During the 12 months to the end of September 2018, 169 people died from 152 fatal crashes involving heavy trucks. These included 93 deaths from 84 crashes involving articulated trucks, 86 deaths from 76 crashes involving heavy rigid trucks and 10 deaths from 8 crashes involving both a heavy rigid truck and an articulated truck\(^a\).

Fatal crashes involving heavy trucks:
- decreased by 10.1 per cent compared with the corresponding period one year earlier (from 169 to 152 crashes)
- decreased by an average of 2.2 per cent per year over the three years to September 2018.

Fatal crashes involving articulated trucks:
- decreased by 16.0 per cent compared with the corresponding period one year earlier (from 100 to 84 crashes)
- decreased by an average of 1.6 per cent per year over the three years to September 2018.

Fatal crashes involving heavy rigid trucks:
- were unchanged compared with the corresponding period one year earlier (from 76 crashes)
- increased by an average of 0.3 per cent per year over the three years to September 2018.

During the 12 months to September 2018, 16 people died in 16 fatal crashes involving buses.

Fatal crashes involving buses:
- decreased by 42.9 per cent compared with the corresponding period one year earlier (from 28 to 16 crashes)
- increased by an average of 9.4 per cent per year over the three years to September 2018.

\(^a\) Figures sum to more than the total because some crashes involved more than one type of heavy vehicle.

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## ANNUAL TRENDS

### Fatal crashes

<table>
<thead>
<tr>
<th>12 Months ended</th>
<th>Articulated Truck involved</th>
<th>Heavy Rigid Truck involved</th>
<th>Any heavy truck involved</th>
<th>Bus involved</th>
<th>Any heavy vehicle involved</th>
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Ave. trend change p.a.(%)  
- for last 10 years  
-4.6 0.1 -2.8 -1.0 -2.6  
- for last 5 years  
-1.7 1.0 -1.2 12.5 0.0  
- for last 3 years  
-1.6 0.3 -2.2 9.4 -1.1  

### Fatalities

<table>
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<tr>
<th>12 Months ended</th>
<th>Articulated Truck involved</th>
<th>Heavy Rigid Truck involved</th>
<th>Any heavy truck involved</th>
<th>Bus involved</th>
<th>Any heavy vehicle involved</th>
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Ave. trend change p.a.(%)  
- for last 10 years  
-5.0 0.3 -3.1 -0.9 -3.0  
- for last 5 years  
-3.4 1.1 -2.3 11.3 -1.3  
- for last 3 years  
-2.7 -0.3 -3.1 0.6 -2.8
ARTICULATED TRUCK INVOLVEMENT

Table 3  Fatal crashes involving articulated trucks by State/Territory

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<td>6 6</td>
<td>3 4</td>
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<tr>
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<tr>
<td>December</td>
<td>6 4</td>
<td>6 4</td>
<td>3 4</td>
</tr>
</tbody>
</table>

12 Months ended

| September 2017 | 39 22 20 8 7 1 3 0 | 100 |
| September 2018 | 25 13 24 5 13 3 1 0 | 84  |

% change

| 12 mths end Sep 2016 to 12 mths end Sep 2018 | -35.9 -40.9 20.0 -37.5 85.7 200.0 -66.7 -16.0 |

Average annual % change over 3 years a

Index of fatal crashes involving articulated trucks in Australia — five years ended September 2018

Each point shows the number of fatal crashes in the preceding 12 months expressed as a percentage of the corresponding number of fatal crashes in the 12 months to the end of September 2013.
## ARTICULATED TRUCK INVOLVEMENT

### Table 4  
Deaths from crashes involving articulated trucks by State/Territory

<table>
<thead>
<tr>
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</table>

| **12 Months ended** |
| September 2017    | 51  | 22  | 22  | 8  | 8  | 1   | 4   | 0   | 116       |
| September 2018    | 28  | 13  | 27  | 5  | 15 | 3   | 2   | 0   | 93        |

| % change          | -45.1 | -40.9 | 22.7 | -37.5 | 87.5 | 200.0 | -50.0 | - | -19.8 |

### Average annual % change over 3 years

| 12 mths end Sep 2016 | 11.5 | -10.7 | -9.3 | -18.0 | 4.7 | -30.3 | - | - | -3.6 |

*Average annual percentage change based on the exponential trend for the last three 12-month periods.*

### Table 5  
Deaths from crashes involving articulated trucks by State/Territory and road user — 12 months ended September 2018

<table>
<thead>
<tr>
<th></th>
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<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
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</thead>
<tbody>
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</table>

*Includes drivers/passengers of light and heavy vehicles.*

### Table 6  
Deaths from crashes involving articulated trucks by State/Territory and crash type — 12 months ended September 2018

<table>
<thead>
<tr>
<th></th>
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<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
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<td>93</td>
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</tbody>
</table>
HEAVY RIGID TRUCK INVOLVEMENT

Table 7  
Fatal crashes involving heavy rigid trucks by State/Territory

<table>
<thead>
<tr>
<th></th>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
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<th>Tas</th>
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<td>0</td>
<td>76</td>
</tr>
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<td>2015</td>
<td>22</td>
<td>18</td>
<td>16</td>
<td>2</td>
<td>10</td>
<td>5</td>
<td>1</td>
<td>0</td>
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<td>5</td>
<td>10</td>
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<td>0</td>
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</tr>
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<td>2017</td>
<td>29</td>
<td>19</td>
<td>11</td>
<td>5</td>
<td>13</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>82</td>
</tr>
</tbody>
</table>

| Quarters |     |     |     |    |    |     |    |     |           |
| 2016      |     |     |     |    |    |     |    |     |           |
| September | 6   | 3   | 3   | 2  | 5  | 0   | 0  | 0   | 19        |
| December  | 6   | 5   | 4   | 1  | 1  | 0   | 0  | 0   | 17        |
| 2017      |     |     |     |    |    |     |    |     |           |
| March     | 8   | 4   | 2   | 1  | 2  | 1   | 0  | 0   | 18        |
| June      | 7   | 3   | 6   | 1  | 3  | 1   | 0  | 0   | 21        |
| September | 8   | 5   | 2   | 1  | 3  | 1   | 0  | 0   | 20        |
| December  | 6   | 7   | 1   | 2  | 5  | 2   | 0  | 0   | 23        |
| 2018      |     |     |     |    |    |     |    |     |           |
| March     | 7   | 2   | 5   | 1  | 1  | 2   | 0  | 0   | 18        |
| June      | 5   | 4   | 4   | 2  | 1  | 1   | 0  | 0   | 17        |
| September | 9   | 0   | 4   | 1  | 2  | 1   | 0  | 1   | 18        |

| 12 Months ended |     |     |     |    |    |     |    |     |           |
| September 2017 | 29  | 17  | 14  | 4  | 9  | 3   | 0  | 0   | 76        |
| September 2018 | 27  | 13  | 14  | 6  | 9  | 6   | 0  | 1   | 76        |

% change  
-6.9  
-23.5  
0.0  
-5.0  
14.9  
-  
-  
0.0

Average annual % change over 3 years

| 12 mths end Sep 2016 | 7.8 | -13.4 | 5.5 | 0.0 | -5.0 | 14.9 | - | - | 0.3 |

a Average annual percentage change based on the exponential trend for the last three 12-month periods.

Index of fatal crashes involving heavy rigid trucks in Australia

— five years ended September 2018

Each point shows the number of fatal crashes in the preceding 12 months expressed as a percentage of the corresponding number of fatal crashes in the 12 months to the end of September 2013.
### HEAVY RIGID TRUCK INVOLVEMENT

#### Table 8  
Deaths from crashes involving heavy rigid trucks by State/Territory

<table>
<thead>
<tr>
<th>Calendar Years</th>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
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<tbody>
<tr>
<td>2013</td>
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<td>15</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>69</td>
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<tr>
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<td>15</td>
<td>11</td>
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<td>0</td>
<td>0</td>
<td>88</td>
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<td>8</td>
<td>11</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>88</td>
</tr>
<tr>
<td>2017</td>
<td>33</td>
<td>20</td>
<td>11</td>
<td>5</td>
<td>14</td>
<td>5</td>
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<td>0</td>
<td>88</td>
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#### Quarters

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<th>2017</th>
</tr>
</thead>
<tbody>
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<td>10</td>
</tr>
<tr>
<td>December</td>
<td>7</td>
<td>10</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Quarters</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>June</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>September</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>December</td>
<td>7</td>
<td>10</td>
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<table>
<thead>
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<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
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<tr>
<td>June</td>
<td>5</td>
</tr>
<tr>
<td>September</td>
<td>10</td>
</tr>
</tbody>
</table>

#### 12 Months ended

<table>
<thead>
<tr>
<th>12 Months ended</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>September</td>
<td>33</td>
<td>32</td>
</tr>
</tbody>
</table>

| % change        | -3.0 | -17.6 |

#### Average annual % change over 3 years

| 12 mths end Sep 2016 | to 12 mths end Sep 2018 | 13.5 | -12.5 | 0.0 | -16.8 | -6.5 | 19.6 | - | - | -2.1 |

a Average annual percentage change based on the exponential trend for the last three 12-month periods.

#### Table 9  
Deaths from crashes involving heavy rigid trucks by State/Territory and road user — 12 months ended September 2018

<table>
<thead>
<tr>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers a</td>
<td>17</td>
<td>7</td>
<td>11</td>
<td>4</td>
<td>8</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Passengers a</td>
<td>6</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motorcyclists b</td>
<td>4</td>
<td>1</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Pedal cyclists b</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>All road users c</td>
<td>32</td>
<td>14</td>
<td>18</td>
<td>6</td>
<td>9</td>
<td>6</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

a Includes drivers/passengers of light and heavy vehicles.
b Includes pillion passengers.
c Includes road users not separately specified.

#### Table 10  
Deaths from crashes involving heavy rigid trucks by State/Territory and crash type — 12 months ended September 2018

<table>
<thead>
<tr>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single vehicle crashes</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Multiple vehicle crashes</td>
<td>26</td>
<td>12</td>
<td>15</td>
<td>4</td>
<td>6</td>
<td>4</td>
<td>0</td>
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</tr>
<tr>
<td>Pedestrian crashes</td>
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<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>All crash types</td>
<td>32</td>
<td>14</td>
<td>18</td>
<td>6</td>
<td>9</td>
<td>6</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>
Table 11  Fatal crashes involving buses by State/Territory

<table>
<thead>
<tr>
<th>Calendar Years</th>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
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<td>3</td>
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<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>2014</td>
<td>6</td>
<td>3</td>
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<td>1</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
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<tr>
<td>2015</td>
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<td>6</td>
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<td>2</td>
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<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>2016</td>
<td>10</td>
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<td>3</td>
<td>3</td>
<td>3</td>
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<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>2017</td>
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<td>6</td>
<td>8</td>
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<td>2</td>
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</tbody>
</table>

<table>
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<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>NSW</td>
<td>Vic</td>
<td>Qld</td>
<td>SA</td>
<td>WA</td>
<td>Tas</td>
<td>NT</td>
<td>ACT</td>
<td>Australia</td>
</tr>
<tr>
<td>2016 September</td>
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<td>1</td>
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<td>0</td>
<td>7</td>
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<tr>
<td>December</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>2017 March</td>
<td>2</td>
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<td>0</td>
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</tr>
<tr>
<td>June</td>
<td>4</td>
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<td>3</td>
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<td>1</td>
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<td>September</td>
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<td>3</td>
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<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>June</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>September</td>
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<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

12 Months ended

| September 2017 | 7    | 6   | 9   | 2  | 2  | 1   | 1  | 0   | 28   |
| September 2018 | 6    | 4   | 3   | 0  | 2  | 0   | 1  | 0   | 16   |

% change

-14.3  -33.3  -66.7  -100.0  0.0  -100.0  0.0  -  -42.9

Average annual % change over 3 years a

| 12 mths end Sep 2016 to 12 mths end Sep 2018 | 9.0  | 25.4  | -  | -  | -17.4 | -  | -  | -  | 9.4   |

a Average annual percentage change based on the exponential trend for the last three 12-month periods.

Index of fatal crashes involving buses in Australia

— five years ended September 2018

Each point shows the number of fatal crashes in the preceding 12 months expressed as a percentage of the corresponding number of fatal crashes in the 12 months to the end of September 2013.
### BUS INVOLVEMENT

#### Table 12  
**Deaths from crashes involving buses by State/Territory**

<table>
<thead>
<tr>
<th>Calendar Years</th>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
</tr>
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<tbody>
<tr>
<td>2013</td>
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<td>3</td>
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<td>0</td>
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</tr>
<tr>
<td>2017</td>
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</tr>
<tr>
<td>March</td>
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</tr>
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</tr>
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</table>

<table>
<thead>
<tr>
<th>12 Months ended</th>
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<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>September 2017</td>
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<td>11</td>
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<td>2</td>
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</tbody>
</table>

% change:
-14.3 -50.0 -72.7 -100.0 0.0 -100.0 0.0 -50.0

**Average annual % change over 3 years**

<table>
<thead>
<tr>
<th>12 mths end Sep 2016</th>
<th>12 mths end Sep 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2</td>
<td>24.7</td>
</tr>
<tr>
<td>66.1</td>
<td>-15.0</td>
</tr>
<tr>
<td>-15.0</td>
<td>-</td>
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<tr>
<td>-</td>
<td>-50.0</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>6.4</strong></td>
</tr>
</tbody>
</table>

*a* Average annual percentage change based on the exponential trend for the last three 12-month periods.

#### Table 13  
**Deaths from crashes involving buses by State/Territory by road user**

<table>
<thead>
<tr>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers*a</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Passengers*a</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Motorcyclists*b</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Pedal cyclists*b</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>All road users*c</td>
<td>6</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

*a* Includes drivers/passengers of light and heavy vehicles.

*b* Includes pillion passengers.

*c* Includes road users not separately specified.

#### Table 14  
**Deaths from crashes involving buses by State/Territory by crash type**

<table>
<thead>
<tr>
<th>NSW</th>
<th>Vic</th>
<th>Qld</th>
<th>SA</th>
<th>WA</th>
<th>Tas</th>
<th>NT</th>
<th>ACT</th>
<th>Australia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single vehicle crashes</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Multiple vehicle crashes</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Pedestrian crashes</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>All crash types</td>
<td>6</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>16</td>
</tr>
</tbody>
</table>
APPENDIX

Glossary

Note: 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.

Articulated truck: 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.

Heavy rigid truck: 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.

Gross Vehicle Mass (GVM): Tare weight (i.e. unladen weight) of the motor vehicle plus its maximum carrying capacity excluding trailers.

Bus: A motor vehicle constructed for the carriage of passengers which has at least 10 seats, including the driver’s seat.

Crash: 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.

Road Death or Fatality: A person who dies within 30 days of a crash as a result of injuries received in that crash.

Fatal crash: A crash for which there is at least one death.

Preliminary data: Data for recent months are preliminary and subject to revision.

Estimation of three year trends: In this bulletin, the figures for the 'Average annual per cent change over 3 years' are calculated by fitting an exponential trend line to the last four data points (years 0 to 3). The Excel function LOGEST performs the fit. The resulting trend line represents a constant annual percent change over the period. (Note: when fitted to a series containing small numbers, this may not be a reliable indicator of a stable trend.)

Smooth trend lines: Whittaker-Henderson smoothers are used with value of 80 for the smoothing parameter. The application R (package pracma) can be used for such trend lines.

Data Sources: The data presented here are obtained from the following sources:

- Transport for New South Wales
- VicRoads
- Queensland Department of Transport and Main Roads
- Department of Planning, Transport and Infrastructure South Australia
- Western Australian Police
- Department of State Growth, Tasmania
- Department of Transport, Northern Territory
- Territory and Municipal Services Directorate, Australian Capital Territory

An online version of the database used to produce this bulletin is available from:


Inquiries: For further information about data in this bulletin, contact:

Bureau of Infrastructure, Transport and Regional Economics
Department of Infrastructure, Regional Development and Cities
GPO Box 501 Canberra ACT 2601
Email: roadsafety@infrastructure.gov.au
Internet: < http://www.bitre.gov.au >