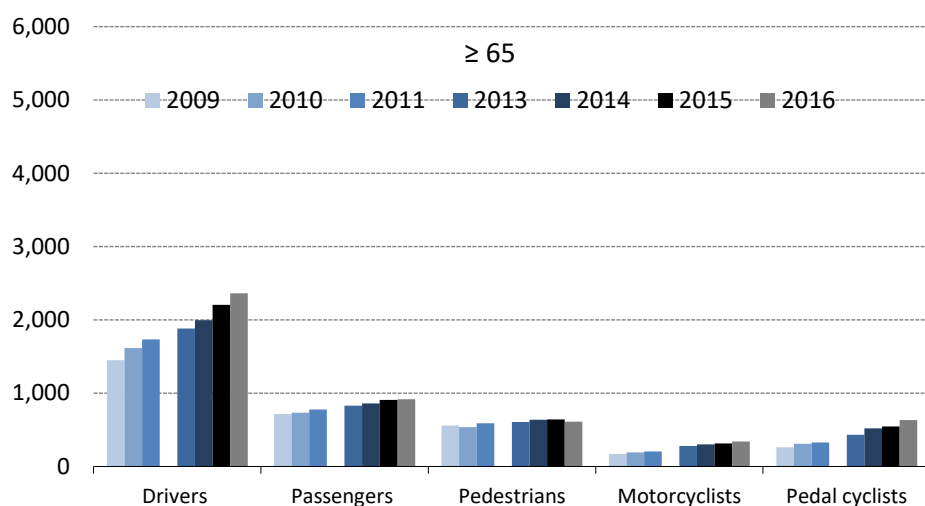
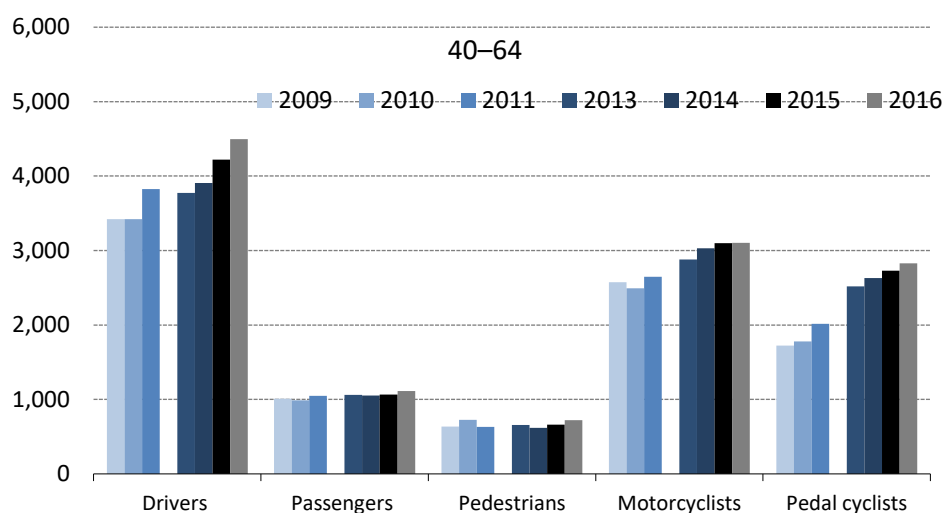
Sources National Injury Surveillance Unit, unpublished, hospitalised injury series.

Figure 1.14 Hospitalised injuries – by road user^a and age group



^a 'Motorcyclists' and 'Pedal cyclists' include pillion passengers.

Figure I.14 Hospitalised injuries – by road user^a and age group (continued)



^a 'Motorcyclists' and 'Pedal cyclists' include pillion passengers.
 note It is not possible to present 2012 calendar year data as it is not directly comparable with previous years due to a break in the hospitalised injury series on 1 July 2012.
 See note on Table 1.17, p. 23.
 Sources National Injury Surveillance Unit, unpublished, hospitalised injury series.

Table I.19 Hospitalised injuries – by counterpart

Injured person	<i>Counterpart in collision</i>								<i>Total^b</i>
	<i>Car, pick-up truck or van</i>	<i>2- or 3-wheeled motor vehicle</i>	<i>Pedal cycle</i>	<i>Pedestrian or animal</i>	<i>Heavy transport vehicle or bus</i>	<i>Train</i>	<i>Fixed or stationary object</i>	<i>Non-collision transport accident^a</i>	
Vehicle occupant^c									
2009	7,370	34	9	151	681	18	4,246	3,394	16,886
2010	7,776	32	3	111	713	8	3,997	3,146	16,790
2011	8,538	30	0	141	816	29	4,010	3,244	17,746
2012 ^e	-	-	-	-	-	-	-	-	-
2013 ^e	8,307	33	11	168	827	12	3,939	3,345	17,560
2014 ^e	8,566	36	12	125	799	14	3,947	3,174	17,503
2015 ^e	9,401	28	5	141	846	24	4,203	3,448	18,927
2016 ^c	10,366	44	4	154	862	18	4,408	3,412	20,152
2017									
2018									
Motorcyclist									
2009	1,775	173	5	148	77	3	732	3,193	8,039
2010	1,651	111	8	128	71	0	670	3,051	7,373
2011	1,812	135	8	140	89	0	654	3,046	7,571
2012 ^e	-	-	-	-	-	-	-	-	-
2013 ^e	1,998	134	6	178	84	0	751	3,280	8,022
2014 ^e	2,075	132	10	215	80	0	756	3,449	8,335
2015 ^e	2,130	175	7	188	88	1	750	3,414	8,299
2016 ^c	2,304	170	9	169	81	4	779	3,441	8,523
2017									
2018									
Pedal cyclist									
2009	1,162	13	233	42	62	2	258	2,175	5,255
2010	1,189	5	242	40	55	2	252	2,308	5,239
2011	1,240	16	235	41	53	0	274	2,354	5,393
2012 ^e	-	-	-	-	-	-	-	-	-
2013 ^e	1,388	14	358	64	64	0	295	2,790	6,269
2014 ^e	1,414	14	294	74	65	0	361	3,012	6,642
2015 ^e	1,456	15	354	70	47	0	350	3,005	6,718
2016 ^c	1,483	13	335	83	76	2	415	3,053	6,905
2017									
2018									
Pedestrian									
2009	2,419	58	35	9	140	19	0	0	2,770
2010	2,482	53	46	7	120	24	0	0	2,833
2011	2,441	64	34	13	114	12	0	0	2,760
2012 ^e	-	-	-	-	-	-	-	-	-
2013 ^e	2,332	52	57	16	133	10	0	0	2,672
2014 ^e	2,213	62	50	9	132	10	0	0	2,562
2015 ^e	2,336	50	53	7	93	6	0	0	2,634
2016 ^c	2,407	61	52	12	120	14	0	0	2,744
2017									
2018									

Table I.19 Hospitalised injuries – by counterpart (continued)

Injured person	<i>Counterpart in collision</i>								<i>Total^b</i>
	<i>Car, pick-up truck or van</i>	<i>2- or 3-wheeled motor vehicle</i>	<i>Pedal cycle</i>	<i>Pedestrian or animal</i>	<i>Heavy transport vehicle or bus</i>	<i>Train</i>	<i>Fixed or stationary object</i>	<i>Non-collision transport accident^a</i>	
Other^d									
2009	3	0	0	0	0	0	0	8	93
2010	7	1	1	0	0	1	1	4	90
2011	9	0	0	0	0	0	0	9	93
2012 ^e	-	-	-	-	-	-	-	-	-
2013 ^e	9	0	0	0	0	0	0	9	65
2014 ^e	9	0	0	1	3	0	3	11	69
2015 ^e	7	0	0	0	0	1	0	6	70
2016 ^c	6	0	0	2	0	0	1	5	65
2017									
2018									
Unknown									
2009	0	0	0	0	0	0	0	93	649
2010	0	0	0	0	0	0	0	91	450
2011	0	0	0	0	0	0	0	129	512
2012 ^e	-	-	-	-	-	-	-	-	-
2013 ^e	0	0	0	0	0	0	0	99	449
2014 ^e	0	0	0	0	0	0	0	104	441
2015 ^e	0	0	0	0	0	0	0	84	434
2016 ^c	0	0	0	0	0	0	0	121	556
2017									
2018									
Total									
2009	12,729	278	282	350	960	42	5,236	8,863	33,692
2010	13,105	202	300	286	959	35	4,920	8,600	32,775
2011	14,040	246	280	342	1,072	44	4,939	8,782	34,082
2012 ^e	-	-	-	-	-	-	-	-	-
2013 ^e	14,034	233	432	434	1,108	25	4,985	9,523	35,059
2014 ^e	14,277	244	366	424	1,079	24	5,067	9,750	35,552
2015 ^e	15,330	268	419	406	1,074	32	5,303	9,957	37,082
2016 ^c	16,566	288	400	420	1,139	38	5,603	10,032	38,945
2017									
2018									

a Includes non-collision accidents such as overturning, falling or being thrown from a vehicle.

b Total includes cases where the counterpart is 'other non-motor vehicle' or unspecified.

c 'Vehicle occupant' includes occupants of cars, pick-up trucks/vans, heavy transport vehicles or buses.

d 'Other' includes occupants of special all-terrain vehicles, three-wheeled motor vehicles, trams/trains, agricultural or construction vehicles or animal drawn vehicles.

e 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. See note on Table 1.17, p. 23.

Sources National Injury Surveillance Unit, unpublished, hospitalised injury series.

Table I.20 Hospitalised injuries and high threat to life

	<i>Hospitalised injury</i>	<i>High threat to life</i>	
		<i>Counts</i>	<i>Proportion</i>
2009	33,692	8,895	26.4
2010	32,775	8,456	25.8
2011	34,082	8,925	26.2
2012 ^a	-	-	-
2013 ^a	35,059	9,207	26.3
2014 ^a	35,552	9,003	25.3
2015 ^a	37,082	9,292	25.1
2016 ^a	38,945	9,605	24.7
2017			
2018			

a 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. See note on Table 1.17, p. 23.

Note 'High threat to life' hospitalised injury cases are a subset of all serious injury cases. See Glossary for more information.

Sources National Injury Surveillance Unit, unpublished, hospitalised injury series.

Table I.21 Hospitalised injuries and high threat to life – by road user

	<i>Car occupants</i>		<i>Motorcyclists</i>		<i>Pedal cyclists</i>		<i>Pedestrians</i>	
	<i>Hospitalised injury</i>	<i>High threat to life</i>	<i>Hospitalised injury</i>	<i>High threat to life</i>	<i>Hospitalised injury</i>	<i>High threat to life</i>	<i>Hospitalised injury</i>	<i>High threat to life</i>
2009	16,886	4,827	8,039	1,943	5,255	1,031	2,770	978
2010	16,790	4,457	7,373	1,814	5,239	1,098	2,833	990
2011	17,746	4,799	7,571	1,886	5,393	1,144	2,760	980
2012 ^a	-	-	-	-	-	-	-	-
2013 ^a	17,560	4,562	8,022	2,080	6,269	1,467	2,672	989
2014 ^a	17,503	4,402	8,335	2,088	6,642	1,501	2,562	920
2015 ^a	17,922	4,347	8,299	2,160	6,718	1,514	2,634	905
2016 ^c	19,085	4,394	8,523	2,222	6,905	1,582	2,744	964
2017								
2018								

a 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. See note on Table 1.17, p. 23.

Note 'High threat to life' hospitalised injury cases are a subset of all serious injury cases. See Glossary for more information.

Sources National Injury Surveillance Unit, unpublished, hospitalised injury series.

SECTION 2 Crashes

This chapter presents annual counts of fatal crashes. Classifications include jurisdiction, crash type, road type, remoteness region, speed limit and time-of-day.

- In 2018 there were 1,064 fatal crashes—down 5.6 per cent compared to 2017.
- Most fatal crashes in major cities are in speed zones lower than 100 km/h, whereas most fatal crashes in regional and remote areas are in speed zones 100 km/h and over (Table 2.5).
- Between 2009 and 2017, fatal crashes declined by 1.6 per cent per year. The trend reduction was greatest for remote areas (-4.7 per cent) and least for inner regional areas (Table 2.2; Table 2.7).
- Single vehicle fatal crashes are more common than crashes involving pedestrians or multiple vehicles.
- While there were decreases over the past decade in single, multiple and pedestrian crashes, the largest decrease has been achieved in crashes involving a single vehicle (Table 2.1).
- Fatal crashes are more prevalent on weekdays than weekends (Table 2.5).
- Non-collision (curve) crashes are the most common sub-type (23.1 per cent), followed by crashes in opposing directions (20.5 per cent) (Figure 2.7). The least common crash sub-group is a crash in the same direction, for example a rear end crash.

Table 2.1 Fatal crashes by jurisdiction and crash type^a

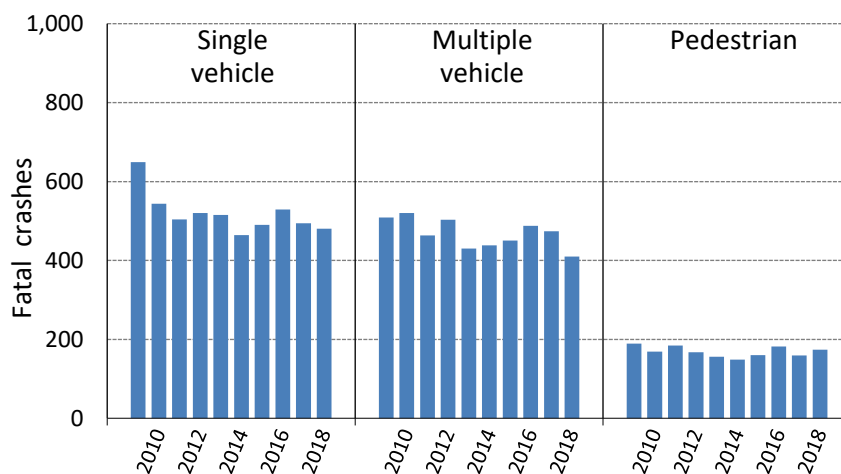
	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
All crashes									
<i>2009</i>	409	268	296	104	176	52	31	11	1,347
<i>2010</i>	365	260	236	105	176	29	46	16	1,233
<i>2011</i>	336	259	227	95	167	23	38	6	1,151
<i>2012</i>	336	261	255	86	171	29	40	12	1,190
<i>2013</i>	316	225	246	90	149	35	33	7	1,101
<i>2014</i>	285	223	199	96	173	31	34	10	1,051
<i>2015</i>	326	231	219	96	140	32	42	14	1,100
<i>2016</i>	356	275	238	76	170	33	40	11	1,199
<i>2017</i>	351	240	228	93	151	32	27	5	1,127
<i>2018</i>	335	202	224	75	145	32	42	9	1,064
<i>% change 2017-2018</i>	-4.6	-15.8	-1.8	-19.4	-4.0	0.0	55.6	80.0	-5.6
<i>Ave. trend change p.a. (%)</i>	-1.2	-1.9	-1.9	-2.7	-1.9	-1.0	-0.3	-3.6	-1.7
Single vehicle crashes									
<i>2009</i>	191	109	140	59	99	26	18	7	649
<i>2010</i>	145	101	110	47	95	11	32	3	544
<i>2011</i>	142	109	91	38	92	8	20	4	504
<i>2012</i>	136	111	108	40	90	10	20	5	520
<i>2013</i>	147	82	129	43	74	17	19	4	515
<i>2014</i>	116	79	100	41	94	13	17	4	464
<i>2015</i>	125	89	119	41	74	16	22	4	490
<i>2016</i>	141	106	105	34	98	13	27	5	529
<i>2017</i>	152	93	99	40	79	13	16	2	494
<i>2018</i>	142	75	101	36	85	11	27	3	480
<i>% change 2017-2018</i>	-6.6	-19.4	2.0	-10.0	7.6	-15.4	68.8	50.0	-2.8
<i>Ave. trend change p.a. (%)</i>	-1.7	-2.9	-1.8	-3.6	-1.6	-1.8	0.3	-5.9	-2.1
Multiple vehicle crashes									
<i>2009</i>	159	109	119	36	55	23	6	2	509
<i>2010</i>	162	120	98	42	66	12	7	13	520
<i>2011</i>	145	102	103	40	50	11	10	2	463
<i>2012</i>	147	115	120	37	57	13	11	3	503
<i>2013</i>	125	107	96	34	45	15	6	2	430
<i>2014</i>	129	99	80	38	63	15	9	5	438
<i>2015</i>	140	109	80	37	52	13	9	10	450
<i>2016</i>	144	129	96	34	57	16	7	5	488
<i>2017</i>	146	117	94	36	58	17	3	3	474
<i>2018</i>	126	90	89	33	46	18	4	4	410
<i>% change 2017-2018</i>	-13.7	-23.1	-5.3	-8.3	-20.7	5.9	33.3	33.3	-13.5
<i>Ave. trend change p.a. (%)</i>	-1.8	-0.6	-2.8	-1.5	-1.1	1.3	-6.8	3.1	-1.6

Table 2.1 Fatal crashes by jurisdiction and crash type^a (continued)

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Pedestrian crashes									
2009	59	50	37	9	22	3	7	2	189
2010	58	39	28	16	15	6	7	0	169
2011	49	48	33	17	25	4	8	0	184
2012	53	35	27	9	24	6	9	4	167
2013	44	36	21	13	30	3	8	1	156
2014	40	45	19	17	16	3	8	1	149
2015	61	33	20	18	14	3	11	0	160
2016	71	40	37	8	15	4	6	1	182
2017	53	30	35	17	14	2	8	0	159
2018	67	37	34	6	14	3	11	2	174
% change 2017-2018	26.4	23.3	-2.9	-64.7	0.0	50.0	37.5	-	9.4
Ave. trend change p.a. (%)	1.6	-3.2	0.2	-2.8	-5.5	-5.7	2.6	-	-0.8

a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.

Source Australian Road Deaths Database

Figure 2.1 Fatal crashes by crash type^a

a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.

Source Australian Road Deaths Database

Table 2.2 Fatal crashes by Remoteness Areas^a

	<i>Major^c Cities</i>	<i>Inner Regional</i>	<i>Outer Regional</i>	<i>Remote</i>	<i>Very Remote</i>	<i>Total^b</i>
2009	491	411	308	76	51	1,346
2010	424	405	268	61	67	1,230
2011	414	366	245	62	53	1,151
2012	428	417	248	37	51	1,190
2013	400	367	213	65	51	1,099
2014	364	350	218	56	54	1,051
2015	386	361	248	54	52	1,101
2016	441	401	256	43	59	1,201
2017	409	382	260	39	33	1,129
<i>Ave. trend change p.a.(%)</i>	-1.5	-0.9	-1.5	-5.8	-3.4	-1.6

a Remoteness Areas have been classified as per Australian Statistical Geography Standard (ASGS). Refer Figure 2.4.

b Includes undetermined Remoteness Areas.

c Excludes Darwin and Hobart.

Source National Crash Database

Table 2.3 Fatal crashes by Urban and Non-Urban area^a

	<i>Urban area</i>	<i>Non-urban area</i>	<i>Total^b</i>
2009	682	664	1,346
2010	597	628	1,230
2011	534	606	1,151
2012	587	594	1,190
2013	518	578	1,099
2014	498	544	1,051
2015	553	548	1,101
2016	580	620	1,201
2017	559	564	1,129
<i>Ave. trend change p.a.(%)</i>	-1.6	-1.6	-1.6

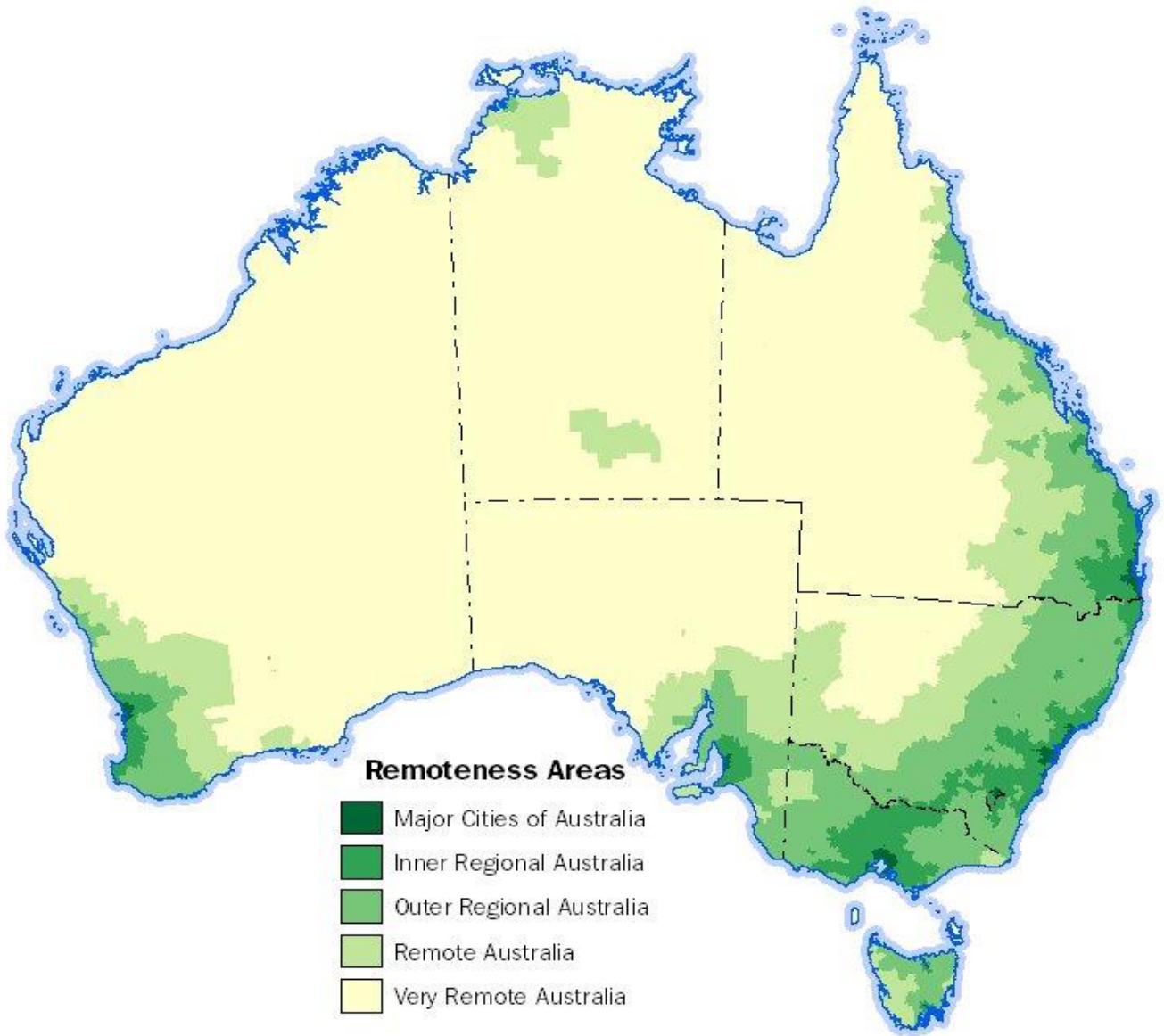
a 'Urban' refers to 'Significant Urban Area '(Australian Bureau of Statistics SUA Classification). Significant Urban Areas (SUA) represent aggregations of whole Statistical Area Level 2 (SA2) boundaries and are used to define and contain major urban and near-urban concentrations of over 10,000 people. They include the urban population, any immediately associated populations, and may also incorporate one or more closely associated Urban Centres and Localities and the areas between. They are designed to incorporate any likely growth over the next 20 years.

Significant Urban Areas do not cover the whole of Australia, and may cross state or territory boundaries.

b Total includes crashes where location is unknown.

Source National Crash Database

Figure 2.2 ASGS^a Remoteness Areas 2016 and selected cities and towns



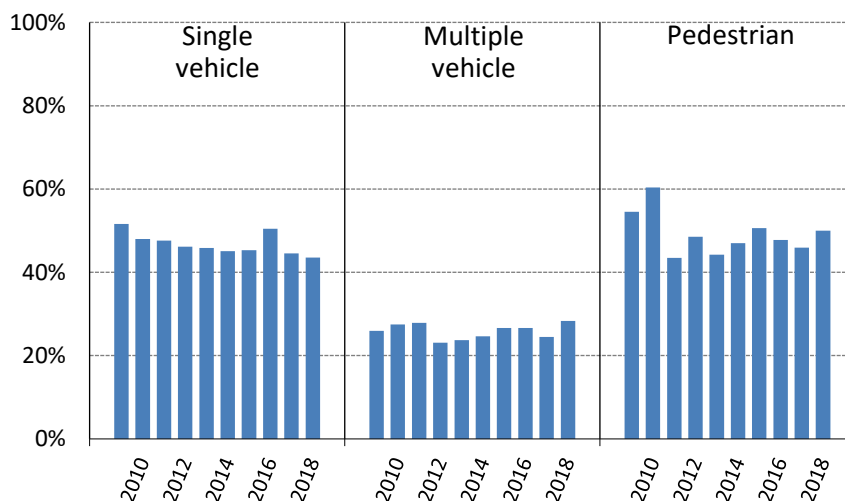
a Source ASGS: Australian Statistical Geography Standard Australian Bureau of Statistics 2018a

Table 2.4 Fatal crashes by crash type^a and time of day

	<i>Single</i>		<i>Multiple</i>		<i>Pedestrian</i>		<i>All^b</i>	
	<i>Night-time</i>	<i>Day-time^c</i>	<i>Night-time</i>	<i>Day-time</i>	<i>Night-time</i>	<i>Day-time</i>	<i>Night-time</i>	<i>Day-time</i>
2009	335	314	132	377	103	86	570	777
2010	261	283	143	377	102	67	506	727
2011	240	264	129	334	80	104	449	702
2012	240	280	116	387	81	86	437	753
2013	236	279	102	328	69	87	407	694
2014	209	255	108	330	70	79	387	664
2015	222	268	120	330	81	79	423	677
2016	267	262	130	358	87	95	484	715
2017	220	274	116	358	73	86	409	718
2018	209	271	116	294	87	87	412	652
% change 2017-2018	-5.0	-1.1	0.0	-17.9	19.2	1.2	0.7	-9.2
Ave. trend change p.a. (%)	-3.1	-1.1	-1.5	-1.6	-2.1	0.6	-2.5	-1.2

a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.
 b Excludes crashes with time not recorded.
 c 'Daytime' refers to the period 6am to 5:59 pm each day.
 Source Australian Road Deaths Database

Figure 2.3 Proportion of fatal crashes occurring during night-time^{a,b,c}



a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.
 b Excludes crashes with time not recorded.
 c 'Daytime' refers to the period 6am to 5:59 pm each day.
 Source Australian Road Deaths Database

Table 2.5 Fatal crashes by crash type^a and day of week

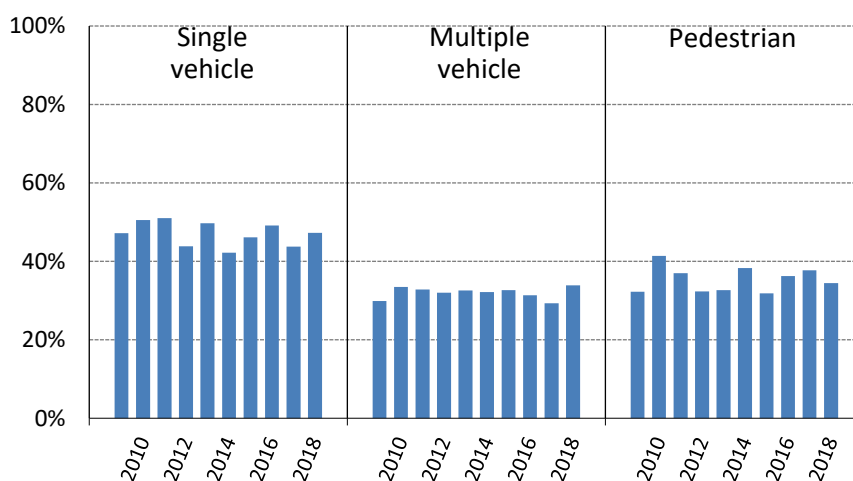
	<i>Single</i>		<i>Multiple</i>		<i>Pedestrian</i>		<i>All^c</i>	
	<i>Week-end^b</i>	<i>Week-day</i>	<i>Week-end</i>	<i>Week-day</i>	<i>Week-end</i>	<i>Week-day</i>	<i>Week-end</i>	<i>Week-day</i>
2009	306	343	152	357	61	128	519	828
2010	275	269	174	346	70	99	519	714
2011	257	247	152	311	68	116	477	674
2012	228	292	161	342	54	113	443	747
2013	256	259	140	290	51	105	447	654
2014	196	268	141	297	57	92	394	657
2015	226	264	147	303	51	109	424	676
2016	260	269	153	335	66	116	479	720
2017	216	278	139	335	60	99	415	712
2018	227	253	139	271	60	114	426	638
<i>% change 2017-2018</i>	5.1	-9.0	0.0	-19.1	0.0	15.2	2.7	-10.4
<i>Ave. trend change p.a. (%)</i>	-2.8	-1.4	-1.6	-1.6	-0.9	-0.8	-2.1	-1.4

a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.

b 'Weekend' refers to the period 6pm Friday to 5:59am Monday.

c Excludes crashes with time not recorded.

Source Australian Road Deaths Database

Figure 2.4 Proportion of fatal crashes occurring during weekend^{a,b,c}

a A crash in which a pedestrian dies is classified as a pedestrian crash. All other crashes are classified by whether there are one or more moving vehicles involved.

b 'Weekend' refers to the period 6pm Friday to 5:59am Monday.

c Excludes crashes with time not recorded.

Source Australian Road Deaths Database

Table 2.6 Fatal crashes by speed zone and jurisdiction^a

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
Speed zone 40 km/h									
<i>2009</i>	2	0	2	0	0	1	0	1	6
<i>2010</i>	1	1	3	0	1	1	0	0	7
<i>2011</i>	4	5	3	0	1	0	1	1	15
<i>2012</i>	5	4	2	1	1	3	1	0	17
<i>2013</i>	2	3	3	2	1	2	1	0	14
<i>2014</i>	4	2	5	0	3	0	0	1	15
<i>2015</i>	3	6	4	2	1	2	0	0	18
<i>2016</i>	9	1	2	1	0	1	2	1	17
<i>2017</i>	9	7	6	7	1	0	1	0	31
<i>2018</i>	4	7	1	2	0	3	0	0	17
<i>% change 2017-2018</i>	-55.6	0.0	-83.3	-71.4	-100.0	-	-100.0	-	-45.2
<i>Ave. trend change p.a. (%)</i>	16.2	-	-0.5	-	-	-	-	-	13.3
Speed zone 50 km/h									
<i>2009</i>	64	29	33	11	20	4	0	0	161
<i>2010</i>	42	26	19	9	14	2	1	3	116
<i>2011</i>	65	30	15	14	18	3	1	1	147
<i>2012</i>	59	21	18	9	19	1	2	3	132
<i>2013</i>	52	15	18	20	20	5	0	1	131
<i>2014</i>	46	16	20	7	15	5	2	0	111
<i>2015</i>	51	20	15	11	11	5	0	0	113
<i>2016</i>	61	22	14	13	16	4	1	2	133
<i>2017</i>	60	18	28	15	24	6	1	0	152
<i>2018</i>	65	17	19	5	18	5	2	1	132
<i>% change 2017-2018</i>	8.3	-5.6	-32.1	-66.7	-25.0	-16.7	100.0	-	-13.2
<i>Ave. trend change p.a. (%)</i>	1.1	-5.3	-1.8	-2.6	0.2	10.2	-	-	-0.6
Speed zone 60 km/h									
<i>2009</i>	74	47	70	19	21	6	3	2	242
<i>2010</i>	66	45	52	27	32	1	7	6	236
<i>2011</i>	41	44	51	17	22	1	5	0	181
<i>2012</i>	61	54	76	17	32	1	5	2	248
<i>2013</i>	51	44	49	17	28	3	7	3	202
<i>2014</i>	59	33	37	24	28	2	4	5	192
<i>2015</i>	67	37	62	25	19	0	7	5	222
<i>2016</i>	55	65	59	9	21	2	3	1	215
<i>2017</i>	50	49	48	21	24	6	3	1	202
<i>2018</i>	62	32	51	13	18	3	6	3	188
<i>% change 2017-2018</i>	24.0	-34.7	6.3	-38.1	-25.0	-50.0	100.0	200.0	-6.9
<i>Ave. trend change p.a. (%)</i>	-1.0	-1.4	-2.1	-4.1	-3.1	-	-1.1	-	-1.7

Table 2.6 Fatal crashes by speed zone and jurisdiction^a (continued)

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Speed zone 70–90 km/h									
2009	90	59	68	23	44	7	9	7	307
2010	96	57	51	17	35	8	14	5	283
2011	70	58	44	18	33	5	9	2	239
2012	73	64	54	22	42	7	10	5	277
2013	82	53	53	12	36	7	5	3	251
2014	63	54	44	7	44	4	11	2	229
2015	78	51	42	12	40	7	12	7	249
2016	93	68	55	18	40	9	4	3	290
2017	75	41	62	15	33	7	8	1	242
2018	70	56	49	8	36	1	6	3	229
% change 2017-2018	-6.7	36.6	-21.0	-46.7	9.1	-85.7	-25.0	200.0	-5.4
Ave. trend change p.a. (%)	-1.6	-1.6	-0.8	-7.4	-0.7	-9.3	-6.0	-9.4	-1.9
Speed zone 100 km/h									
2009	144	124	106	21	12	27	4	1	439
2010	146	119	98	26	14	14	6	2	425
2011	134	109	111	21	13	10	3	2	403
2012	113	107	96	17	7	13	5	2	360
2013	108	94	110	24	11	17	4	0	368
2014	96	112	87	32	14	10	3	2	356
2015	105	104	85	18	10	15	7	2	346
2016	114	106	101	17	9	14	5	4	370
2017	119	111	75	16	10	11	4	2	348
2018	110	73	97	22	9	15	6	2	334
% change 2017-2018	-7.6	-34.2	29.3	37.5	-10.0	36.4	50.0	0.0	-4.0
Ave. trend change p.a. (%)	-3.0	-3.2	-2.2	-2.1	-3.3	-3.2	2.5	-	-2.7
Speed zone ≥ 110 km/h									
2009	34	7	16	30	71	7	15	0	180
2010	13	11	13	26	79	3	18	0	163
2011	21	9	3	24	71	4	19	0	151
2012	23	9	9	20	57	4	17	0	139
2013	20	12	12	15	48	1	16	0	124
2014	17	6	5	25	60	7	14	0	134
2015	22	10	7	28	57	2	15	0	141
2016	24	10	7	18	80	3	24	0	166
2017	38	8	9	18	54	2	10	0	139
2018	23	4	6	24	62	4	22	0	145
% change 2017-2018	-39.5	-50.0	-33.3	33.3	14.8	100.0	120.0	-	4.3
Ave. trend change p.a. (%)	2.7	-4.2	-5.2	-2.7	-1.8	-5.6	0.0	-	-1.5

a Excludes crashes with unrecorded posted speed limit.
Source Australian Road Deaths Database

Table 2.7 Fatal crashes by speed zone and Remoteness Areas

	≤40 km/h	50 km/h	60 km/h	70-90 km/h	100 km/h	≥110 km/h	Australia ^a
Major Cities							
2009	5	102	172	153	35	12	491
2010	4	69	164	135	30	10	424
2011	8	98	140	124	34	5	414
2012	7	75	168	132	26	10	428
2013	5	90	142	114	28	12	400
2014	10	73	128	111	30	3	364
2015	11	80	142	104	26	10	386
2016	9	88	154	145	29	7	441
2017	23	89	145	112	24	8	409
<i>Ave. trend change p.a.(%)</i>	17.2	-0.4	-1.8	-2.6	-3.3	-4.1	-1.5
Inner & Outer Regional							
2009	3	52	67	129	361	104	719
2010	3	37	57	119	353	98	673
2011	6	42	36	106	330	86	611
2012	10	47	74	130	312	87	665
2013	6	33	48	128	299	62	580
2014	3	36	49	108	288	80	568
2015	8	29	63	126	289	86	609
2016	5	41	54	141	321	89	657
2017	8	54	51	126	303	94	642
<i>Ave. trend change p.a.(%)</i>	8.4	-0.9	-0.9	1.0	-2.2	-1.3	-1.1
Remote & Very Remote							
2009	0	6	7	12	38	63	127
2010	0	8	8	20	36	56	128
2011	2	5	4	8	35	61	115
2012	1	5	7	9	20	45	88
2013	3	7	8	8	44	46	116
2014	0	7	5	12	34	49	110
2015	1	2	15	12	30	44	106
2016	2	2	4	4	17	73	102
2017	0	6	3	8	18	36	72
<i>Ave. trend change p.a.(%)</i>	-	-9.0	-5.1	-8.5	-8.0	-3.3	-4.7

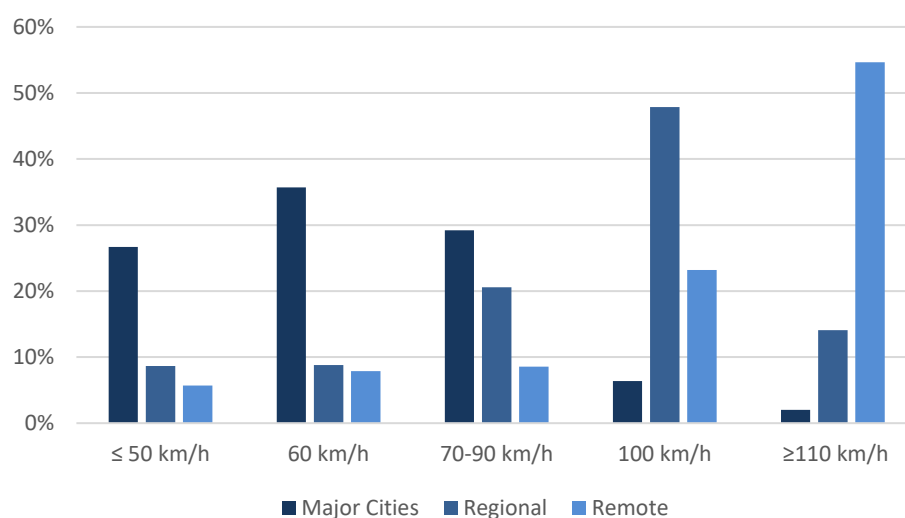
a Includes crashes where speed limit is unknown or where the posted speed limit is 30km/hr or less.

Source National Crash Database

Table 2.8 Fatal crashes by common crash sub-types^a


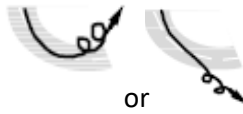




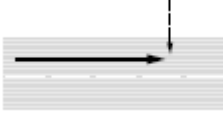
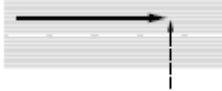

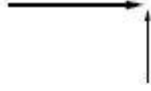
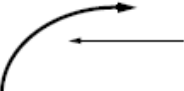


	<i>Intersection</i>	<i>Head-on</i>	<i>Single vehicle run-off road^b</i>	<i>Total^c</i>
2009	262	231		1,346
2010	263	224		1,230
2011	259	209		1,151
2012	269	219		1,190
2013	237	182	406	1,099
2014	214	183	382	1,051
2015	232	201	380	1,101
2016	251	230	438	1,201
2017	254	184	391	1,129
<i>Ave. trend change p.a.(%)</i>	-1.2	-1.8	0.6	-1.6

a Categories not mutually exclusive.
b Full national data available from 2013
c Includes all other crash types.
Source National Crash Database

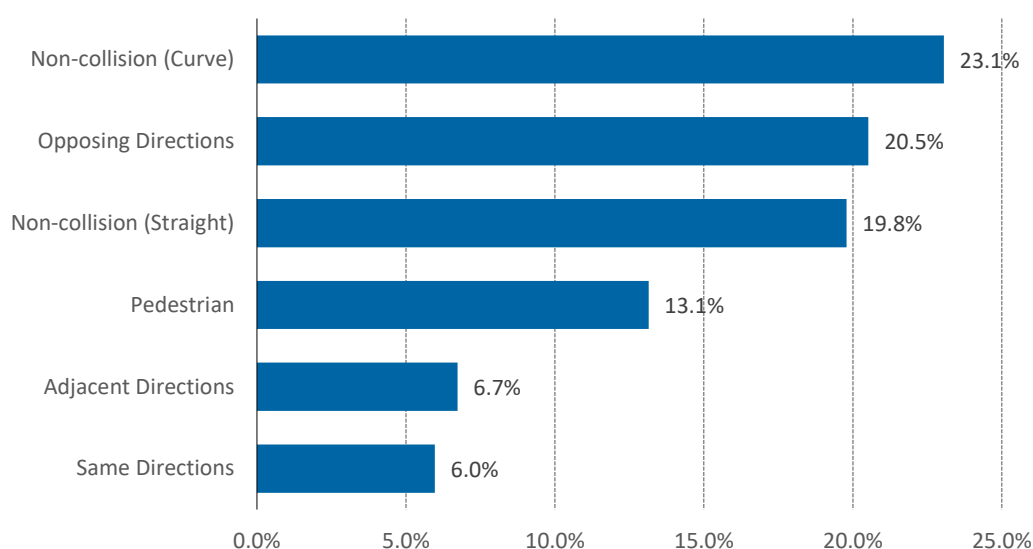
Figure 2.5 Proportion of fatal crashes by speed zone and Remoteness Area 2015-2017

Source National Crash Database

Figure 2.6 Common crash type (sub-groups) for fatal crashes 2015–2017

Main Crash Type	Sub-group		
Non-collision (Curve)	 or Non-collision (Curve) - Off Car/way at right bend	 or Non-collision (Curve) - Off Car/way at left bend	
Opposing directions	 Opposing directions Head on	 Opposing directions Right thru	
Non-collision (Straight)	 Non-collision (Straight) - Off Left	 Non-collision (Straight) - Off Right	
Pedestrian	 Pedestrian Near side	 Pedestrian Far side	 Pedestrian Play/Work
Adjacent directions	 Adjacent directions Cross traffic	 Adjacent directions Right Near	
Same direction	 Same direction Rear end	 Same direction Side Swipe	

Source Austroads 2009

Figure 2.7 Common crash type (main groups) for fatal crashes 2015-2017

Source Austroads 2009; National Crash Database

Table 2.9 Common crash type (sub-groups) for fatal crashes 2015-2017

Crash type (Main)	Total %	Crash type (Sub-group)	%
Non-collision (Curve)	23.1	<i>Off carriageway at right bend</i>	11.7
		<i>Off carriageway at left bend</i>	8.3
Opposing directions	20.5	<i>Head on</i>	17.0
		<i>Right thru</i>	3.2
Non-collision (Straight)	19.8	<i>Off left</i>	8.7
		<i>Off right</i>	7.5
Pedestrian	13.1	<i>Nearside</i>	4.1
		<i>Farside</i>	3.5
		<i>Play/Work</i>	2.0
Adjacent directions	6.7	<i>Cross traffic</i>	3.5
		<i>Right near</i>	2.3
Same directions	6.0	<i>Rear-end</i>	4.0
		<i>Side-swipe</i>	1.2

Note The data in Figure 2.5 and Table 2.5 are based on state and territory Road User Movement (RUM) and DCA Definitions for Coding Accidents (DCA) codes. Data from each jurisdiction has been collated into a national system using the diagrams in (Austroads 2009). In these coding systems there are 10 main crash type groups; within each main group there are several sub-groups.

Source Not shown in this table are 'On path', 'Miscellaneous' and 'Unknown' crash types, which together account for 6% of the total. Austroads 2009; National Crash Database

Table 2.10 Fatal crashes by road type

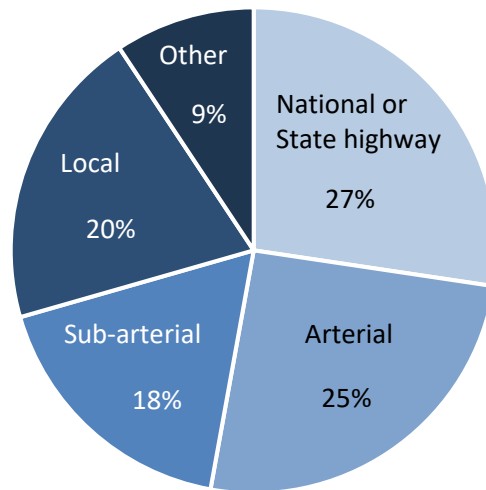
	<i>National State highway</i>	<i>Arterial</i>	<i>Sub-arterial</i>	<i>Local</i>	<i>Other^a</i>	<i>Total^b</i>
2009	387	348	183	274	136	1,346
2010	369	310	192	234	113	1,230
2011	354	272	200	221	89	1,151
2012	361	284	201	233	97	1,190
2013	341	246	168	229	108	1,099
2014	302	269	183	208	82	1,051
2015	308	291	188	208	106	1,101
2016	328	317	222	232	100	1,201
2017	300	264	196	248	113	1,129
<i>Ave. trend change p.a.(%)</i>	-3.0	-1.6	0.8	-1.1	-1.5	-1.6

a Includes Collector road, Access road, Path, Busway and Pedestrian Thoroughfare.

b Includes crashes with undetermined and Not applicable road type.

Source National Crash Database

Figure 2.8 Fatal crashes by road type 2015-2017



Source National Crash Database

This page is intentionally left blank.

SECTION 3 Rates

This section presents rates for road deaths and hospitalised injuries standardised by population, vehicle kilometres travelled (VKT) and vehicle registrations. Comparisons are included for jurisdictions, age groups, gender and remoteness area. In general, rates are composed of deaths during the calendar year divided by the exposure measure at the mid-point of the year.

Fatality rates

- In 2018 the fatality rate per 100,000 people decreased 33.3 per cent over the last decade to 4.6. This rate has declined an estimated reduction of 3.5 per cent per year (Table 3.1).
- The fatality rate per 100,000 people was lowest in major cities (2.3) and higher in regional and remote areas, with the highest rate in very remote areas (16.5) (Table 3.4).
- Victoria, South Australia and the Australian Capital Territory recorded greater reductions over the past ten years than the national average (Table 3.1).
- The fatality rate per 100,000 people is higher in the Northern Territory, Western Australia and Tasmania (Figure 3.3).
- The population adjusted fatality rate per 100,000 young road users (17 to 25 years) has seen substantial improvement over the past ten years but at 7.5 in 2018 remains above the national average (4.6 deaths per 100,000 population). The reduction in the fatality rate for people aged 65 to 74 years has decreased by only 1.1 per cent per year since 2009 (Table 3.2).
- The estimated fatality rate per 100 million vehicle kilometres travelled (VKT) has fallen at a similar rate to population based rates, by 3.7 per cent per year since 2009 (Table 3.3).

Hospitalised injury rates

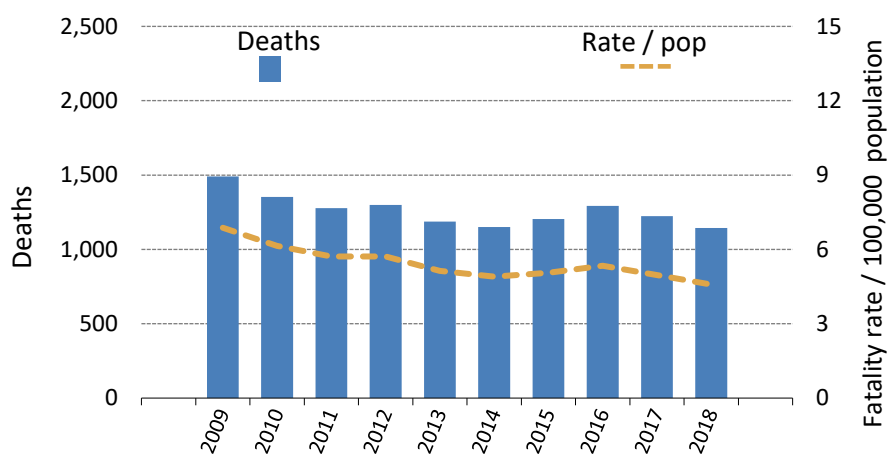
- Population, registration and vehicle kilometres travelled based rates for annual hospitalised injuries are available only to 2016, and annual rates are only comparable with 2013 due to a break in the hospitalised injuries series on 1 July 2012.
- Since 2013, the hospitalised injury rate has increased 2.1 per cent per year, from 151.6 cases per 100,000 people in 2013 to 161.0 cases per 100,000 people in 2016 (Table 3.7; Figure 3.6).
- In 2016 the rate of hospitalised injuries per 100,000 people was 35 times the fatality rate (Table 3.7, and Table 3.1).

Table 3.1 Fatality rate per 100,000 population by jurisdiction

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
2009	6.4	5.4	7.6	7.4	8.5	12.5	13.7	3.4	6.9
2010	5.7	5.3	5.7	7.3	8.4	6.1	21.8	5.3	6.1
2011	5.0	5.2	6.0	6.3	7.6	4.7	19.5	1.6	5.7
2012	5.1	5.0	6.1	5.7	7.5	6.1	20.8	3.2	5.7
2013	4.5	4.2	5.8	5.9	6.5	7.0	15.3	1.8	5.1
2014	4.1	4.2	4.7	6.4	7.3	6.4	16.1	2.6	4.9
2015	4.6	4.2	5.1	6.0	6.3	6.6	20.0	3.8	5.1
2016	4.9	4.7	5.2	5.0	7.6	7.1	18.3	2.7	5.3
2017	4.9	4.1	5.0	5.8	6.2	6.3	12.5	1.2	5.0
2018	4.5	3.3	4.9	4.6	6.1	6.2	20.2	2.1	4.6
% change 2017-2018	-9.6	-19.5	-2.5	-20.6	-1.4	-1.1	61.4	76.2	-7.8
Ave. trend change p.a. (%)	-2.8	-4.3	-3.8	-4.0	-3.4	-2.2	-0.4	-6.4	-3.5

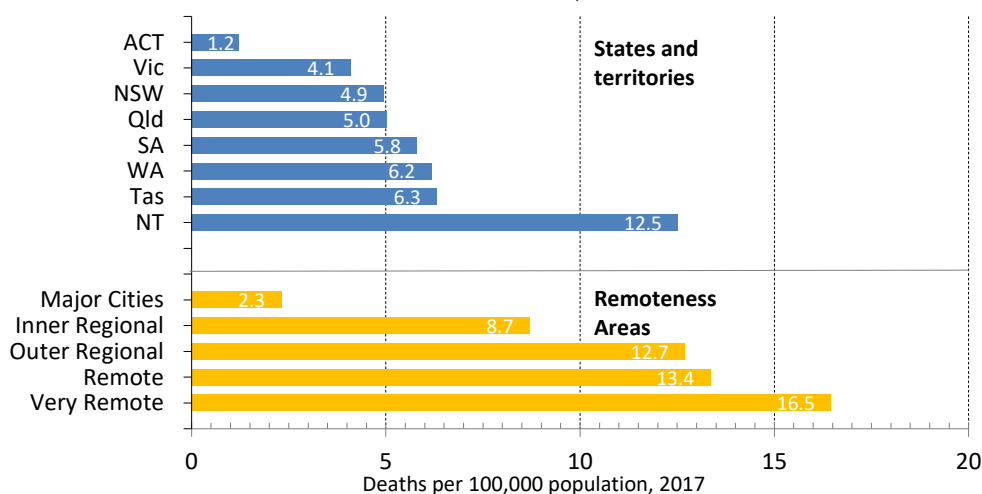
Sources Australian Road Deaths Database; Australian Bureau of Statistics 2019

Figure 3.1 Deaths and fatality rate per 100,000 population



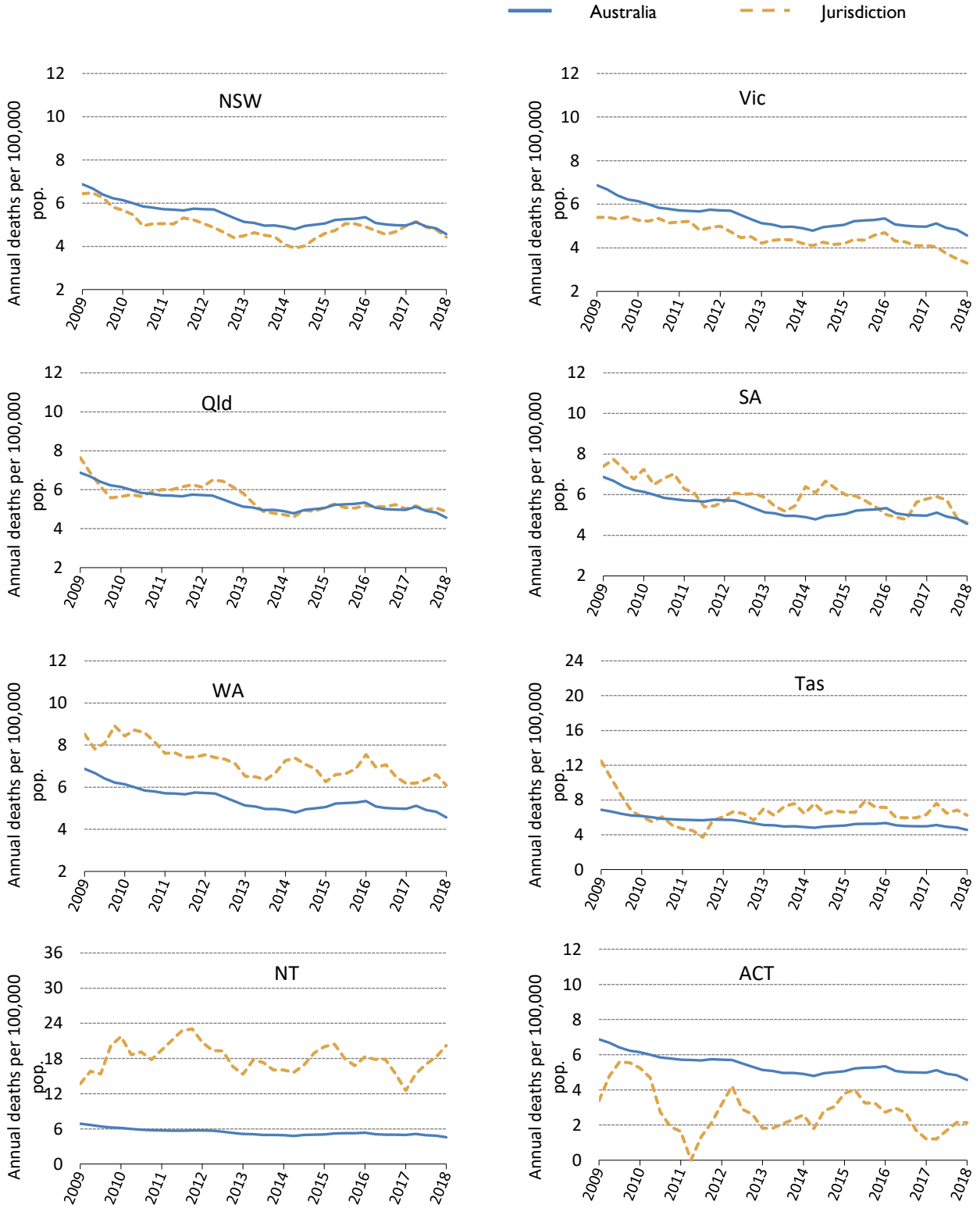
Sources Australian Road Deaths Database; Australian Bureau of Statistics 2019

Figure 3.2 Fatality rate per 100,000 population by jurisdiction and ABS Remoteness Areas, 2017



Sources Australian Road Deaths Database; Australian Bureau of Statistics 2019

Figure 3.3 Fatality rate per 100,000 population by jurisdiction



Sources Australian Road Deaths Database; Australian Bureau of Statistics 2019

Table 3.2 Fatality rate per 100,000 population by gender and age group

	0–16 years	17–25 years	26–39 years	40–64 years	65–74 years	≥ 75 years	All deaths ^a
Males							
2009	2.3	19.2	13.0	9.2	8.3	14.9	10.0
2010	2.0	17.8	10.6	8.9	7.7	11.9	9.0
2011	2.2	14.5	9.7	8.4	6.1	15.6	8.3
2012	1.4	14.6	10.6	8.1	6.9	14.7	8.2
2013	1.5	11.6	8.0	7.8	8.9	14.9	7.4
2014	1.2	12.1	8.2	7.4	7.4	11.1	7.0
2015	1.4	11.3	9.0	7.6	7.8	13.3	7.3
2016	1.5	13.4	9.3	8.5	6.4	15.4	8.0
2017	1.1	12.6	7.5	7.8	8.3	14.8	7.4
2018	1.3	11.1	7.9	7.3	7.4	11.4	6.9
% change 2017-2018	15.3	-12.2	4.7	-7.4	-10.7	-22.7	-6.8
Ave. trend change p.a. (%)	-6.8	-5.0	-4.5	-1.9	0.0	-0.9	-3.2
Females							
2009	2.0	6.2	3.3	3.6	3.9	5.8	3.7
2010	1.0	5.7	3.2	3.0	4.4	6.7	3.3
2011	1.5	5.1	2.7	2.8	3.8	6.8	3.2
2012	1.4	5.1	2.7	2.9	3.9	7.2	3.2
2013	1.2	4.2	2.6	2.4	3.8	7.5	2.9
2014	1.4	3.9	2.6	2.3	3.9	6.7	2.8
2015	1.1	3.8	2.5	2.4	4.0	7.0	2.8
2016	0.8	4.4	2.7	2.5	3.5	6.3	2.8
2017	0.7	3.5	2.0	2.5	3.0	8.1	2.6
2018	0.6	3.7	2.2	2.3	2.9	4.8	2.3
% change 2017-2018	-12.1	4.8	9.2	-10.0	-3.6	-41.5	-11.0
Ave. trend change p.a. (%)	-9.8	-5.9	-4.2	-4.0	-3.4	-0.7	-4.2
Persons^b							
2009	2.2	12.9	8.2	6.4	6.1	9.6	6.9
2010	1.6	11.9	6.9	5.9	6.0	8.9	6.1
2011	1.9	9.9	6.2	5.5	4.9	10.5	5.7
2012	1.4	9.9	6.7	5.5	5.4	10.4	5.7
2013	1.3	8.0	5.3	5.1	6.3	10.6	5.1
2014	1.3	8.1	5.4	4.8	5.6	8.6	4.9
2015	1.3	7.7	5.7	5.0	5.9	9.8	5.1
2016	1.2	9.0	6.0	5.4	4.9	10.3	5.3
2017	0.9	8.2	4.8	5.1	5.6	11.0	5.0
2018	1.0	7.5	5.0	4.7	5.1	7.7	4.6
% change 2017-2018	7.1	-8.5	5.6	-8.1	-8.9	-30.3	-7.8
Ave. trend change p.a. (%)	-8.1	-5.2	-4.5	-2.5	-1.1	-0.6	-3.5

a Includes those with unknown or unstated age.

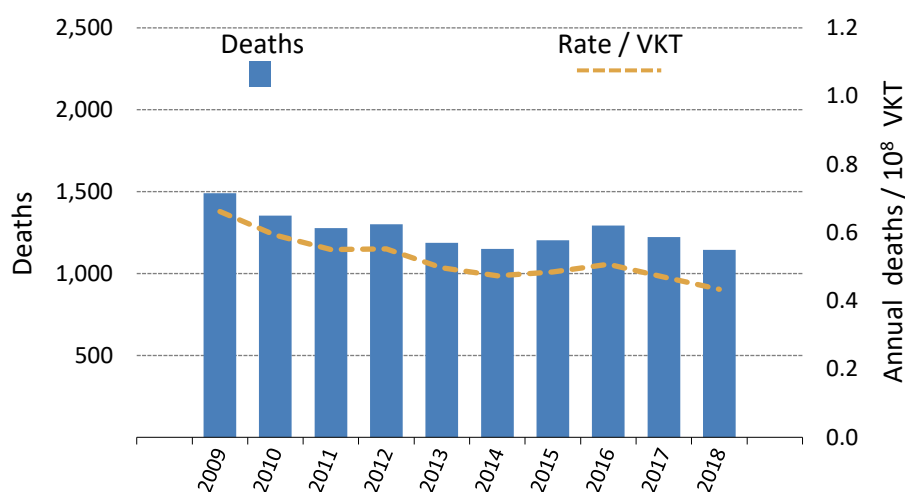
b Includes those with unknown or unstated gender.

Sources Australian Road Deaths Database; Australian Bureau of Statistics 2019

Table 3.3 Fatality rate per 100 million vehicle kilometres travelled (VKT)

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
2009	0.7	0.5	0.7	0.7	0.8	1.2	1.5	0.3	0.7
2010	0.6	0.5	0.5	0.7	0.8	0.6	2.4	0.5	0.6
2011	0.5	0.5	0.5	0.6	0.7	0.5	2.2	0.2	0.6
2012	0.5	0.5	0.6	0.6	0.7	0.6	2.4	0.3	0.6
2013	0.5	0.4	0.5	0.6	0.6	0.7	1.8	0.2	0.5
2014	0.4	0.4	0.4	0.6	0.7	0.6	1.8	0.3	0.5
2015	0.5	0.4	0.5	0.6	0.6	0.6	2.3	0.4	0.5
2016	0.5	0.4	0.5	0.5	0.7	0.7	2.1	0.3	0.5
2017	0.5	0.4	0.4	0.6	0.5	0.6	1.4	0.1	0.5
2018	0.4	0.3	0.4	0.4	0.5	0.6	2.3	0.2	0.4
% change 2017-2018	-9.5	-19.0	-2.5	-20.8	-1.2	-1.5	58.9	77.6	-7.6
Ave. trend change p.a. (%)	-3.3	-4.2	-4.0	-4.4	-3.6	-2.5	-0.3	-6.3	-3.7

Sources Australian Road Deaths Database; BITRE unpublished VKT estimates

Figure 3.4 Deaths and fatality rate per 100 million vehicle kilometres travelled (VKT)

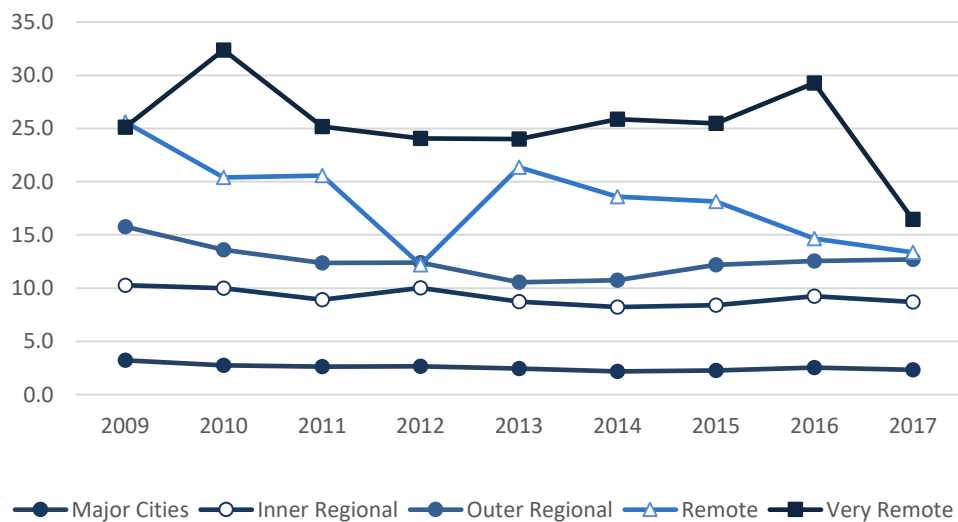
Sources Australian Road Deaths Database; BITRE unpublished VKT estimates

Table 3.4 Fatality rate by Remoteness Areas per 100,000 population

	Major Cities	Inner Regional	Outer Regional	Remote	Very Remote	Australia
2009	3.2	10.3	15.8	25.6	25.1	6.2
2010	2.7	10.0	13.6	20.4	32.4	5.6
2011	2.6	8.9	12.4	20.6	25.2	5.2
2012	2.7	10.0	12.4	12.2	24.1	5.2
2013	2.4	8.7	10.6	21.4	24.0	4.8
2014	2.2	8.2	10.7	18.6	25.9	4.5
2015	2.3	8.4	12.2	18.1	25.5	4.6
2016	2.5	9.2	12.5	14.7	29.3	5.0
2017	2.3	8.7	12.7	13.4	16.5	4.6
<i>Ave. trend change p.a.(%)</i>	-3.3	-2.0	-2.1	-5.5	-3.1	-3.2

Source Australian Bureau of Statistics 2018b; National Crash Database

Figure 3.5 Fatality rate by Remoteness Area per 100,000 population



Source Australian Bureau of Statistics 2018b; National Crash Database

Table 3.5 Vehicle occupant fatality rate per 10,000 registered motor vehicles^a by jurisdiction

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Deaths of a vehicle occupant per 10,000 registered motor vehicles									
2009	0.7	0.5	0.7	0.8	0.8	1.3	1.9	0.3	0.7
2010	0.6	0.5	0.5	0.7	0.8	0.5	3.0	0.5	0.6
2011	0.6	0.5	0.6	0.5	0.7	0.4	2.7	0.1	0.5
2012	0.5	0.5	0.6	0.5	0.7	0.5	2.3	0.2	0.5
2013	0.4	0.4	0.6	0.5	0.5	0.4	1.4	0.2	0.5
2014	0.4	0.4	0.5	0.6	0.6	0.6	1.5	0.2	0.5
2015	0.4	0.4	0.5	0.5	0.6	0.5	2.0	0.4	0.5
2016	0.5	0.4	0.4	0.5	0.7	0.5	2.3	0.3	0.5
2017	0.5	0.4	0.4	0.4	0.5	0.4	1.3	0.1	0.4
2018	0.4	0.3	0.4	0.4	0.5	0.5	1.7	0.1	0.4
% change 2017-2018	-17.3	-27.2	3.3	-1.7	0.2	7.9	35.5	30.1	-10.0
Ave. trend change p.a. (%)	-4.5	-4.8	-5.2	-5.3	-4.0	-5.4	-4.5	-7.2	-4.8

a Includes cars, trucks, LCVs and buses.

Sources Australian Road Deaths Database; Australian Bureau of Statistics 2018

Table 3.6 Motorcyclist fatality rate per 10,000 registered motorcycles by jurisdiction

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Deaths of motorcyclists^a per 10 000 registered motorcycles									
2009	4.2	2.6	4.0	3.4	3.6	6.0	1.8	1.8	3.6
2010	3.5	3.1	3.2	3.4	3.7	2.1	8.4	4.1	3.4
2011	2.8	3.1	2.9	4.4	2.8	2.0	3.4	2.5	3.0
2012	3.2	2.5	3.6	3.1	3.2	3.0	6.6	2.3	3.1
2013	3.6	2.4	2.6	2.4	2.2	6.3	9.0	1.5	2.9
2014	2.8	1.7	2.0	2.1	3.5	1.7	8.7	1.5	2.4
2015	3.0	1.7	2.9	2.1	1.7	5.4	8.4	3.1	2.5
2016	2.9	3.0	3.2	1.5	3.0	5.2	5.8	2.3	3.0
2017	2.5	2.0	2.5	4.4	2.0	5.6	4.5	0.8	2.5
2018	2.3	2.0	2.1	1.8	2.2	4.0	12.2	1.5	2.2
% change 2017-2018	-9.2	-1.5	-15.8	-58.3	14.0	-29.0	168.5	101.0	-10.2
Ave. trend change p.a. (%)	-4.9	-4.2	-4.6	-6.1	-5.8	5.2	10.2	-7.4	-4.3

a Includes motor cycle pillion passengers.

Sources Australian Road Deaths Database; Australian Bureau of Statistics 2018

Table 3.7 Hospitalised injury rate per 100,000 population, 100 million vehicle kilometre travelled (VKT) and 10,000 registered motor vehicles

	<i>per 100,000 population^a</i>	<i>per 100 million VKT^b</i>	<i>per 10,000 registered motor vehicles</i>
2009	155.3	15.0	21.5
2010	148.8	14.3	20.4
2011	152.6	14.7	20.8
2012 ^c			
2013 ^c	151.6	14.7	20.4
2014 ^c	151.4	14.6	20.2
2015 ^c	155.7	14.9	20.6
2016 ^c	161.0	15.3	21.2
2017			
2018			

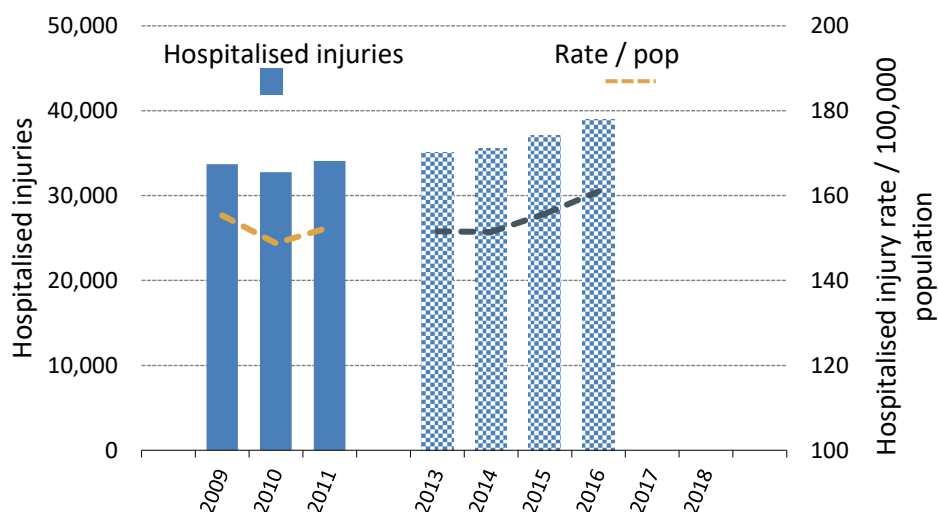
a Population is at June each year.

b VKT are for the 12 months ended June.

c 2012 calendar year data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. See note (c) on Table 1.17, p. 23.

Sources Australian Bureau of Statistics 2019; Australian Bureau of Statistics 2018; BITRE unpublished VKT estimates; National Injury Surveillance Unit, unpublished, hospitalised injury series.

Figure 3.6 Hospitalised injuries and hospitalised injury rate per 100,000 population^a



a Population is at June each year.

Note It is not possible to presents 2012 calendar year data as it is not directly comparable with previous years due to a break in the hospitalised injury series on 1 July 2012. See note on Table 1.17, p. 23.

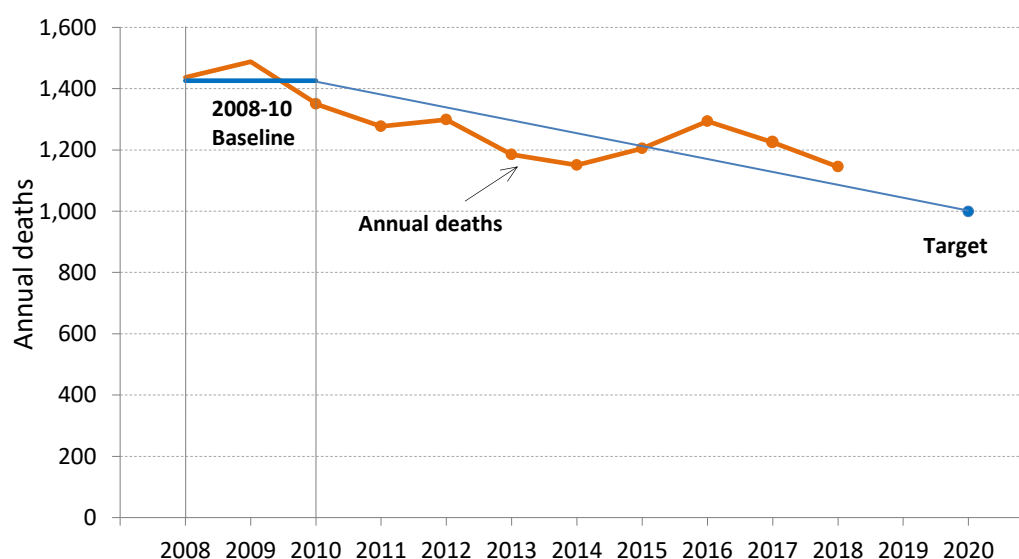
Sources Australian Bureau of Statistics 2019; National Injury Surveillance Unit, unpublished, hospitalised injury series

SECTION 4 National Road Safety Strategy 2011–2020 statistical progress

The National Road Safety Strategy 2011–2020 (NRSS) lists a number of indicators that will be used to monitor progress against the targets within four cornerstones (Safe Roads, Safe Speeds, Safe Vehicles and Safe People). This chapter presents 2017 fatality outcomes for these indicators against the NRSS baseline average for 2008–2010. Data for 2018 will be published October 2019 www.roadsafety.gov.au. In September 2015, Australia endorsed United Nations Sustainable Developments Goal 3.6 to halve global deaths and injuries from road traffic accidents by 2020.

- Preliminary data on the number of deaths in 2018 was 1,145, a 19.7 reduction against the baseline average for the ten year strategy. This compares with the target of a 30.0 per cent reduction by the end of 2020. In 2018 the rate of deaths per 100,000 population was 4.6 (preliminary), down 26.6 per cent from the baseline average.
- Official data for 2017 (Table 4.1) is that there were 1,226 road deaths, a 14.0 per cent reduction against the baseline average (as at October 2018).
- The trend for annual road deaths has been decreasing, although there has been an upward trend for older drivers and motorcycle riders (Table 4.2). Road deaths in crashes involving young drivers, unlicensed drivers, and unrestrained vehicle occupants have declined.
- The number of road deaths from illegal blood alcohol concentration has dropped considerably in the past seven years for six jurisdictions. Preliminary data indicates an increase in deaths from crashes involving drivers and motorcycle riders with an illegal drug in their system.
- The availability of 5 star ANCAP rated new vehicles has increased to 91 per cent in 2017 although the average age for passenger vehicles remains around 10 years old.

Figure 4.1 NRSS 2011–2020 statistical progress towards fatality target



Sources: National Crash Database. Annual fatality data (to 2017) is sourced on the Australian Road Deaths Database.

Table 4.1 National Road Safety Strategy (NRSS) statistical progress
– High level outcome measures

Measure	Baseline (2008-2010)^a	2017^b	% Change baseline – 2017
Number of deaths resulting from road crashes	1,426	1,226	-14.0%
Number of road crashes resulting in deaths	1,297	1,130	-12.9%
Number of deaths per 100,000 population	6.6	5.0	-25.4%
Number of deaths per 100 million vehicle kilometres travelled	0.63	0.48	-24.2%
Number of deaths per 10,000 registered vehicles	0.91	0.65	-28.3%
a	Average annual number during the three-year period 2008 to 2010.		
b	Uses data from the National Crash Database.		
Sources	Australian Bureau of Statistics 2018b; Australian Bureau of Statistics 2017; BITRE unpublished VKT estimates; National Crash Database		

Table 4.2 National Road Safety Strategy (NRSS) statistical progress
– Safety performance indicators

Measure	Baseline (2008-2010)^a	2017^b	% Change baseline – 2017
Safe roads			
Number of deaths from head-on crashes	271	223	-17.8%
Number of deaths from single-vehicle crashes	651	521	-19.9%
Number of deaths from intersection crashes	301	269	-10.6%
Number of deaths from crashes on metropolitan roads	515	432	-16.1%
Number of deaths from crashes on regional roads	766	705	-7.9%
Number of deaths from crashes on remote roads	136	82	-39.6%
Safe speeds			
Number of deaths from crashes where speed was a contributory factor		Data not available	
Mean free speeds at designated sites across the network		Data not available	
Percentage of vehicles speeding by vehicle type and offence category		Data not available	
Safe vehicles^c			
Average age of the Australian vehicle fleet (years)	10.0	10.1	1.0%
- Average age of passenger vehicles	9.7	9.8	1.0%
Percentage of new vehicles sold with a 5-star ANCAP rating	56% (2010)	91%	62.5%
Percentage of new vehicles sold with key safety features		Data not available	

**Table 4.2 National Road Safety Strategy (NRSS) statistical progress
– Safety performance indicators (continued)**

Measure	Baseline (2008-2010)^a	2017^b	% Change baseline – 2016
Safe people – responsible road use			
<i>Number of young driver and motorcycle rider deaths (aged 17-25 years)</i>	223	162	-27.4%
<i>Number of deaths from crashes involving a young driver or motorcycle rider (aged 17-25 years)</i>	470	340	-27.7%
<i>Number of older driver and motorcycle rider deaths (aged 65+ years)</i>	114	162	42.1
<i>Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ years)</i>	208	284	36.5
<i>Number of motorcyclist^d deaths</i>	232	212	-8.6
<i>Number of bicyclist^d deaths</i>	32	39	21.9%
<i>Number of pedestrian deaths</i>	186	167	-10.2%
<i>Number of deaths from crashes involving a heavy vehicle</i>	254	214	-15.7%
Safe people – irresponsible road use^e			
<i>Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above the legal limit^f</i>	149	110	-26.2%
<i>Number of deaths from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above the legal limit^f</i>	214	150	-29.9%
<i>Number of deaths from crashes involving an unlicensed driver or motorcycle rider^g</i>	143	99	-30.8%
<i>Number of vehicle occupants killed who were not wearing a restraint</i>	215	128	-40.5%
		2010^h	2017
<i>Number of drivers and motorcycle riders killed who had an illegal drug in their systemⁱ</i>		53	73
<i>Number of deaths from crashes involving a driver or motorcycle rider who had an illegal drug in their system</i>		83	105
a	Average annual number during the three-year period 2008 to 2010.		
b	Uses data from the National Crash Database.		
c	From Roadsafety.gov.au.		
d	Includes pillion passengers.		
e	Fatality counts for each of the following indicators are lower-bound estimates – due to a substantial number of cases with unknown values.		
f	Excludes data from Victoria and from Western Australia.		
g	Excludes data from Western Australia.		
h	Excludes data from ACT		
i	Excludes data from Victoria, Queensland and Western Australia. Data was not collected before 2010.		
Source	National Crash Database; ANCAP		

Glossary

The following definitions are general explanations only. The precise definitions vary across the organisations that provide the source data. These differences may result in minor inconsistencies between jurisdictions for some variables.

Road deaths from recent months are preliminary and subject to revision.

<i>Articulated truck</i>	A motor vehicle primarily for load carrying, consisting of a prime mover that has no significant load carrying area but with a turntable device which can be linked to one or more trailers.
<i>BAC</i>	Blood alcohol concentration (BAC) refers to the amount of alcohol present in the bloodstream.
<i>Bus</i>	A motor vehicle constructed for the carriage of passengers which has at least 10 seats, including the driver's seat.
<i>Counterpart</i>	The other vehicle or object that collides with the mode of transport of an injured person.
<i>Crash</i>	Any apparently unpremeditated event reported to police, or other relevant authority, and resulting in death, injury or property damage attributable to the movement of a road vehicle on a public road.
<i>Fatal crash</i>	A crash for which there is at least one death.
<i>Fatal crash involving heavy vehicles</i>	Fatal road traffic crashes in which one or more heavy vehicles were involved (articulated truck, heavy rigid truck or bus).
<i>Gross Vehicle Mass (GVM)</i>	Tare weight (i.e. unladen weight) of the motor vehicle plus its maximum carrying capacity excluding trailers.
<i>Heavy rigid truck</i>	A motor vehicle of GVM greater than 4.5 tonnes constructed with a load carrying area. Includes a rigid truck with a tow bar, draw bar or other non-articulated coupling on the rear of the vehicle.
<i>High threat to life injury</i>	'High threat to life' hospitalised injury cases are a subset of all hospitalised injury cases, referred to also as 'life-threatening' injuries. They are selected on the basis of having an ICD Injury severity Score (ICISS) of less than 0.941. See Australian Institute of Health and Welfare 2016 for definition and discussion.
<i>Hospitalised injury</i>	A person admitted to hospital from a crash occurring 'in traffic'. Traffic excludes off-road and unknown location.
<i>Older driver/motorcycle rider</i>	A person driving a motor vehicle or riding a motorcycle (excluding passengers) aged 65 years and over.

<i>Road death or fatality</i>	A person who dies within 30 days of a crash as a result of injuries received in that crash.
<i>Trend estimation</i>	In this report, the figures for the 'average trend change p.a.(%)' are calculated by fitting an exponential trend line to the last ten data points. The Excel function LOGEST performs the fit. The resulting trend line represents a constant annual percent change over the period. Notes: (i) The occurrence of a <i>zero</i> in the original series precludes trend estimation by this method; (ii) When fitted to a series containing small numbers, the result may not be a reliable indicator of a stable trend.
<i>Young driver/motorcycle rider</i>	A person driving a motor vehicle or riding a motorcycle (excluding passengers) aged between 17 and 25 years inclusive.

References

Australian Bureau of Statistics 2018, *Motor Vehicle Census*, January 2018 Cat No 9309.0.

Australian Bureau of Statistics 2018a, *Australian Statistical Geography Standard (ASGS): Volume 5 – Remoteness Structure* Cat No 1270.0.55.005, *Volume 4– Significant Urban Areas, Urban Centres and Localities, Section of State* Cat No 1270.0.55.004, *July 2016* July 2016.

Australian Bureau of Statistics 2018b, *Regional Population Growth, Australia, 2017-18* Cat No 3218.0

Australian Bureau of Statistics 2019, *Australian Demographic Statistics*, December 2018, Cat No 3101.0.

Australian Institute of Health and Welfare 2016, Henley G & Harrison JE, *Trends in serious injury due to road vehicle traffic crashes, Australia 2001 to 2010*. Injury research and statistics series no. 89, Cat. no. INJCAT 165. Canberra.

Austrroads 2009, *Guide to Road Safety Part 8: Treatment of Crash Locations*, Austrroads.

Bureau of Infrastructure, Transport and Regional Economics (BITRE) unpublished VKT estimates, State and capital city vehicle kilometres travelled December 2018.