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STATISTICAL REPORT



bitre

Safety

**Road trauma involving heavy vehicles
2015 statistical summary**

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Road trauma involving heavy vehicles 2015 statistical summary

Department of Infrastructure and Regional Development
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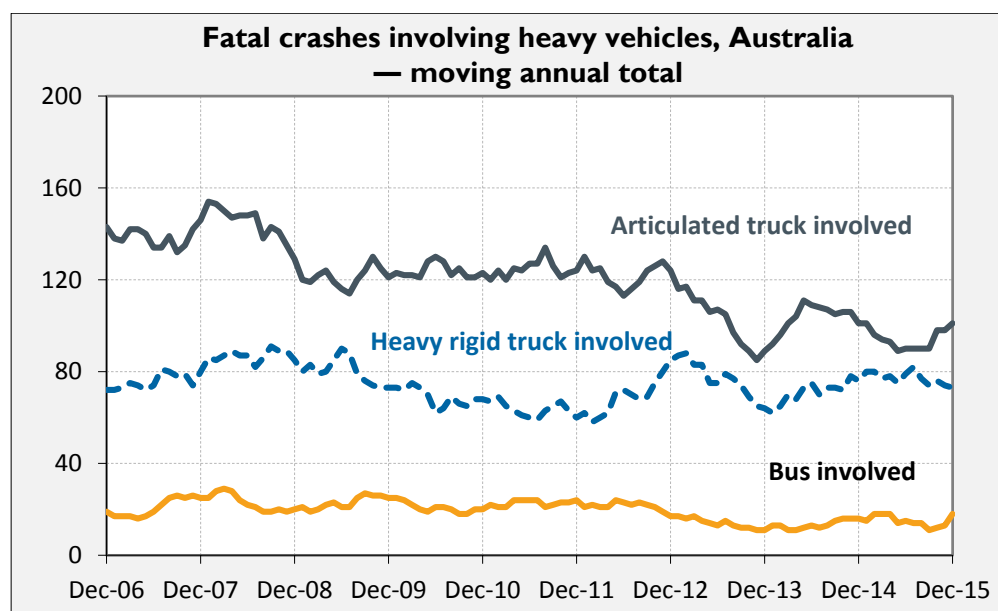
At a glance

This report presents counts and rates of fatal crashes, fatalities and hospitalised injuries from road traffic crashes in which one or more heavy vehicles were involved. Percentage changes for the latest calendar year, and annual average changes over recent years are given.

In 2015, 211 people were killed in crashes involving heavy vehicles. Of this total, the proportion of persons killed in crashes which involved an articulated truck, heavy rigid truck or bus were 53.0 per cent, 37.2 per cent and 9.8 per cent respectively. These proportions are similar to 2014 and 2013 (Table I.1, p. 2 and Figure I.1, p. 2).

Over the last ten years, total annual deaths from crashes involving heavy vehicles decreased by 19.8 per cent. The estimated trend over the decade is a reduction of 3.2 per cent per year (Table I.1, p. 2).

Vehicle occupants (driver or passenger) account for 73.0 per cent of fatalities from crashes involving a heavy vehicle. The remainder are pedestrians (10.8 per cent), motorcyclists (9.9 per cent) and pedal cyclists (4.5 per cent). Of total vehicle occupant deaths, 24.1 per cent are heavy vehicle occupants (Table I.8, p. 11).



For fatality crashes involving articulated trucks, 75.4 per cent of fatalities occur in multiple vehicle crashes, 16.7 per cent in single vehicle crashes and 7.9 per cent in pedestrian involved crashes. The proportions for crashes involving heavy rigid trucks are 82.5 per cent, 6.3 per cent and 11.3 per cent respectively (Table I.5, p. 8).

Three key crash types tabulated are 'intersection' crashes, 'head-on' crashes and 'single vehicle run-off road' crashes. For crashes with articulated truck involvement, the proportions of fatalities

in each are 16.4 per cent, 33.6 per cent and 12.1 per cent respectively. For heavy rigid truck involved crashes, the respective proportions of fatalities are 32.2 per cent, 29.9 per cent and 4.6 per cent (Table 1.7, p. 10).

Further crash analysis shows that the most common crash sub-types are 'opposing direction – head-on' (34.0 per cent), 'pedestrian involved' (13.4 per cent) and 'same direction – rear-end' (10.0 per cent) (Figure 2.4, Figure 2.5, p. 24-25).

Between 2008 and 2014, 1.6 per cent of the articulated truck drivers did not have a valid licence in fatal crashes. The proportion of the heavy rigid truck drivers without a valid licence involved in fatal crashes is 2.3 per cent and for bus drivers, it is 1.4 per cent (Table 2.9, p. 30).

Analysing crashes by geographical region, most fatal articulated truck involved crashes (74.3 per cent) occur in a regional area. The corresponding proportion for fatal heavy rigid truck involved crashes is 53.3 per cent (Table 2.8, p. 28).

Between 2008 and 2014, the majority (51.9 per cent) of fatal crashes involving heavy vehicles occurred on national or state highways (Table 2.7, p. 27).

When standardised by vehicle registration counts, the rates of annual fatal crashes involving heavy vehicles have trended down consistently (Table 2.12, p. 34).

Over the last decade, heavy vehicle involved fatal crash rates per billion vehicle kilometres travelled (VKT) decreased in all three heavy vehicle categories (Table 2.13, p. 36).

Approximately 1,600 people are hospitalised from crashes involving heavy vehicles each year (Table 1.12, p. 15). This is approximately 4.8 % of all road traffic crash hospitalised injuries.

Approximately 1 in 5.7 fatalities in crashes involving heavy vehicles are occupants of the heavy vehicle. For hospitalised injuries the ratio is 1 in 2.3 (Table 1.8, p. 11 and Table 1.12, p. 15).

Data Sources

The tables 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 February 2016 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 2014. It 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 2008 for information regarding inclusion criteria for traffic crash hospitalised injuries.

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National Injury Surveillance Unit, Flinders University;
Australian Institute of Health and Welfare.

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SECTION I

People

This section presents annual counts of deaths and hospitalised injuries from crashes that involved a heavy vehicle (articulated truck, heavy rigid truck or bus). Percentage changes for the latest calendar years and annual averages over the last several years are given.

Deaths

- In 2015, 211 people were killed in crashes involving heavy vehicles. Of this total, the proportion of persons killed in crashes which involved an articulated truck, heavy rigid truck or bus were 53.0 per cent, 37.2 per cent and 9.8 per cent respectively. These proportions are similar to 2014 and 2013 (Table I.1, p. 2 and Figure I.1, p. 2).
- Over the last ten years, total annual deaths from crashes involving heavy vehicles decreased by 19.8 per cent. The estimated trend over the decade is a reduction of 3.2 per cent per year (Table I.1, p. 2).
- Vehicle occupants (driver or passenger) account for 73.0 per cent of fatalities from crashes involving a heavy vehicle. The remainder are pedestrians (10.8 per cent), motorcyclists (9.9 per cent) and pedal cyclists (4.5 per cent). Of total vehicle occupant deaths, 24.1 per cent are heavy vehicle occupants (Table I.8, p. 11).
- For fatality crashes involving articulated trucks, 75.4 per cent of fatalities occur in multiple vehicle crashes, 16.7 per cent in single vehicle crashes and 7.9 per cent in pedestrian involved crashes. The proportions for crashes involving heavy rigid trucks are 82.5 per cent, 6.3 per cent and 11.3 per cent respectively (Table I.5, p. 8).
- Three key crash types tabulated are 'intersection' crashes, 'head-on' crashes and 'single vehicle run-off road' crashes. For crashes with articulated truck involvement, the proportions of fatalities in each are 16.4 per cent, 33.6 per cent and 12.1 per cent respectively. For heavy rigid truck involved crashes, the respective proportions of fatalities are 32.2 per cent, 29.9 per cent and 4.6 per cent (Table I.7, p. 10).
- Approximately 1 in 5.7 fatalities in crashes involving heavy vehicles are occupants of the heavy vehicle (Table I.8, p. 11).

Hospitalised injuries

- Approximately 1,600 people are hospitalised from crashes involving heavy vehicles each year (Table I.12, p. 15). This is approximately 4.8 % of all road traffic crash hospitalised injuries.
- Approximately 1 in 2.3 hospitalised injuries in crashes involving heavy vehicles are occupants of the heavy vehicle (Table I.12, p. 15).

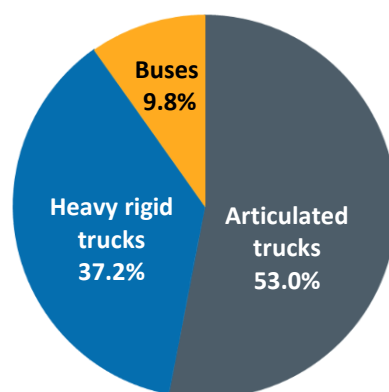
Table 1.1 Deaths from crashes involving heavy vehicles

	<i>Articulated trucks</i>	<i>Heavy rigid trucks^a</i>	<i>Buses</i>	<i>Total^b</i>
1989	335	-	104	-
1990	263	-	46	-
1991	183	-	32	-
1992	181	-	39	-
1993	204	-	49	-
1994	179	-	40	-
1995	199	-	23	-
1996	194	-	38	-
1997	171	-	27	-
1998	179	-	29	-
1999	191	-	32	-
2000	208	-	24	-
2001	178	-	32	-
2002	200	-	36	-
2003	171	-	29	-
2004	151	108	30	281
2005	155	88	38	276
2006	168	80	19	263
2007	181	85	25	285
2008	149	91	21	258
2009	145	77	31	245
2010	143	81	21	234
2011	140	72	25	232
2012	148	97	18	255
2013	109	69	12	186
2014	115	88	20	221
2015	114	80	21	211
<i>Ave. trend change p.a.(%)</i>				
- for last 10 calendar years	-4.8	-0.3	-2.9	-3.2
- for last 5 calendar years	-6.4	1.1	-2.4	-3.3
- for last 3 calendar years	2.3	7.7	32.3	6.5

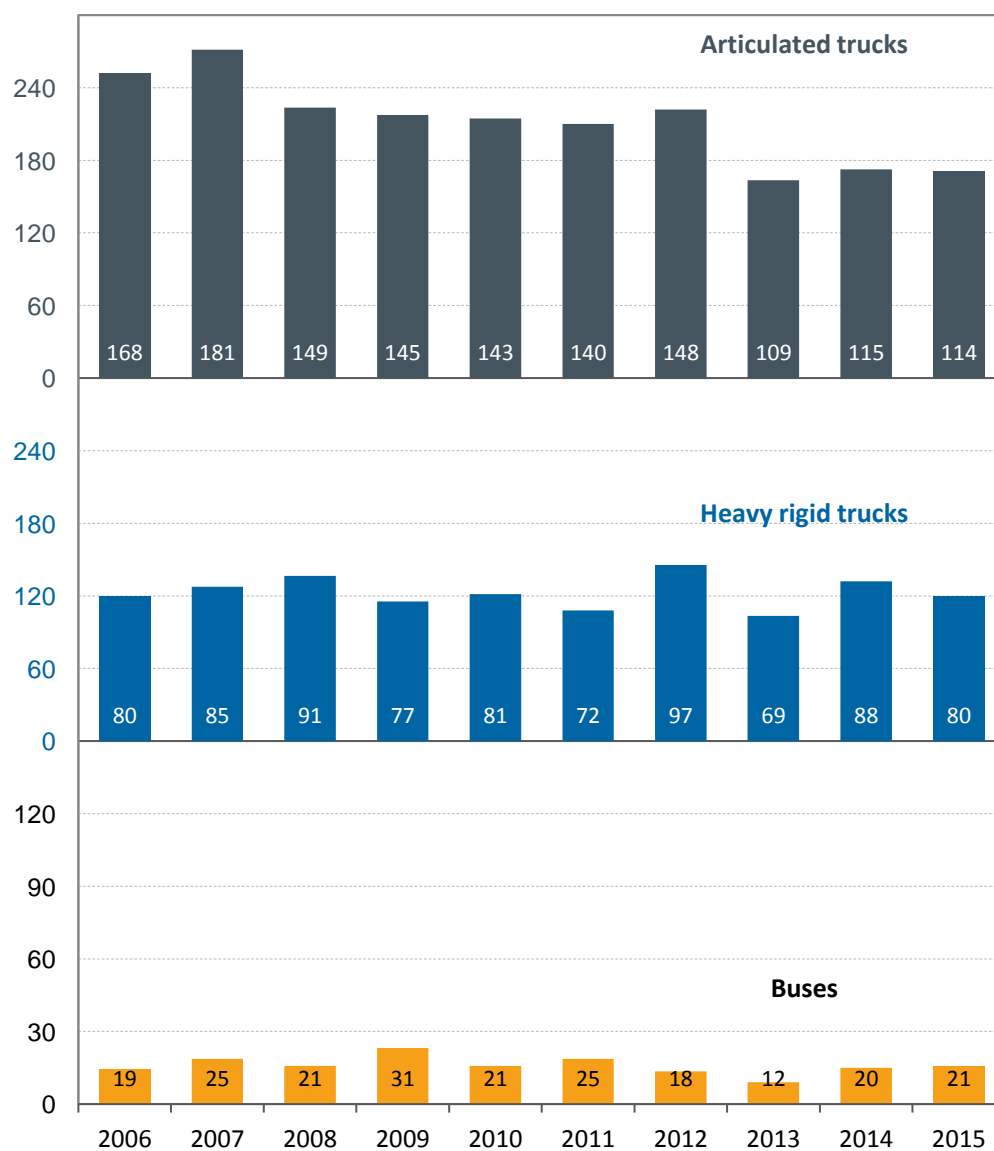
a Only available from 2004.

b Figures sum to more than the total because some crashes involved more than one type of heavy vehicle.

Source Australian Road Deaths Database

Figure 1.1 2015 Snapshot – fatalities by type of heavy vehicle involved

Source Australian Road Deaths Database

Figure I.2 Deaths from crashes involving heavy vehicles

Source Australian Road Deaths Database

Table 1.2 Deaths from crashes involving heavy vehicles by state/territory

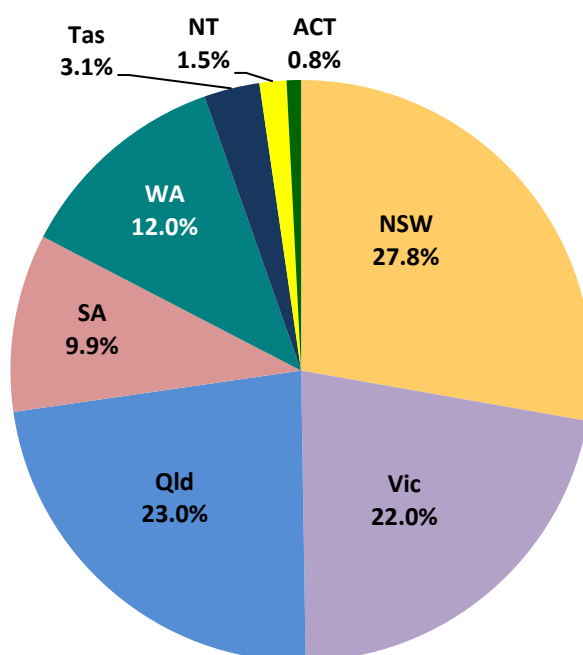
	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
Articulated trucks									
2006	69	29	37	10	14	7	2	0	168
2007	59	47	41	7	20	5	2	0	181
2008	53	23	46	10	8	6	3	0	149
2009	47	20	40	11	12	11	2	2	145
2010	51	36	29	7	15	3	1	1	143
2011	47	23	39	13	13	2	3	0	140
2012	50	30	45	10	8	3	2	0	148
2013	32	14	35	11	11	2	4	0	109
2014	31	27	32	12	6	5	0	2	115
2015	34	20	29	15	12	3	0	1	114
<i>Ave. trend change p.a.(%)</i>									
- for last 10 calendar years	-7.7	-5.3	-2.8	5.1	-5.6	-10.0	-	-	-4.8
- for last 5 calendar years	-10.6	-3.8	-8.9	4.8	-4.4	14.1	-	-	-6.4
- for last 3 calendar years	3.1	19.5	-9.0	16.8	4.4	22.5	-	-	2.3
Heavy rigid trucks									
2006	30	15	16	5	9	3	1	1	80
2007	29	26	11	5	10	1	2	1	85
2008	12	23	24	9	19	2	2	0	91
2009	24	19	13	2	18	1	0	0	77
2010	24	21	15	2	13	5	0	1	81
2011	17	20	14	6	9	2	4	0	72
2012	23	15	27	7	19	4	1	1	97
2013	24	13	13	4	15	0	0	0	69
2014	21	29	9	15	11	3	0	0	88
2015	24	20	16	3	11	5	1	0	80
<i>Ave. trend change p.a.(%)</i>									
- for last 10 calendar years	-0.8	-0.2	-1.4	2.4	0.7	-	-	-	-0.3
- for last 5 calendar years	6.2	6.8	-8.0	-6.1	-1.4	-	-	-	1.1
- for last 3 calendar years	0.0	24.0	10.9	-13.4	-14.4	-	-	-	7.7

Table I.2 Deaths from crashes involving heavy vehicles by state/territory (continued)

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Buses									
2006	7	3	5	1	1	1	1	0	19
2007	11	4	7	1	2	0	0	0	25
2008	5	4	9	1	2	0	0	0	21
2009	9	9	10	2	0	1	0	0	31
2010	9	2	4	3	0	1	1	1	21
2011	11	5	8	0	1	0	0	0	25
2012	6	3	7	1	1	0	0	0	18
2013	2	3	6	0	0	0	1	0	12
2014	6	4	1	1	7	0	0	1	20
2015	5	7	2	0	2	1	3	1	21
<i>Ave. trend change p.a.(%)</i>									
- for last 10 calendar years	-7.5	2.3	-13.7	-	-	-	-	-	-2.9
- for last 5 calendar years	-14.6	10.1	-37.6	-	-	-	-	-	-2.4
- for last 3 calendar years	58.1	52.8	-42.3	-	-	-	-	-	32.3

Source Australian Road Deaths Database

Figure I.3 Deaths from crashes involving heavy vehicles by state/territory 2013–2015



Source Australian Road Deaths Database

Table 1.3 Deaths from crashes involving heavy vehicles by age group

	0 to 16	17 to 25	26 to 39	40 to 54	55 to 64	≥65	Total ^a
Articulated trucks							
2006	11	26	52	40	17	22	168
2007	10	31	48	44	22	26	181
2008	8	29	31	42	14	25	149
2009	11	25	29	48	14	18	145
2010	8	25	28	33	24	25	143
2011	3	23	27	49	19	19	140
2012	6	12	45	37	23	24	148
2013	5	14	26	25	14	25	109
2014	4	22	26	29	16	18	115
2015	3	16	23	31	17	24	114
Ave. trend change p.a.(%) - for the last 10 years	-13.1	-7.4	-6.6	-4.8	-0.6	-0.7	-4.8
Heavy rigid trucks							
2006	7	18	11	17	12	15	80
2007	7	14	24	22	6	12	85
2008	5	19	22	22	7	16	91
2009	4	7	19	16	15	16	77
2010	8	14	12	21	11	15	81
2011	4	15	10	18	14	11	72
2012	3	24	22	16	11	21	97
2013	6	10	11	20	7	15	69
2014	7	10	19	26	10	16	88
2015	2	9	25	15	11	18	80
Ave. trend change p.a.(%) - for the last 10 years	-7.0	-4.8	1.6	-0.4	1.3	2.4	-0.3
Buses							
2006	2	1	4	7	0	5	19
2007	1	2	7	6	4	5	25
2008	2	6	5	2	3	3	21
2009	5	9	2	8	2	5	31
2010	0	4	9	4	2	2	21
2011	2	3	7	5	3	5	25
2012	1	1	2	3	4	7	18
2013	1	1	2	2	4	2	12
2014	4	4	4	4	2	2	20
2015	1	2	5	4	4	5	21
Ave. trend change p.a.(%) - for the last 10 years	-	-2.8	-4.0	-6.2	-	-3.9	-2.9

a Includes deaths to persons with age not recorded.
Source Australian Road Deaths Database

Table I.4 Deaths from crashes involving heavy vehicles by road user

	<i>Driver^a</i>	<i>Passenger^a</i>	<i>Pedestrian</i>	<i>Motorcyclist^b</i>	<i>Pedal cyclist^b</i>	<i>Total^c</i>
Articulated trucks						
2006	100	35	19	8	6	168
2007	103	44	19	10	5	181
2008	94	23	17	11	4	149
2009	97	25	20	3	0	145
2010	80	36	14	7	6	143
2011	86	26	20	6	2	140
2012	93	30	16	8	0	148
2013	69	21	10	7	2	109
2014	74	20	10	8	3	115
2015	80	18	9	4	3	114
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	-3.5	-6.9	-8.2	-4.3	-	-4.8
Heavy rigid trucks						
2006	39	17	13	10	1	80
2007	48	10	12	8	7	85
2008	49	13	15	11	2	91
2009	43	12	10	9	3	77
2010	39	21	7	9	5	81
2011	34	14	14	6	4	72
2012	53	16	13	12	3	97
2013	33	9	16	5	6	69
2014	47	15	10	12	4	88
2015	47	11	9	7	6	80
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	0.0	-1.5	-1.7	-2.3	11.2	-0.3
Buses						
2006	4	2	9	3	1	19
2007	10	3	7	2	3	25
2008	2	7	4	7	1	21
2009	9	12	7	2	1	31
2010	7	2	3	8	1	21
2011	3	5	13	2	2	25
2012	6	4	5	3	0	18
2013	5	1	1	2	3	12
2014	3	6	6	2	3	20
2015	9	7	2	3	0	21
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	0.8	2.5	-12.0	-3.8	-	-2.9

a Includes drivers/passengers of light and heavy vehicles.

b Includes pillion passengers.

c Includes road users not separately specified.

Source Australian Road Deaths Database

Table 1.5 Deaths by crash type for crashes involving heavy vehicles

	Single vehicle	Pedestrian	Multiple vehicle		Single vehicle	Pedestrian	Multiple vehicle
Articulated trucks				Buses			
2006	24	20	124	2006	2	9	8
2007	33	19	129	2007	1	7	17
2008	25	17	107	2008	6	4	11
2009	31	20	94	2009	9	7	15
2010	15	14	114	2010	3	3	15
2011	20	20	100	2011	3	13	9
2012	19	17	112	2012	2	5	11
2013	8	10	91	2013	0	1	11
2014	17	10	88	2014	4	6	10
2015	19	9	86	2015	1	2	18
<i>Ave. trend change p.a.(%)</i>							
- for last 10 calendar years	-7.9	-8.4	-3.8	-	-12.0	1.3	
- for last 5 calendar years	-2.1	-19.2	-5.3	-	-30.0	13.8	
- for last 3 calendar years	54.1	-5.1	-2.8	-	41.4	27.9	
	Single vehicle	Pedestrian	Multiple vehicle				
Heavy rigid trucks							
2006	7	13	60				
2007	6	12	67				
2008	12	15	64				
2009	7	10	60				
2010	7	7	67				
2011	7	14	51				
2012	5	13	79				
2013	4	16	49				
2014	7	10	71				
2015	5	9	66				
<i>Ave. trend change p.a.(%)</i>							
- for last 10 calendar years	-5.0	-1.7	0.3				
- for last 5 calendar years	-3.3	-10.8	4.2				
- for last 3 calendar years	11.8	-25.0	16.1				

Source Australian Road Deaths Database

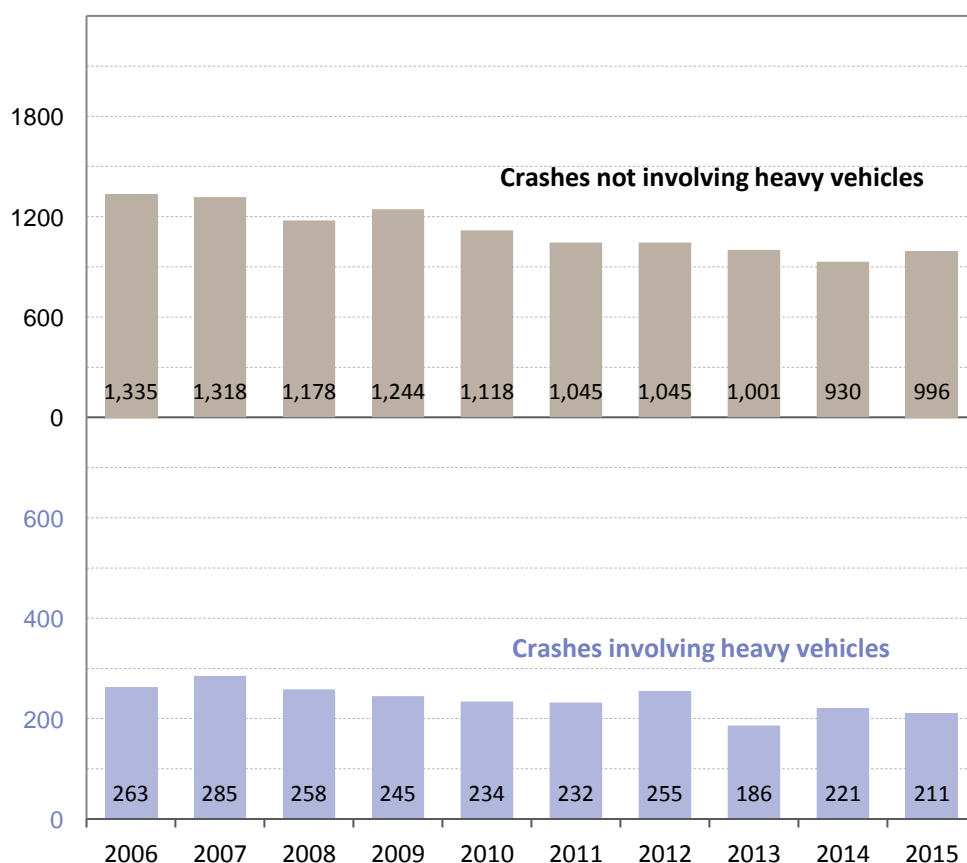
Table I.6 Deaths by crash type for crashes involving heavy vehicles and crashes not involving heavy vehicles

	<i>Single vehicle</i>		<i>Pedestrian</i>		<i>Multiple vehicle</i>		<i>Total</i>		<i>Grand Total^a</i>
	<i>Heavy</i>	<i>Non-heavy</i>	<i>Heavy</i>	<i>Non-heavy</i>	<i>Heavy</i>	<i>Non-heavy</i>	<i>Heavy</i>	<i>Non-heavy</i>	
2006	33	703	41	189	189	443	263	1,335	1,598
2007	40	701	38	166	207	451	285	1,318	1,603
2008	43	644	36	153	179	381	258	1,178	1,437
2009	47	653	35	161	163	430	245	1,244	1,491
2010	25	559	22	149	187	410	234	1,118	1,353
2011	30	524	45	141	157	380	232	1,045	1,277
2012	26	530	33	138	196	377	255	1,045	1,300
2013	12	538	27	131	147	332	186	1,001	1,187
2014	28	466	25	129	168	335	221	930	1,151
2015	25	507	20	145	166	344	211	996	1,207
<i>Ave. trend change p.a.(%) - for the last 10 years</i>	-7.6	-4.4	-6.0	-3.2	-1.9	-3.3	-3.2	-3.9	-3.7

^a Includes deaths with undetermined vehicle type.

Source Australian Road Deaths Database

Figure I.4 Annual deaths by crash type for crashes involving heavy vehicles and crashes not involving heavy vehicles



Source Australian Road Deaths Database

Table 1.7 Deaths from crashes involving heavy vehicles 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>
Articulated trucks				
2008	30	65	15	147
2009	20	48	20	138
2010	34	56	13	139
2011	31	50	16	143
2012	25	70	17	154
2013	29	50	5	115
2014	19	39	14	116
Heavy rigid trucks				
2008	27	35	4	88
2009	26	25	6	73
2010	22	33	4	77
2011	29	17	3	66
2012	24	34	2	89
2013	17	23	3	64
2014	28	26	4	87
Buses				
2008	11	1	3	23
2009	9	6	6	31
2010	7	7	3	22
2011	12	5	1	24
2012	11	6	1	26
2013	5	4	0	12
2014	6	6	2	19

a Categories not mutually exclusive, nor exhaustive.

b Excludes South Australia.

c Includes all other crash types.

Source National Crash Database

Table I.8 Vehicle type and road user type of killed person from crashes involving heavy vehicles

	<i>Heavy vehicle</i>		<i>Light vehicle^a</i>		<i>Motor-^b</i>	<i>Pedal^b</i>	<i>Pedestrian</i>	<i>Total^c</i>
	<i>Driver</i>	<i>Passenger</i>	<i>Driver</i>	<i>Passenger</i>	<i>cyclist</i>	<i>cyclist</i>		
Articulated trucks								
2008	34	3	56	20	11	4	16	147
2009	36	3	58	20	3	0	18	138
2010	20	4	56	31	7	6	14	139
2011	24	3	65	24	6	2	19	143
2012	32	5	67	26	8	0	15	154
2013	21	0	50	20	6	2	13	115
2014	23	1	51	18	8	3	9	116
Heavy rigid trucks								
2008	9	3	35	11	13	2	15	88
2009	16	0	25	10	9	3	10	73
2010	10	2	28	19	7	5	6	77
2011	6	2	25	12	6	4	11	66
2012	5	3	44	9	11	3	13	89
2013	6	1	25	8	6	6	12	64
2014	10	1	36	13	12	4	11	87
Buses								
2008	0	6	3	1	7	1	5	23
2009	2	8	7	3	2	1	8	31
2010	2	2	6	0	8	1	3	22
2011	1	1	3	2	2	2	13	24
2012	3	5	6	3	2	0	7	26
2013	0	0	5	1	2	3	1	12
2014	0	4	2	3	2	3	4	19

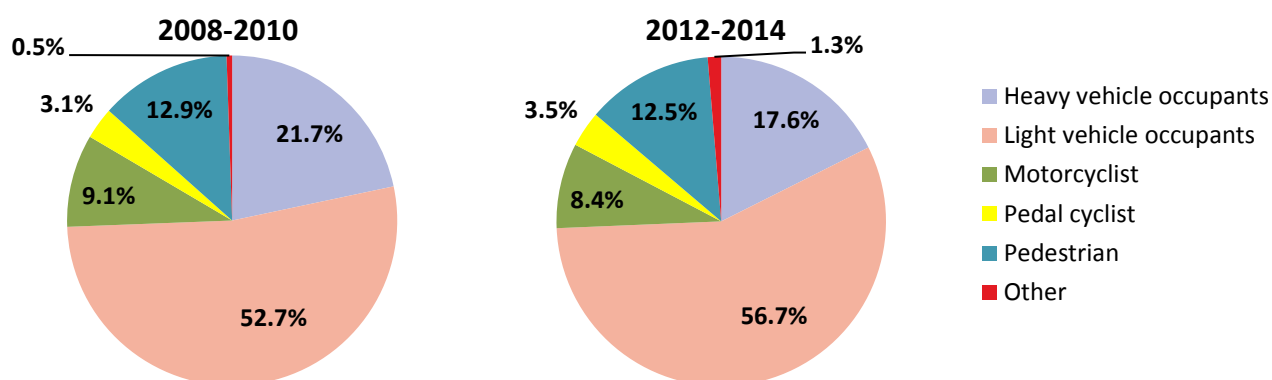
a Includes passenger car, light commercial vehicle, utility, panel van, cab chassis, goods carrying van, light rigid truck and other not specified vehicle.

b Includes pillion passengers.

c Includes deaths in vehicles not listed.

Source National Crash Database

Figure I.5 Composition of fatalities involving heavy vehicles



Source National Crash Database

Table 1.9 **The number of deaths from heavy vehicle involved crashes – validity of heavy vehicle driver's licence**

	<i>All valid</i>	<i>Any invalid</i>	<i>Unknown</i>	<i>Total</i>
Articulated trucks				
2008	132	5	10	147
2009	129	0	9	138
2010	111	2	26	139
2011	129	3	11	143
2012	135	2	17	154
2013	101	1	13	115
2014	90	2	24	116
Heavy rigid trucks				
2008	82	3	3	88
2009	70	1	2	73
2010	69	4	4	77
2011	53	1	12	66
2012	83	2	4	89
2013	54	0	10	64
2014	73	0	14	87
Buses				
2008	22	0	1	23
2009	30	0	1	31
2010	21	0	1	22
2011	22	1	1	24
2012	23	0	3	26
2013	9	0	3	12
2014	12	1	6	19

Source National Crash Database

Table I.10 **The number of deaths from heavy vehicle involved crashes – heavy vehicle driver BAC status^a (excludes Victoria and ACT)**

	<i>All pass</i>	<i>Any fail</i>	<i>Unknown</i>	<i>Total</i>
Articulated trucks				
2008	66	5	54	125
2009	79	0	39	118
2010	65	2	36	103
2011	73	2	45	120
2012	74	2	50	126
2013	54	2	44	100
2014	46	1	41	88
Heavy rigid trucks				
2008	37	4	24	65
2009	37	1	14	52
2010	33	4	17	54
2011	24	1	20	45
2012	42	0	29	71
2013	30	0	21	51
2014	38	0	20	58
Buses				
2008	8	0	11	19
2009	12	0	10	22
2010	12	1	6	19
2011	12	1	7	20
2012	13	0	10	23
2013	3	0	6	9
2014	8	0	7	15

a BAC: Blood Alcohol Concentration
Source National Crash Database

Table 1.11 The number of deaths from heavy vehicle involved crashes – restraint use of killed vehicle occupants

	<i>Restraint used</i>		<i>Not used</i>		<i>Unknown</i>		<i>Total^a</i>	
	<i>Heavy vehicle</i>	<i>Light vehicle</i>	<i>Heavy vehicle</i>	<i>Light vehicle</i>	<i>Heavy vehicle</i>	<i>Light vehicle</i>	<i>Heavy vehicle</i>	<i>Light vehicle</i>
Articulated trucks								
2008	5	45	11	12	21	19	37	76
2009	9	52	16	7	14	19	39	78
2010	7	56	4	6	13	25	24	87
2011	7	54	7	11	13	24	27	89
2012	10	62	11	3	16	28	37	93
2013	8	50	4	4	9	16	21	70
2014	2	43	6	7	16	19	24	69
Heavy rigid trucks								
2008	3	35	6	1	3	10	12	46
2009	6	26	7	2	3	7	16	35
2010	7	31	2	3	3	13	12	47
2011	1	25	4	6	3	6	8	37
2012	2	38	3	4	3	11	8	53
2013	3	26	2	1	2	6	7	33
2014	6	36	3	3	2	10	11	49
Buses								
2008	0	2	3	0	3	2	6	4
2009	4	8	2	1	4	1	10	10
2010	0	6	3	0	1	0	4	6
2011	0	4	2	0	0	1	2	5
2012	5	6	1	0	2	3	8	9
2013	0	3	0	0	0	3	0	6
2014	0	4	4	0	0	1	4	5

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

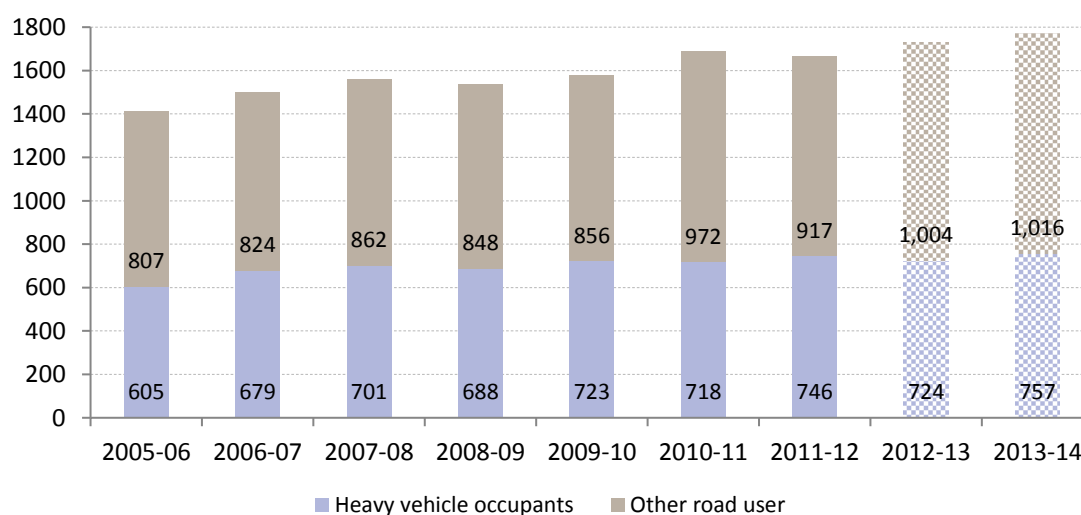
Table I.12 Hospitalised injury due to road vehicle traffic crashes involving heavy vehicles

<i>Financial year</i>	<i>Heavy vehicle occupants (drivers and passengers) involved in heavy vehicle crashes</i>	<i>Other road user</i>	<i>Total hospitalised persons</i>	<i>% of total hospitalised injury due to road vehicle</i>
2005-06	605	807	1,412	4.5
2006-07	679	824	1,503	4.6
2007-08	701	862	1,563	4.8
2008-09	688	848	1,536	4.5
2009-10	723	856	1,579	4.8
2010-11	718	972	1,690	5.1
2011-12	746	917	1,663	4.8
2012-13 ^a	724	1,004	1,728	5.1
2013-14 ^a	757	1,016	1,773	5.0

a 2012-13 and 2013-14 data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. A large jurisdiction changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012.

Sources Berry JG and Harrison JE 2008; Henley G and Harrison JE 2009; Henley G and Harrison JE 2012a; Henley G and Harrison JE 2012b and National Injury Surveillance Unit.

Figure I.6 Hospitalised injury due to road vehicle traffic crashes involving heavy vehicles



a 2012-13 and 2013-14 data is not directly comparable with previous years due to a break in the hospitalised injury series in 2012. A large jurisdiction changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012.

Sources Berry JG and Harrison JE 2008; Henley G and Harrison JE 2009; Henley G and Harrison JE 2012a; Henley G and Harrison JE 2012b and National Injury Surveillance Unit.

Table 1.13 **High threat to life^a injury in road traffic crashes involving heavy vehicles by state/territory**

<i>Calendar year</i>	<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>
2001	143	116	75	56	44	9	6	7	463
2002	140	125	88	39	28	5	-	-	442
2003	137	117	87	38	30	14	-	-	439
2004	155	114	96	25	26	11	-	-	447
2005	149	123	105	40	40	13	7	5	499
2006	168	125	105	48	38	18	6	5	525
2007	162	114	101	40	51	12	9	7	503
2008	171	125	112	40	54	11	9	6	534
2009	162	158	113	37	45	14	6	5	558
2010	167	155	112	42	52	7	9	6	561
<i>Ave. trend change p.a.(%)</i> <i>- for the last 9 years</i>	2.6	2.1	4.7	-1.4	6.0	7.5	-	-	3.0

a See Glossary
Source Henley G & Harrison JE 2015

SECTION 2

Crashes and Rates

This section focuses on counts, standardised rates and characteristics of fatal crashes involving heavy vehicles (articulated truck, heavy rigid truck or bus). Percentage changes for the latest calendar years and annual averages over the last several years are given.

- In 2015, there were 188 fatal crashes involving a heavy vehicle. This is similar to 2014 (191). Over the last decade, the annual number of fatal crashes has decreased at an average estimated trend of 3.2 per cent per year. Over the latest three years (2013-2015) however, counts of fatal crashes have increased for all heavy vehicle types (Table 2.1, p. 18).
- In 2015, the proportions of fatal crashes which involved articulated truck, heavy rigid truck or bus were 52.6 per cent, 38.0 per cent and 9.4 per cent respectively. These proportions are similar to 2014 and also similar to fatality counts in these crashes (Table 2.1, p. 18).
- Further crash analysis shows that the most common crash sub-types are 'opposing direction – head-on' (34.0 per cent), 'pedestrian involved' (13.4 per cent) and 'same direction – rear-end' (10.0 per cent) (Figure 2.4, Figure 2.5, p. 24-25).
- Between 2008 and 2014, 1.6 per cent of the articulated truck drivers did not have a valid licence in fatal crashes. The proportion of the heavy rigid truck drivers without a valid licence involved in fatal crashes is 2.3 per cent and for bus drivers, it is 1.4 per cent (Table 2.9, p. 30).
- Analysing crashes by geographical region, most fatal articulated truck involved crashes (74.3 per cent) occur in a regional area. The corresponding proportion for fatal heavy rigid truck involved crashes is 53.3 per cent (Table 2.8, p. 28).
- Between 2008 and 2014, the majority (51.9 per cent) of fatal crashes involving heavy vehicles occurred on national or state highways (Table 2.7, p. 27).
- When standardised by vehicle registration counts, the rates of annual fatal crashes involving heavy vehicles have trended down consistently (Table 2.12, p. 34).
- Over the last decade, heavy vehicle involved fatal crash rates per billion vehicle kilometres travelled (VKT) decreased in all three heavy vehicle categories (Table 2.13, p. 36).

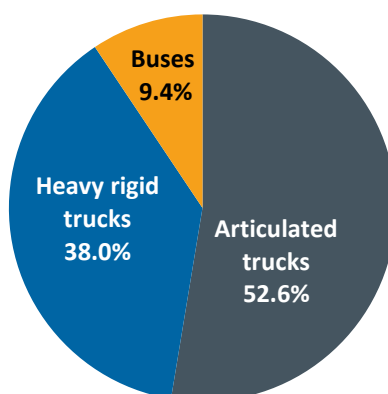
Table 2.1 Fatal crashes involving heavy vehicles

	<i>Articulated trucks</i>	<i>Heavy rigid trucks^a</i>	<i>Buses</i>	<i>Total^b</i>
1989	250	-	45	-
1990	205	-	32	-
1991	156	-	30	-
1992	154	-	28	-
1993	171	-	36	-
1994	151	-	28	-
1995	165	-	22	-
1996	161	-	31	-
1997	146	-	24	-
1998	151	-	23	-
1999	163	-	29	-
2000	165	-	23	-
2001	146	-	28	-
2002	171	-	28	-
2003	142	-	26	-
2004	138	92	30	253
2005	132	78	29	236
2006	143	72	19	230
2007	146	80	25	245
2008	129	85	20	231
2009	121	73	25	211
2010	123	68	20	202
2011	124	60	24	203
2012	124	85	17	218
2013	89	64	11	160
2014	101	76	16	191
2015	101	73	18	188
<i>Ave. trend change p.a.(%)</i>				
- for last 10 calendar years	-4.4	-0.8	-4.5	-3.2
- for last 5 calendar years	-6.0	2.8	-6.2	-2.8
- for last 3 calendar years	6.5	6.8	27.9	8.4

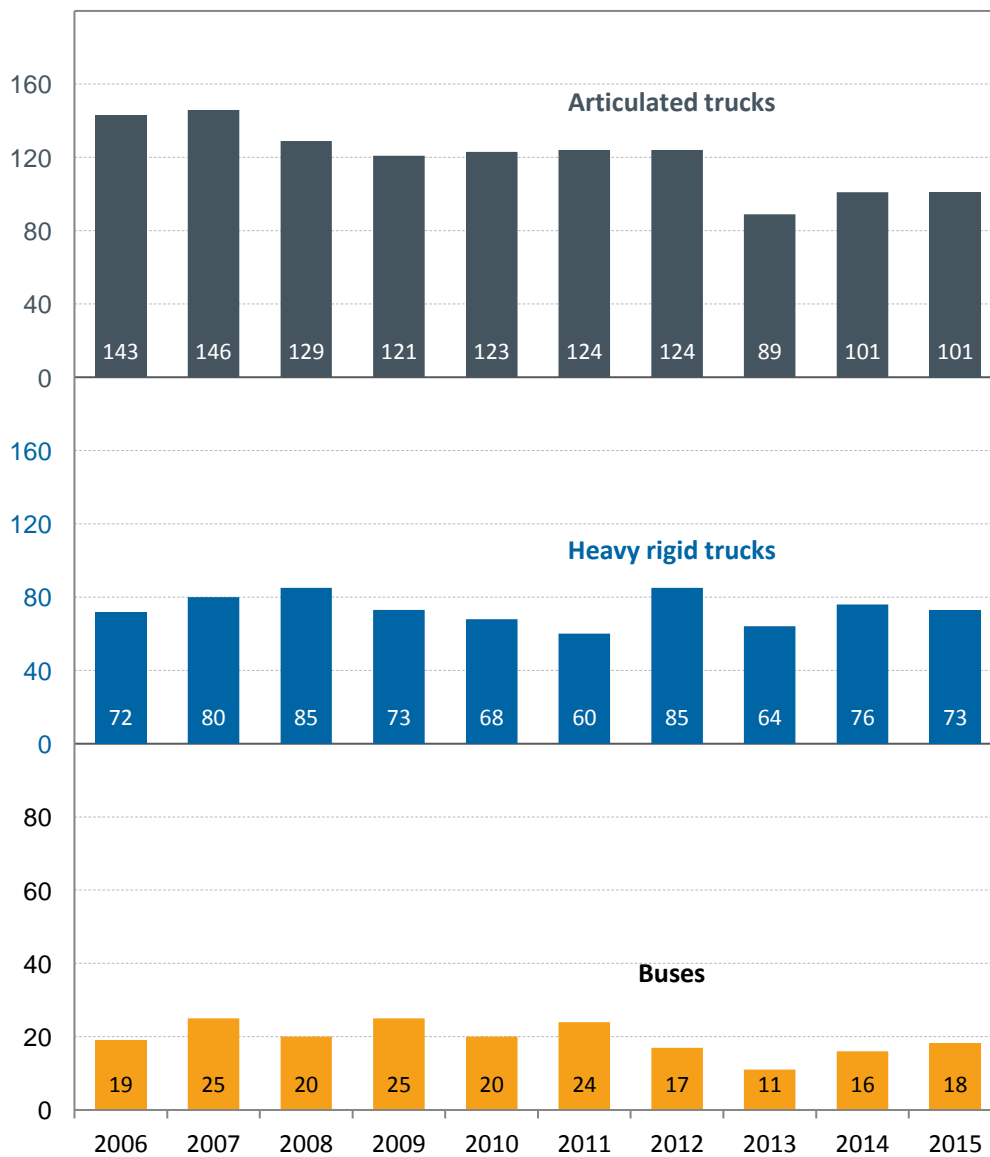
a Only available from 2004.

b Figures sum to more than the total because some crashes involved more than one type of heavy vehicle.

Source Australian Road Deaths Database

Figure 2.1 2015 Snapshot – fatal crashes by type of heavy vehicle involved

Source Australian Road Deaths Database

Figure 2.2 Fatal crashes involving heavy vehicles

Source Australian Road Deaths Database

Table 2.2 Fatal crashes involving heavy vehicles by state/territory

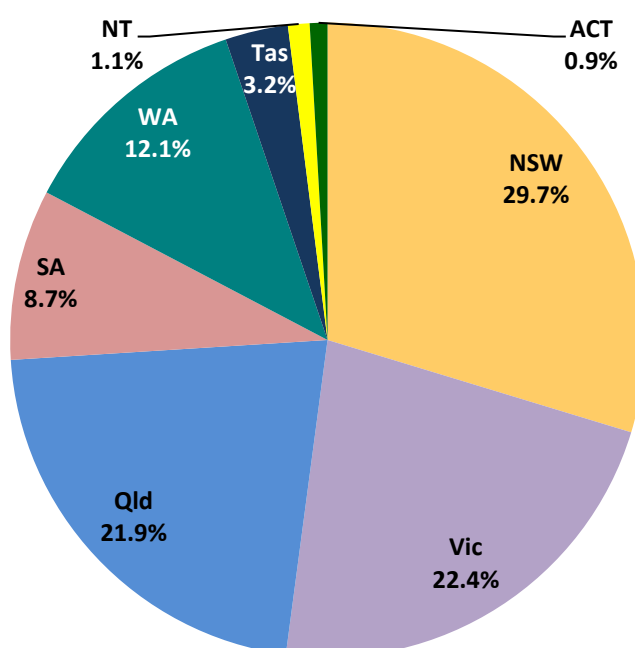
	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
Articulated trucks									
2006	57	24	34	9	12	5	2	0	143
2007	53	29	38	6	14	4	2	0	146
2008	47	22	35	9	7	6	3	0	129
2009	33	17	38	9	10	10	2	2	121
2010	41	31	25	7	14	3	1	1	123
2011	43	21	32	12	11	2	3	0	124
2012	39	29	35	9	7	3	2	0	124
2013	30	12	26	8	8	2	3	0	89
2014	28	25	26	10	6	4	0	2	101
2015	31	20	24	12	11	2	0	1	101
<i>Ave. trend change p.a.(%)</i>									
- for last 10 calendar years	-6.8	-2.7	-4.3	3.8	-4.4	-10.2	-	-	-4.4
- for last 5 calendar years	-9.4	-2.4	-8.4	1.1	-1.5	2.9	-	-	-6.0
- for last 3 calendar years	1.7	29.1	-3.9	22.5	17.3	0.0	-	-	6.5
Heavy rigid trucks									
2006	24	15	15	5	8	3	1	1	72
2007	28	24	10	5	10	1	1	1	80
2008	12	22	21	8	18	2	2	0	85
2009	23	18	13	2	16	1	0	0	73
2010	20	18	12	2	11	4	0	1	68
2011	15	14	13	6	8	2	2	0	60
2012	22	14	23	6	16	2	1	1	85
2013	22	12	11	4	15	0	0	0	64
2014	21	23	9	10	10	3	0	0	76
2015	22	18	15	2	10	5	1	0	73
<i>Ave. trend change p.a.(%)</i>									
- for last 10 calendar years	-0.1	-1.6	-1.3	-1.5	0.5	-	-	-	-0.8
- for last 5 calendar years	7.5	10.5	-6.3	-15.5	-0.2	-	-	-	2.8
- for last 3 calendar years	0.0	22.5	16.8	-29.3	-18.4	-	-	-	6.8

Table 2.2 Fatal crashes involving heavy vehicles by state/territory
(continued)

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Buses									
2006	7	3	5	1	1	1	1	0	19
2007	11	4	7	1	2	0	0	0	25
2008	5	4	8	1	2	0	0	0	20
2009	8	6	8	2	0	1	0	0	25
2010	9	2	3	3	0	1	1	1	20
2011	11	5	7	0	1	0	0	0	24
2012	6	3	6	1	1	0	0	0	17
2013	2	3	5	0	0	0	1	0	11
2014	6	3	1	1	4	0	0	1	16
2015	5	6	2	0	2	1	1	1	18
<i>Ave. trend change p.a.(%)</i>									
- for last 10 calendar years	-7.3	1.0	-13.7	-	-	-	-	-	-4.5
- for last 5 calendar years	-14.6	3.7	-34.9	-	-	-	-	-	-6.2
- for last 3 calendar years	58.1	41.4	-36.8	-	-	-	-	-	27.9

Source Australian Road Deaths Database

Figure 2.3 Fatal crashes involving heavy vehicles by state/territory
2013–2015



Source Australian Road Deaths Database

Table 2.3 Fatal crashes involving heavy vehicles by speed zone

	0 to 60 km/h	70 to 90 km/h	100 km/h	≥ 110 km/h	Total ^a
Articulated trucks					
2006	21	26	67	29	143
2007	26	24	67	28	146
2008	25	27	55	21	129
2009	14	21	59	27	121
2010	22	23	58	20	123
2011	17	32	50	24	124
2012	18	22	57	27	124
2013	15	14	39	21	89
2014	14	14	49	22	101
2015	17	14	45	23	101
Ave. trend change p.a.(%) - for the last 10 years	-4.9	-7.1	-4.6	-2.2	-4.4
Heavy rigid trucks					
2006	24	19	21	7	72
2007	25	17	27	10	80
2008	20	28	28	8	85
2009	16	20	26	11	73
2010	19	17	23	9	68
2011	18	16	19	7	60
2012	32	15	25	12	85
2013	21	15	23	4	64
2014	23	17	23	12	76
2015	20	21	27	3	73
Ave. trend change p.a.(%) - for the last 10 years	0.0	-1.9	-0.1	-5.8	-0.8
Buses					
2006	15	1	1	2	19
2007	13	6	5	1	25
2008	10	6	2	1	20
2009	13	8	3	1	25
2010	11	6	3	0	20
2011	19	1	4	0	24
2012	13	3	1	0	17
2013	8	0	1	2	11
2014	11	1	3	1	16
2015	7	4	3	3	18
Ave. trend change p.a.(%) - for the last 10 years	-5.1	-	-0.1	-	-4.5

a Includes crashes where speed limit is unknown.






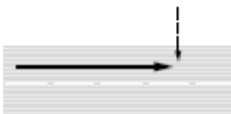
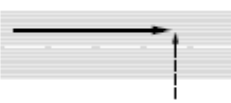
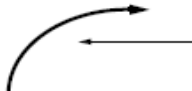

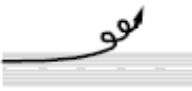

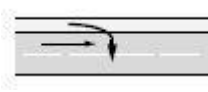
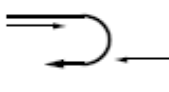
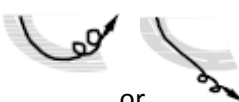
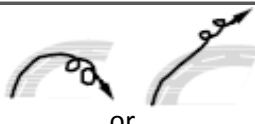
Source Australian Road Deaths Database

Table 2.4 Fatal crashes involving heavy vehicles by crash type

	<i>Single vehicle</i>	<i>Pedestrian involved</i>	<i>Multiple vehicle</i>	<i>Total</i>
Articulated trucks				
2006	21	19	103	143
2007	31	19	96	146
2008	23	17	89	129
2009	29	18	74	121
2010	15	14	94	123
2011	18	19	87	124
2012	18	16	90	124
2013	8	9	72	89
2014	16	10	75	101
2015	18	9	74	101
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	-7.3	-8.4	-3.1	-4.4
Heavy rigid trucks				
2006	7	12	53	72
2007	6	12	62	80
2008	11	15	59	85
2009	7	10	56	73
2010	7	7	54	68
2011	6	14	40	60
2012	5	12	68	85
2013	4	16	44	64
2014	7	10	59	76
2015	5	9	59	73
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	-4.8	-1.4	-0.3	-0.8
Buses				
2006	2	9	8	19
2007	1	7	17	25
2008	5	4	11	20
2009	5	6	14	25
2010	3	3	14	20
2011	3	13	8	24
2012	2	5	10	17
2013	0	1	10	11
2014	3	6	7	16
2015	1	2	15	18
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	-	-11.8	-1.6	-4.5

Source Australian Road Deaths Database

Figure 2.4 Common crash sub-groups for fatal crashes involving a heavy vehicle 2013–2014

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

Source Austroads 2009

Figure 2.5 Common crashtype (main groups) for fatal crashes involving a heavy vehicle 2013–2014

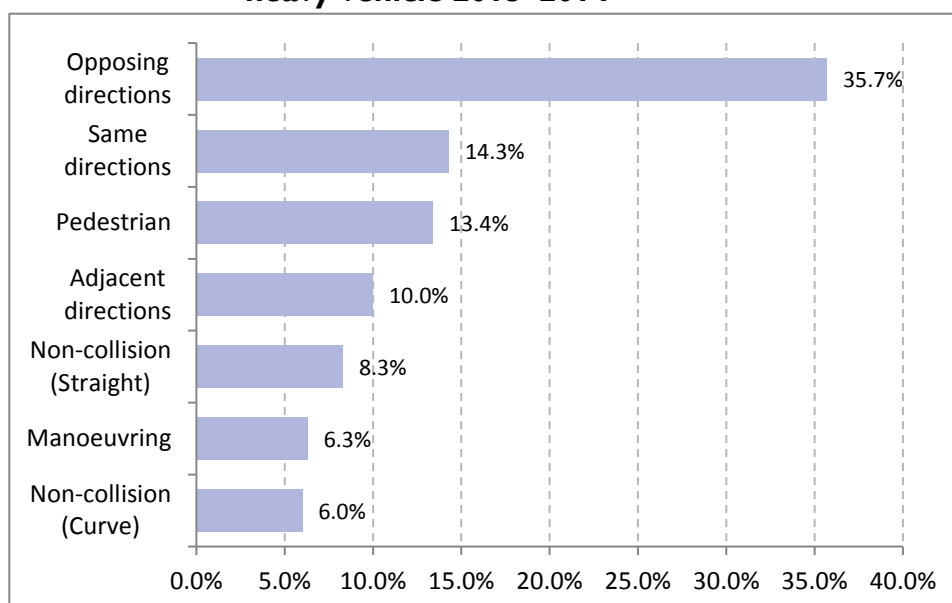


Table 2.5 Common crashtype (sub-groups) for fatal crashes involving a heavy vehicle 2013–2014

Crash type (Main)	Total %	Crash type (Sub-group)	%
Opposing directions	35.7	Head on	34.0
		Right thru	1.7
Same directions	14.3	Rear-end	10.0
		Side-swipe	3.7
		Other	0.6
Pedestrian	13.4	Play/Work	4.3
		Nearside	4.0
		Farside	2.6
		Other	2.6
Adjacent directions	10.0	Right near	5.1
		Cross traffic	4.6
		Other	0.3
Non-collision (Straight)	8.3	Off left	3.7
		Off right	2.9
		Other	1.7
Manoeuvring	6.3	From footway	2.0
		U-turn	2.0
		Other	2.3
Non-collision (Curve)	6.0	Off carriageway at left bend	2.6
		Off carriageway at right bend	2.3
		Other	1.1

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 2.6 Fatal crashes involving heavy vehicles by common crash sub-types^a

	<i>Intersection</i>	<i>Head-on</i>	<i>Single vehicle run-off road^b</i>
Articulated trucks			
2008	27	51	15
2009	17	40	19
2010	29	42	13
2011	28	45	14
2012	22	51	15
2013	21	40	5
2014	17	34	13
Heavy rigid trucks			
2008	26	32	4
2009	26	23	6
2010	20	23	4
2011	22	15	3
2012	22	30	2
2013	16	21	3
2014	20	23	4
Buses			
2008	11	1	2
2009	8	5	3
2010	6	7	3
2011	12	4	1
2012	8	4	1
2013	5	3	0
2014	6	3	1
Crash involving any heavy vehicle^c			
	<i>Intersection</i>	<i>Head-on</i>	<i>Single vehicle run-off road^b</i>
2008	64	82	21
2009	50	63	28
2010	54	70	20
2011	61	62	18
2012	51	82	18
2013	41	62	8
2014	42	60	18

a Categories not mutually exclusive.

b Excludes South Australia.

c This is not the total of three individual heavy vehicle counts. The categories are not mutually exclusive.

Source National Crash Database

Table 2.7 Fatal crashes involving heavy vehicles by road type

	<i>National or State highway</i>	<i>Arterial</i>	<i>Sub-arterial</i>	<i>Local</i>	<i>Other^a</i>	<i>Total^b</i>
Articulated trucks						
2008	82	17	11	7	8	126
2009	68	21	14	9	2	114
2010	79	15	11	12	2	120
2011	81	21	14	8	2	127
2012	89	17	7	10	4	127
2013	62	17	4	7	5	95
2014	64	17	12	2	5	101
Heavy rigid trucks						
2008	35	11	19	9	6	82
2009	33	14	11	10	2	70
2010	32	14	4	7	7	64
2011	14	15	9	13	3	54
2012	31	17	10	17	4	81
2013	29	11	10	5	4	59
2014	25	24	10	11	4	75
Buses						
2008	4	7	3	6	2	22
2009	6	6	3	8	2	25
2010	1	8	4	1	7	21
2011	4	5	3	4	7	23
2012	4	6	4	5	2	21
2013	2	3	3	3	0	11
2014	3	5	1	4	2	15
Crash involving any heavy vehicle^c						
	<i>National or State highway</i>	<i>Arterial</i>	<i>Sub-arterial</i>	<i>Local</i>	<i>Other^a</i>	<i>Total^b</i>
2008	119	35	33	22	16	228
2009	100	40	27	27	6	200
2010	108	36	19	19	15	198
2011	98	40	26	24	12	201
2012	118	39	21	31	10	221
2013	90	31	17	15	8	161
2014	92	45	23	17	10	189

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

b Includes crashes with undetermined road type.

c This is not the total of three individual heavy vehicle counts. The categories are not mutually exclusive.

Source National Crash Database

Table 2.8 Fatal crashes involving heavy vehicles by remoteness region^a

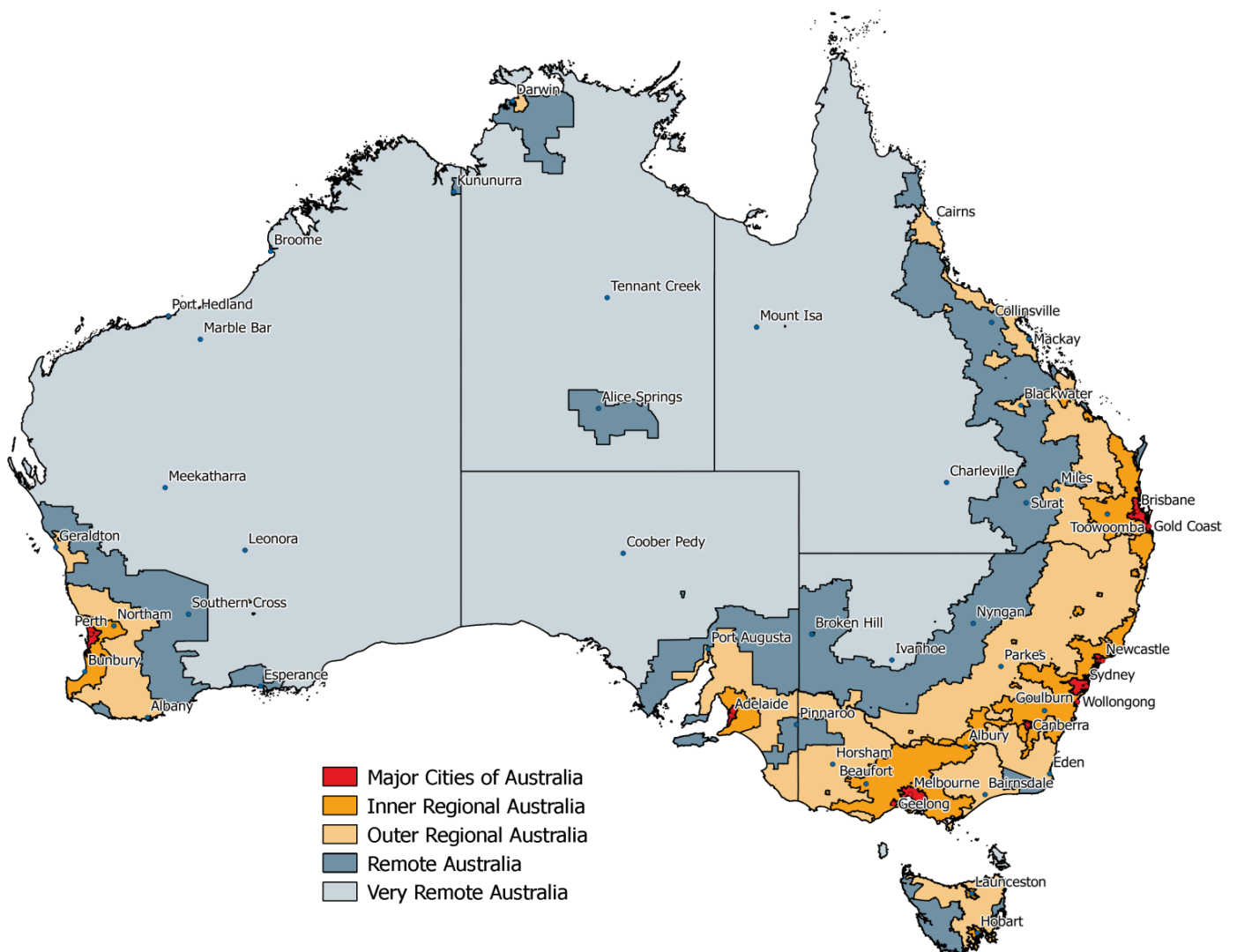
	<i>Major cities</i>	<i>Inner regional</i>	<i>Outer regional</i>	<i>Remote</i>	<i>Very remote</i>	<i>Total^b</i>
Articulated trucks						
2008	25	53	39	3	6	126
2009	21	36	39	13	5	114
2010	25	43	40	8	4	120
2011	32	46	37	6	6	127
2012	22	49	42	8	6	127
2013	19	36	24	9	7	95
2014	17	44	31	5	4	101
Heavy rigid trucks						
2008	40	24	14	2	2	82
2009	32	23	14	1	0	70
2010	31	22	8	2	1	64
2011	18	21	12	2	1	54
2012	28	28	19	2	4	81
2013	34	14	9	1	1	59
2014	33	24	16	1	1	75
Buses						
2008	13	5	2	2	0	22
2009	10	8	6	1	0	25
2010	12	6	3	0	0	21
2011	18	3	1	1	0	23
2012	14	1	4	1	1	21
2013	6	3	1	0	1	11
2014	8	0	4	1	2	15
Crash involving any heavy vehicle^c						
	<i>Major cities</i>	<i>Inner regional</i>	<i>Outer regional</i>	<i>Remote</i>	<i>Very remote</i>	<i>Total^a</i>
2008	78	80	55	7	8	228
2009	61	61	58	15	5	200
2010	65	69	50	10	4	198
2011	67	68	50	9	7	201
2012	63	74	63	10	11	221
2013	58	52	33	10	8	161
2014	57	68	50	7	7	189

a Remoteness regions are classified as per Australian Statistical Geography Standard (ASGS).

b Includes undetermined remoteness regions.

c This is not the total of three individual heavy vehicle counts. The categories are not mutually exclusive.

Source National Crash Database

Figure 2.6 ASGS^a Remoteness Areas 2011 and selected cities and towns

a Source ASGS: Australian Statistical Geography Standard
Australian Bureau of Statistics 2013

Table 2.9 **Fatal crashes involving heavy vehicles – validity of heavy vehicle driver's licence**

	<i>All valid</i>	<i>Any invalid</i>	<i>Unknown</i>	<i>Total</i>
Articulated trucks				
2008	114	3	9	126
2009	105	0	9	114
2010	98	2	19	119
2011	115	3	9	127
2012	112	2	13	127
2013	83	1	11	95
2014	78	2	21	101
Heavy rigid trucks				
2008	76	3	3	82
2009	67	1	1	69
2010	56	4	3	63
2011	47	1	5	53
2012	75	2	3	80
2013	49	0	10	59
2014	63	0	11	74
Buses				
2008	21	0	1	22
2009	24	0	1	25
2010	20	0	1	21
2011	21	1	1	23
2012	20	0	1	21
2013	9	0	2	11
2014	11	1	3	15

Source National Crash Database

Table 2.10 **Fatal crashes involving heavy vehicles – specified heavy vehicle driver BAC status (excludes Victoria and ACT)**

	<i>All pass</i>	<i>Any fail</i>	<i>Unknown</i>	<i>Total</i>
Articulated trucks				
2008	55	4	46	105
2009	60	0	37	97
2010	58	1	30	89
2011	67	2	37	106
2012	60	2	38	100
2013	46	2	34	82
2014	40	1	34	75
Heavy rigid trucks				
2008	36	3	21	60
2009	35	1	14	50
2010	27	4	13	44
2011	20	1	18	39
2012	39	0	25	64
2013	28	0	19	47
2014	33	0	19	52
Buses				
2008	8	0	10	18
2009	11	0	8	19
2010	12	1	5	18
2011	12	1	6	19
2012	11	0	7	18
2013	3	0	5	8
2014	8	0	4	12

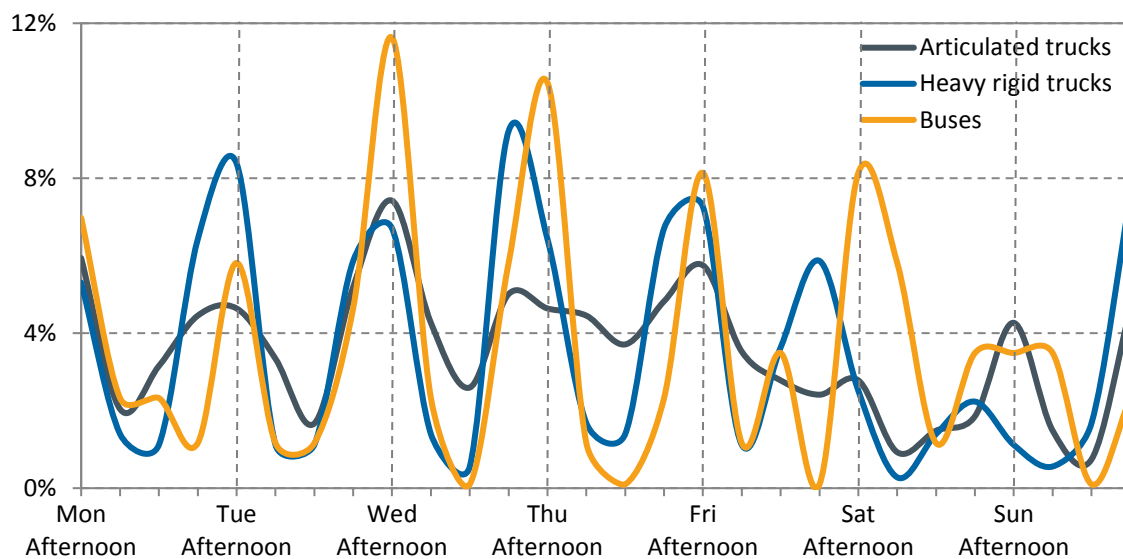
Source National Crash Database

**Table 2.11 Fatal crashes involving heavy vehicles by weekly time block
2011–2015**

<i>Crash time of week</i>		<i>Articulated truck involvement</i>	<i>Heavy rigid truck involvement</i>	<i>Bus involvement</i>
<i>Monday</i>	<i>Early</i>	4	6	0
	<i>Morning</i>	25	27	2
	<i>Afternoon</i>	32	19	6
	<i>Evening</i>	11	5	2
<i>Tuesday</i>	<i>Early</i>	17	4	2
	<i>Morning</i>	24	23	1
	<i>Afternoon</i>	25	30	5
	<i>Evening</i>	18	4	1
<i>Wednesday</i>	<i>Early</i>	9	4	1
	<i>Morning</i>	28	21	4
	<i>Afternoon</i>	40	24	10
	<i>Evening</i>	23	5	2
<i>Thursday</i>	<i>Early</i>	14	2	0
	<i>Morning</i>	27	33	5
	<i>Afternoon</i>	25	23	9
	<i>Evening</i>	24	6	1
<i>Friday</i>	<i>Early</i>	20	5	0
	<i>Morning</i>	26	24	2
	<i>Afternoon</i>	31	26	7
	<i>Evening</i>	19	4	1
<i>Saturday</i>	<i>Early</i>	15	13	3
	<i>Morning</i>	13	21	0
	<i>Afternoon</i>	15	9	7
	<i>Evening</i>	5	1	5
<i>Sunday</i>	<i>Early</i>	8	5	1
	<i>Morning</i>	10	8	3
	<i>Afternoon</i>	23	4	3
	<i>Evening</i>	8	2	3
Early		Midnight - 6am	Afternoon	Noon - 6pm
Morning		6am - Noon	Evening	6pm - Midnight

a Excludes crashes with unrecorded time.
Source Australian Road Deaths Database

Figure 2.7 Fatal crashes involving heavy vehicles by weekly time block
2011–2015



Source Australian Road Deaths Database

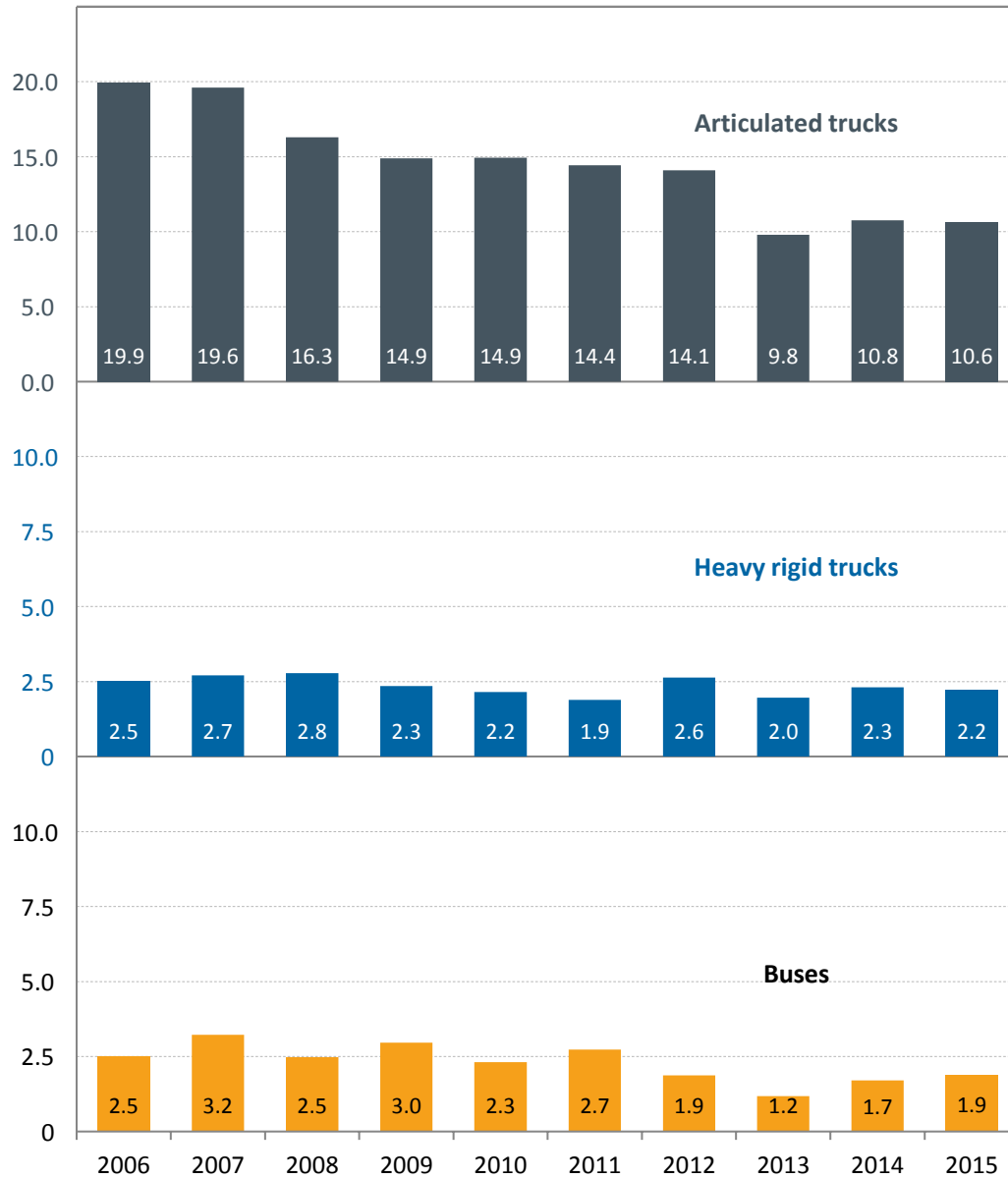
Table 2.12 **Heavy vehicle involved fatal crash rates per 10,000 heavy vehicles registrations**

	<i>Articulated trucks</i>	<i>Heavy rigid trucks^a</i>	<i>Buses</i>
1989	48.7	-	4.7
1990	40.4	-	3.2
1991	30.5	-	6.1
1992	30.4	-	5.3
1993	33.5	-	6.6
1994	28.4	-	4.9
1995	28.3	-	4.2
1996	27.6	-	5.3
1997	24.6	-	3.9
1998	24.2	-	3.6
1999	25.8	-	4.4
2000	-	-	-
2001	23.3	-	4.1
2002	26.8	-	4.0
2003	22.1	-	3.7
2004	20.8	3.4	4.2
2005	18.9	2.8	4.0
2006	19.9	2.5	2.5
2007	19.6	2.7	3.2
2008	16.3	2.8	2.5
2009	14.9	2.3	3.0
2010	14.9	2.2	2.3
2011	14.4	1.9	2.7
2012	14.1	2.6	1.9
2013	9.8	2.0	1.2
2014	10.8	2.3	1.7
2015	10.6	2.2	1.9
<i>Ave. trend change p.a.(%)</i>	-7.4	-2.3	-7.0
<i>- for the last 10 years</i>			

a Only available from 2004.

Source Australian Road Deaths Database; Australian Bureau of Statistics 2015

Figure 2.8 Heavy vehicle involving fatal crash rates per 10,000 heavy vehicles registrations



Source Australian Road Deaths Database; Australian Bureau of Statistics 2015

Table 2.13 Heavy vehicle involved fatal crash rates per billion vehicle kilometres travelled (VKT) by state

	<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>
Articulated trucks									
2006	26.4	15.9	25.2	15.9	18.6	35.3	27.4	0.0	22.1
2007	23.8	18.5	26.7	10.3	20.5	27.5	27.5	0.0	21.7
2008	20.6	13.6	23.8	15.1	9.8	40.4	41.9	0.0	18.7
2009	14.6	10.7	26.2	15.2	14.0	67.8	28.2	127.6	17.7
2010	18.0	19.2	17.0	11.7	18.8	20.2	13.9	63.2	17.7
2011	18.3	12.6	20.9	19.2	13.8	13.2	41.4	0.0	17.2
2012	16.3	16.9	21.7	13.9	8.2	20.0	27.1	0.0	16.6
2013	12.3	6.9	15.4	12.2	8.9	13.5	39.5	0.0	11.6
2014	11.3	14.1	14.9	15.1	6.4	27.0	0.0	116.1	12.9
2015	12.2	11.0	13.3	17.7	11.2	13.6	0.0	57.4	12.5
Ave. trend change p.a.(%) - for the last 10 years	-8.3	-4.5	-7.2	1.7	-8.8	-10.5	-	-	-6.7
Heavy rigid trucks									
2006	8.9	7.9	7.8	9.6	8.1	14.8	12.3	14.7	8.6
2007	10.2	12.2	5.0	9.4	9.8	4.8	12.0	14.1	9.3
2008	4.2	10.9	10.3	14.7	17.2	9.3	23.4	0.0	9.6
2009	8.3	9.1	6.4	3.7	15.2	4.6	0.0	0.0	8.3
2010	7.1	8.7	5.8	3.6	10.0	18.4	0.0	13.8	7.6
2011	5.2	6.6	6.1	10.5	7.1	9.0	23.0	0.0	6.5
2012	7.5	6.4	10.3	10.3	14.0	9.1	11.3	12.8	9.0
2013	7.4	5.4	4.8	6.9	12.6	0.0	0.0	0.0	6.6
2014	7.0	10.1	3.8	17.0	8.1	13.5	0.0	0.0	7.7
2015	7.2	7.8	6.2	3.4	7.8	22.5	10.7	0.0	7.3
Ave. trend change p.a.(%) - for the last 10 years	-1.4	-3.7	-3.8	-2.9	-2.3	-	-	-	-2.7
Buses									
2006	13.2	8.7	10.5	6.9	3.2	20.9	12.1	0.0	9.7
2007	20.4	11.2	14.4	6.9	6.4	0.0	0.0	0.0	12.5
2008	9.0	10.4	16.1	6.7	6.3	0.0	0.0	0.0	9.7
2009	14.0	14.8	15.5	13.2	0.0	20.7	0.0	0.0	11.7
2010	15.3	4.7	5.6	19.3	0.0	20.6	11.3	31.8	9.1
2011	18.2	11.1	12.6	0.0	3.0	0.0	0.0	0.0	10.5
2012	9.6	6.2	10.4	6.3	2.9	0.0	0.0	0.0	7.2
2013	3.2	6.2	8.5	0.0	0.0	0.0	10.6	0.0	4.6
2014	9.4	6.1	1.7	6.3	10.8	0.0	0.0	28.1	6.6
2015	7.7	12.0	3.4	0.0	5.3	20.1	10.3	27.8	7.3
Ave. trend change p.a.(%) - for the last 10 years	-9.5	-3.4	-16.0	-	-	-	-	-	-7.0

Source Australian Road Deaths Database; Bureau of Infrastructure, Transport and Regional Economics Unpublished

Table 2.14 **Fatal crash rates involving heavy vehicles per 10,000 heavy vehicle licence holders^{a,b,c}**

	<i>Articulated trucks</i>	<i>Heavy rigid trucks</i>
2010	2.2	0.3
2011	2.3	0.3
2012	2.3	0.4
2013	1.6	0.3
2014	1.9	0.4

a Excludes WA due to unavailability of licence data by class.

b Licence data is at June each year.

c For Licence Class definition, see Glossary.

Source Bureau of Infrastructure, Transport and Regional Economics 2015

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SECTION 3

Historical series

The source of the tables in this section is the Australian Road Deaths Database.

Data for the Heavy rigid truck involved is only available from 2004.

Table 3.1 Deaths from crashes involving heavy vehicles by state/territory
1989–2005

	<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>
Articulated trucks									
1989	143	68	60	31	20	9	3	1	335
1990	94	68	37	26	17	13	8	0	263
1991	78	40	26	22	12	4	1	0	183
1992	84	32	38	14	10	1	2	0	181
1993	69	50	42	18	21	3	1	0	204
1994	67	38	41	15	16	1	1	0	179
1995	63	38	55	19	14	5	4	1	199
1996	56	39	42	25	26	2	2	2	194
1997	71	27	35	18	14	4	2	0	171
1998	71	32	33	24	13	2	2	2	179
1999	64	39	38	21	23	2	3	1	191
2000	84	40	40	19	13	6	6	0	208
2001	60	45	33	18	14	5	0	3	178
2002	86	49	28	13	14	3	7	0	200
2003	63	41	35	13	17	1	1	0	171
2004	64	37	13	13	18	4	2	0	151
2005	52	32	35	17	13	5	1	0	155
Heavy rigid trucks									
2004	38	30	22	7	7	4	0	0	108
2005	28	33	13	3	7	2	1	1	88
Buses									
1989	84	5	9	2	1	0	0	3	104
1990	16	6	15	5	3	0	1	0	46
1991	7	6	13	3	1	1	0	1	32
1992	20	4	4	3	2	5	0	1	39
1993	15	15	8	2	6	1	1	1	49
1994	8	7	19	0	3	1	1	1	40
1995	9	3	6	2	2	1	0	0	23
1996	18	5	9	0	3	1	0	2	38
1997	14	1	3	0	5	2	1	1	27
1998	15	2	10	0	0	1	1	0	29
1999	13	2	12	2	1	1	0	1	32
2000	13	3	6	1	0	1	0	0	24
2001	12	7	4	2	0	5	0	2	32
2002	16	6	7	5	2	0	0	0	36
2003	15	3	4	3	2	1	1	0	29
2004	15	6	6	2	0	0	0	1	30
2005	21	5	9	1	2	0	0	0	38

Note

Data for the Heavy rigid truck involved is only available from 2004.

Source Australian Road Deaths Database

Table 3.2 Deaths from crashes involving heavy vehicles by age group
1989–2005

	0 to 16	17 to 25	26 to 39	40 to 54	55 to 64	≥65	Total ^a
Articulated trucks							
1989	28	91	103	58	24	27	335
1990	17	81	67	46	24	28	263
1991	13	49	56	24	11	29	183
1992	7	42	58	43	14	17	181
1993	7	35	73	50	20	19	204
1994	16	42	47	34	18	22	179
1995	13	46	54	38	22	26	199
1996	11	38	61	40	15	29	194
1997	18	27	50	36	13	25	171
1998	11	35	52	44	15	20	179
1999	15	30	68	33	14	31	191
2000	11	43	67	54	14	19	208
2001	13	36	39	43	16	31	178
2002	12	43	59	44	18	24	200
2003	14	40	25	51	17	23	171
2004	8	29	42	33	23	16	151
2005	10	41	42	24	12	25	155
Heavy rigid trucks							
2004	7	20	20	30	13	18	108
2005	9	19	10	19	14	17	88

Note Data for the Heavy rigid truck involved is only available from 2004.

Buses

1989	12	23	22	20	9	13	104
1990	6	7	8	3	3	19	46
1991	7	7	3	5	0	10	32
1992	3	7	7	6	8	8	39
1993	3	12	10	11	6	7	49
1994	9	7	3	3	2	16	40
1995	0	7	5	3	1	7	23
1996	4	6	6	7	5	10	38
1997	3	2	10	4	4	4	27
1998	3	6	6	5	2	7	29
1999	0	11	4	8	3	6	32
2000	5	4	5	4	3	3	24
2001	2	6	9	3	4	8	32
2002	2	10	5	9	0	10	36
2003	1	5	3	4	9	7	29
2004	3	4	5	5	3	10	30
2005	2	8	8	4	2	12	38

a Includes deaths to persons with age not recorded.
Source Australian Road Deaths Database

Table 3.3 Deaths from crashes involving heavy vehicles by road user
1989–2005

	<i>Driver^a</i>	<i>Passenger^a</i>	<i>Pedestrian</i>	<i>Motorcyclist^b</i>	<i>Pedal cyclist^b</i>	<i>Total^c</i>
Articulated trucks						
1989	178	103	32	14	8	335
1990	161	69	15	9	9	263
1991	108	41	12	15	7	183
1992	112	43	15	11	0	181
1993	132	47	15	6	4	204
1994	110	45	15	4	5	179
1995	115	50	15	18	1	199
1996	126	44	13	7	4	194
1997	104	42	11	9	5	171
1998	108	43	16	7	5	179
1999	117	38	17	15	4	191
2000	128	48	18	7	3	208
2001	110	39	18	5	6	178
2002	123	42	16	15	4	200
2003	104	40	13	13	1	171
2004	111	20	14	3	3	151
2005	99	32	11	9	4	155

Heavy rigid trucks

2004	61	18	15	8	6	108
2005	40	24	11	10	3	88

Note Data for the Heavy rigid truck involved is only available from 2004.

Buses

1989	18	65	14	6	1	104
1990	8	24	8	1	5	46
1991	7	6	11	6	2	32
1992	8	18	10	1	2	39
1993	16	17	10	4	2	49
1994	9	18	10	1	2	40
1995	9	4	8	1	1	23
1996	9	14	14	1	0	38
1997	11	8	6	0	2	27
1998	8	8	7	5	1	29
1999	16	5	9	1	1	32
2000	2	9	12	1	0	24
2001	9	9	11	1	2	32
2002	7	13	13	2	1	36
2003	11	7	7	4	0	29
2004	9	5	7	6	3	30
2005	13	14	9	2	0	38

a Includes drivers/passengers of light and heavy vehicles.

b Includes pillion passengers.

c Includes road users not separately specified.

Source Australian Road Deaths Database

Table 3.4 Deaths by crash type for crashes involving heavy vehicles
1989–2005

	<i>Single vehicle</i>	<i>Pedestrian</i>	<i>Multiple vehicle</i>		<i>Single vehicle</i>	<i>Pedestrian</i>	<i>Multiple vehicle</i>
Articulated trucks				Buses			
1989	44	34	257	1989	2	14	88
1990	45	15	203	1990	14	8	24
1991	30	12	141	1991	1	11	20
1992	33	15	133	1992	7	10	22
1993	31	15	158	1993	1	10	38
1994	24	15	140	1994	14	10	16
1995	35	15	149	1995	1	8	14
1996	24	13	157	1996	2	14	22
1997	31	11	129	1997	6	6	15
1998	34	16	129	1998	3	7	19
1999	20	17	154	1999	1	9	22
2000	25	18	165	2000	1	12	11
2001	18	18	142	2001	4	11	17
2002	31	16	153	2002	8	13	15
2003	20	13	138	2003	4	7	18
2004	27	14	110	2004	1	7	22
2005	28	11	116	2005	8	9	21
	<i>Single vehicle</i>	<i>Pedestrian</i>	<i>Multiple vehicle</i>				
Heavy rigid trucks							
2004	11	15	82				
2005	7	11	70				
Note	Data for the Heavy rigid truck involved is only available from 2004.						
Source	Australian Road Deaths Database						

Table 3.5 **Fatal crashes involving heavy vehicles by state/territory
1989–2005**

	<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>
Articulated trucks									
1989	99	57	45	23	18	4	3	1	250
1990	77	51	31	18	15	10	3	0	205
1991	64	35	23	18	11	4	1	0	156
1992	73	27	34	8	10	1	1	0	154
1993	60	34	38	17	18	3	1	0	171
1994	52	36	34	14	13	1	1	0	151
1995	49	31	47	17	12	4	4	1	165
1996	48	33	34	19	23	2	1	1	161
1997	60	26	29	12	13	4	2	0	146
1998	58	30	28	18	12	2	2	1	151
1999	55	35	30	17	20	2	3	1	163
2000	69	32	28	15	12	6	3	0	165
2001	48	32	31	17	11	4	0	3	146
2002	76	41	24	12	12	3	3	0	171
2003	50	33	31	13	13	1	1	0	142
2004	57	35	13	10	17	4	2	0	138
2005	45	28	27	15	11	5	1	0	132
Heavy rigid trucks									
2004	30	25	19	7	7	4	0	0	92
2005	26	28	10	3	7	2	1	1	78
Buses									
1989	25	5	9	2	1	0	0	3	45
1990	14	6	4	4	3	0	1	0	32
1991	6	6	12	3	1	1	0	1	30
1992	11	4	4	3	2	3	0	1	28
1993	14	5	7	2	5	1	1	1	36
1994	8	7	7	0	3	1	1	1	28
1995	9	3	6	1	2	1	0	0	22
1996	15	4	6	0	3	1	0	2	31
1997	13	1	2	0	5	1	1	1	24
1998	12	2	7	0	0	1	1	0	23
1999	10	2	12	2	1	1	0	1	29
2000	13	3	5	1	0	1	0	0	23
2001	11	7	4	2	0	2	0	2	28
2002	13	6	6	2	1	0	0	0	28
2003	13	3	4	2	2	1	1	0	26
2004	15	6	6	2	0	0	0	1	30
2005	15	4	7	1	2	0	0	0	29

Note Data for the Heavy rigid truck involved is only available from 2004.

Source Australian Road Deaths Database

Table 3.6 **Fatal crashes involving heavy vehicles by speed zone**
1989–2005

	<i>0 to 60 km/h</i>	<i>70 to 90 km/h</i>	<i>100 km/h</i>	<i>≥ 110 km/h</i>	<i>Total^a</i>
Articulated trucks					
1989	62	22	129	34	250
1990	43	37	99	24	205
1991	30	21	81	22	156
1992	33	24	78	18	154
1993	32	24	83	30	171
1994	26	29	71	25	151
1995	31	24	83	25	165
1996	31	22	69	38	161
1997	27	19	64	36	146
1998	20	27	72	31	151
1999	36	29	64	33	163
2000	25	22	85	33	165
2001	28	19	66	29	146
2002	24	35	80	32	171
2003	20	39	59	24	142
2004	17	35	56	29	138
2005	18	31	60	23	132
Heavy rigid trucks					
2004	24	22	38	7	92
2005	25	23	26	3	78
Buses					
1989	23	4	14	1	45
1990	19	4	6	3	32
1991	22	1	6	0	30
1992	18	3	6	0	28
1993	19	3	10	3	36
1994	18	3	3	3	28
1995	8	5	7	2	22
1996	18	6	5	0	31
1997	13	3	5	2	24
1998	13	4	6	0	23
1999	15	8	5	0	29
2000	16	4	3	0	23
2001	14	6	6	0	28
2002	18	7	1	1	28
2003	13	5	5	3	26
2004	14	5	7	3	30
2005	15	8	4	2	29

Note Data for the Heavy rigid truck involved is only available from 2004.

a Includes crashes where speed limit is unknown.
Source Australian Road Deaths Database

Table 3.7 **Fatal crashes involving heavy vehicles by crash type**
1989–2005

	<i>Single vehicle</i>	<i>Pedestrian involved</i>	<i>Multiple vehicle</i>	<i>Total</i>
Articulated trucks				
1989	41	30	179	250
1990	41	15	149	205
1991	27	12	117	156
1992	30	15	109	154
1993	29	14	128	171
1994	24	15	112	151
1995	33	15	117	165
1996	24	13	124	161
1997	31	11	104	146
1998	32	16	103	151
1999	18	17	128	163
2000	25	18	122	165
2001	17	18	111	146
2002	30	16	125	171
2003	20	13	109	142
2004	27	14	97	138
2005	26	11	95	132

Heavy rigid trucks

2004	10	15	67	92
2005	7	11	60	78

Note Data for the Heavy rigid truck involved is only available from 2004.

Buses

1989	2	14	29	45
1990	4	8	20	32
1991	1	11	18	30
1992	3	9	16	28
1993	1	10	25	36
1994	3	10	15	28
1995	1	8	13	22
1996	2	14	15	31
1997	5	6	13	24
1998	3	7	13	23
1999	1	9	19	29
2000	1	12	10	23
2001	1	11	16	28
2002	4	13	11	28
2003	4	7	15	26
2004	1	7	22	30
2005	5	9	15	29

Source Australian Road Deaths Database

SECTION 4

Exposure data

Table 4.1 Motor vehicles on register, heavy vehicles, by state/territory

	<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>
Articulated trucks									
1991	14,900	14,600	8,900	3,800	5,800	1,600	1,200	300	51,100
1992	15,300	14,300	10,400	3,700	5,600	-	1,100	300	50,700
1993	14,100	14,600	10,700	4,700	5,800	1,600	900	300	51,000
1994	14,500	15,300	11,300	4,700	6,100	-	900	400	53,200
1995	15,028	16,516	11,710	5,309	6,748	1,646	1,069	296	58,322
1996	15,100	16,800	11,500	5,100	6,900	1,600	994	300	58,352
1997	15,800	17,100	11,800	5,100	7,000	1,500	800	300	59,300
1998	16,800	17,300	12,400	5,900	7,300	1,500	800	300	62,300
1999	16,300	18,100	12,800	5,900	7,600	1,500	800	200	63,300
2000	-	-	-	-	-	-	-	-	-
2001	15,253	18,262	12,921	6,077	7,672	1,489	665	258	62,597
2002	15,294	18,553	13,285	6,394	7,981	1,483	653	262	63,905
2003	14,766	19,254	13,823	6,436	7,653	1,382	697	250	64,261
2004	15,300	20,200	14,100	6,200	8,000	1,500	700	200	66,300
2005	15,951	21,183	15,093	6,344	8,602	1,571	741	238	69,723
2006	16,234	21,508	15,802	6,389	9,260	1,498	754	235	71,680
2007	16,342	22,389	16,734	6,446	9,985	1,491	832	233	74,452
2008	16,735	23,690	17,940	6,914	11,111	1,591	927	224	79,132
2009	16,893	24,069	18,420	7,047	11,944	1,679	949	216	81,217
2010	16,907	24,476	18,648	7,310	12,229	1,637	1,033	196	82,436
2011	18,578	25,134	18,899	7,835	12,590	1,677	1,069	183	85,965
2012	19,009	25,265	19,595	8,016	13,217	1,625	1,099	169	87,995
2013	19,505	25,560	20,720	7,988	14,226	1,563	1,181	161	90,904
2014	19,906	26,107	21,496	8,326	15,054	1,584	1,233	147	93,853
2015	20,622	26,160	21,060	8,429	15,680	1,652	1,229	143	94,975

Table 4.1 Motor vehicles on register, heavy vehicles, by state/territory
(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>
Heavy rigid trucks									
1991	106,900	87,000	56,600	28,300	41,600	11,200	2,200	1,100	334,900
1992	104,900	73,000	54,400	34,200	87,900	20,600	2,000	2,100	379,100
1993	107,700	74,200	55,200	34,400	91,100	21,300	2,300	2,300	388,500
1994	108,400	86,100	56,500	34,500	95,300	22,100	2,400	2,500	407,800
1995	103,109	84,652	63,593	26,451	43,044	11,056	2,834	2,682	337,421
1996	76,371	69,452	50,707	22,026	36,811	8,384	2,649	1,798	268,198
1997	77,664	69,478	51,158	22,246	36,978	8,189	2,772	1,796	270,281
1998	80,993	68,817	52,354	22,966	38,163	7,688	2,846	1,739	275,566
1999	78,801	68,889	54,229	21,833	37,647	7,600	2,875	1,680	273,554
2000	-	-	-	-	-	-	-	-	-
2001	75,996	68,113	52,305	21,459	37,506	7,331	2,811	1,742	267,263
2002	75,082	69,123	52,612	21,443	37,213	7,153	2,836	1,760	267,222
2003	75,823	69,714	53,708	21,467	37,728	7,131	2,885	1,738	270,194
2004	77,700	69,300	55,600	21,600	38,300	7,300	2,900	1,700	274,400
2005	78,981	70,079	57,724	21,559	39,312	7,436	2,974	1,687	279,752
2006	80,413	71,879	60,410	21,916	40,870	7,774	3,108	1,724	288,094
2007	80,539	73,339	63,709	21,938	42,538	7,917	3,218	1,724	294,922
2008	81,811	74,760	67,748	22,335	45,248	8,088	3,478	1,716	305,184
2009	82,056	75,588	69,804	22,595	47,340	8,171	3,687	1,698	310,939
2010	83,267	76,604	70,000	23,241	48,352	8,385	3,888	1,698	315,435
2011	84,401	77,339	69,262	23,692	49,089	8,597	4,116	1,727	318,223
2012	85,087	78,324	70,124	23,566	50,483	8,578	4,207	1,746	322,115
2013	85,807	78,490	71,366	23,326	52,218	8,720	4,359	1,712	325,998
2014	86,973	78,376	72,362	23,134	53,739	8,698	4,478	1,704	329,464
2015	88,977	78,446	71,911	22,982	54,366	8,773	4,600	1,644	331,699

Note During 1995 and 1996, the State/Territory jurisdictions introduced the National Heavy Vehicle Registrations Scheme. Using data from this scheme resulted in improved accuracy for counts of registrations of articulated and rigid trucks but its introduction caused some fluctuations in the data for the period 1991 through 1996.

Source Australian Bureau of Statistics 2015

Table 4.1 **Motor vehicles on register, heavy vehicles, by state/territory**
(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>
Buses									
1991	10,600	14,400	8,900	3,000	8,100	2,000	1,000	1,400	49,400
1992	9,300	15,600	11,100	3,200	9,500	2,000	700	1,300	52,700
1993	10,100	15,900	11,500	3,400	9,900	2,100	700	1,300	54,900
1994	11,000	16,600	12,100	3,400	9,900	2,100	800	1,500	57,400
1995	13,473	13,770	9,328	3,525	7,125	2,145	1,883	921	52,170
1996	15,200	13,900	12,400	3,600	8,200	2,200	2,261	1,000	58,800
1997	15,900	14,300	12,900	3,700	8,800	2,200	2,500	1,000	61,100
1998	16,500	14,500	13,500	3,900	9,500	2,200	2,900	1,100	64,100
1999	16,600	15,000	14,100	4,000	9,900	2,200	3,000	1,000	65,900
2000	-	-	-	-	-	-	-	-	-
2001	17,238	15,484	14,677	4,186	10,096	2,240	2,643	1,008	67,572
2002	18,702	15,950	15,114	4,284	10,326	2,259	2,590	971	70,196
2003	18,805	15,887	15,457	4,285	10,044	2,194	2,493	957	70,122
2004	20,100	15,700	15,100	4,200	10,300	2,000	3,000	900	71,300
2005	20,279	15,837	15,682	4,233	10,572	2,138	2,956	923	72,620
2006	20,733	16,508	16,516	4,413	11,051	2,219	2,989	946	75,375
2007	20,772	16,887	17,336	4,544	11,673	2,308	3,094	948	77,562
2008	21,657	17,398	18,148	4,693	12,098	2,404	3,217	966	80,581
2009	22,401	18,061	19,127	4,916	13,007	2,422	3,439	1,040	84,413
2010	22,865	18,407	19,403	5,118	13,418	2,548	3,577	1,031	86,367
2011	23,390	18,817	19,542	5,271	13,597	2,594	3,592	1,080	87,883
2012	23,762	19,354	20,220	5,462	14,371	2,701	3,660	1,069	90,599
2013	24,210	19,509	21,026	5,529	15,133	2,744	3,810	1,073	93,034
2014	24,617	19,623	21,337	5,622	15,322	2,667	3,882	1,061	94,131
2015	25,249	19,832	21,432	5,554	15,463	2,690	3,888	1,041	95,149

Source

Australian Bureau of Statistics 2015

Table 4.2 **Estimated vehicle kilometres travelled (VKT) – billion kilometres (financial year)**

	<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>
<i>Articulated trucks</i>									
1989	1.38	0.97	0.71	0.39	0.38	0.12	0.09	0.02	4.05
1990	1.38	1.01	0.73	0.40	0.39	0.12	0.09	0.02	4.13
1991	1.33	1.02	0.72	0.39	0.39	0.12	0.08	0.01	4.07
1992	1.32	1.04	0.74	0.40	0.39	0.12	0.08	0.01	4.10
1993	1.41	1.11	0.81	0.42	0.42	0.12	0.08	0.01	4.39
1994	1.46	1.13	0.84	0.43	0.44	0.13	0.08	0.01	4.53
1995	1.58	1.19	0.90	0.45	0.46	0.13	0.09	0.02	4.82
1996	1.67	1.22	0.94	0.46	0.48	0.13	0.08	0.02	5.02
1997	1.76	1.26	0.99	0.48	0.51	0.13	0.08	0.02	5.21
1998	1.84	1.29	1.03	0.49	0.53	0.13	0.08	0.02	5.40
1999	1.91	1.30	1.06	0.51	0.55	0.13	0.08	0.02	5.55
2000	1.98	1.33	1.09	0.52	0.56	0.13	0.08	0.02	5.70
2001	1.97	1.31	1.08	0.50	0.55	0.13	0.08	0.01	5.62
2002	2.01	1.35	1.13	0.52	0.57	0.13	0.08	0.01	5.81
2003	2.04	1.40	1.19	0.53	0.59	0.13	0.08	0.02	5.97
2004	2.09	1.45	1.24	0.55	0.61	0.14	0.08	0.02	6.16
2005	2.13	1.48	1.28	0.56	0.63	0.14	0.07	0.01	6.32
2006	2.16	1.51	1.35	0.57	0.65	0.14	0.07	0.02	6.46
2007	2.23	1.57	1.42	0.58	0.68	0.15	0.07	0.02	6.72
2008	2.28	1.61	1.47	0.60	0.72	0.15	0.07	0.02	6.91
2009	2.26	1.59	1.45	0.59	0.72	0.15	0.07	0.02	6.83
2010	2.28	1.61	1.47	0.60	0.74	0.15	0.07	0.02	6.95
2011	2.35	1.66	1.53	0.62	0.80	0.15	0.07	0.02	7.20
2012	2.39	1.71	1.61	0.65	0.85	0.15	0.07	0.02	7.45
2013	2.43	1.73	1.69	0.66	0.90	0.15	0.08	0.02	7.65
2014 ^a	2.48	1.77	1.74	0.66	0.94	0.15	0.08	0.02	7.84
2015 ^a	2.53	1.82	1.81	0.68	0.98	0.15	0.08	0.02	8.07

a Preliminary
Source Bureau of Infrastructure, Transport and Regional Economics Unpublished

Table 4.2 **Estimated vehicle kilometres travelled (VKT) – billion kilometres (financial year) (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>
Heavy rigid trucks									
1989	2.33	1.70	1.11	0.51	0.75	0.20	0.06	0.07	6.73
1990	2.30	1.73	1.18	0.53	0.76	0.20	0.07	0.07	6.84
1991	2.00	1.55	1.12	0.47	0.68	0.17	0.06	0.07	6.12
1992	1.90	1.47	1.14	0.45	0.65	0.16	0.06	0.07	5.91
1993	1.86	1.44	1.16	0.44	0.64	0.15	0.06	0.07	5.82
1994	1.94	1.48	1.22	0.44	0.66	0.15	0.06	0.07	6.02
1995	2.05	1.52	1.31	0.44	0.69	0.16	0.06	0.07	6.32
1996	2.19	1.55	1.42	0.45	0.74	0.16	0.07	0.07	6.65
1997	2.36	1.65	1.53	0.48	0.81	0.17	0.07	0.07	7.15
1998	2.39	1.66	1.56	0.48	0.84	0.16	0.07	0.07	7.24
1999	2.39	1.63	1.55	0.47	0.84	0.16	0.07	0.06	7.17
2000	2.44	1.65	1.59	0.47	0.85	0.16	0.07	0.06	7.29
2001	2.42	1.62	1.56	0.46	0.83	0.15	0.07	0.06	7.17
2002	2.52	1.68	1.62	0.47	0.86	0.16	0.07	0.06	7.44
2003	2.63	1.73	1.67	0.49	0.88	0.17	0.08	0.06	7.70
2004	2.60	1.77	1.76	0.49	0.90	0.18	0.08	0.06	7.85
2005	2.64	1.84	1.84	0.51	0.94	0.19	0.08	0.06	8.10
2006	2.71	1.91	1.92	0.52	0.98	0.20	0.08	0.07	8.39
2007	2.75	1.96	1.99	0.53	1.02	0.21	0.08	0.07	8.62
2008	2.83	2.02	2.05	0.54	1.05	0.22	0.09	0.07	8.86
2009	2.77	1.98	2.03	0.54	1.05	0.22	0.09	0.07	8.75
2010	2.83	2.06	2.07	0.55	1.10	0.22	0.09	0.07	8.99
2011	2.88	2.11	2.14	0.57	1.13	0.22	0.09	0.08	9.21
2012	2.92	2.18	2.23	0.58	1.14	0.22	0.09	0.08	9.45
2013	2.96	2.23	2.30	0.58	1.19	0.22	0.09	0.08	9.65
2014 ^a	3.01	2.27	2.35	0.59	1.23	0.22	0.09	0.08	9.84
2015 ^a	3.06	2.31	2.42	0.59	1.28	0.22	0.09	0.08	10.06

Table 4.2 **Estimated vehicle kilometres travelled (VKT) – billion kilometres (financial year) (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>
<i>Buses</i>									
1989	0.45	0.28	0.30	0.11	0.21	0.04	0.06	0.02	1.47
1990	0.46	0.31	0.31	0.12	0.23	0.04	0.06	0.02	1.56
1991	0.45	0.29	0.31	0.12	0.22	0.04	0.06	0.02	1.52
1992	0.44	0.28	0.31	0.12	0.22	0.04	0.06	0.02	1.48
1993	0.44	0.28	0.31	0.12	0.22	0.04	0.06	0.02	1.49
1994	0.45	0.29	0.33	0.12	0.23	0.04	0.06	0.02	1.55
1995	0.46	0.30	0.34	0.12	0.24	0.04	0.06	0.02	1.59
1996	0.47	0.30	0.36	0.13	0.25	0.05	0.07	0.02	1.64
1997	0.48	0.30	0.36	0.13	0.24	0.04	0.07	0.02	1.65
1998	0.49	0.31	0.37	0.13	0.26	0.04	0.07	0.03	1.69
1999	0.49	0.32	0.37	0.13	0.26	0.05	0.07	0.02	1.71
2000	0.50	0.32	0.39	0.13	0.27	0.05	0.07	0.02	1.76
2001	0.51	0.33	0.40	0.13	0.28	0.05	0.07	0.03	1.80
2002	0.51	0.33	0.41	0.14	0.28	0.05	0.08	0.03	1.82
2003	0.52	0.34	0.43	0.14	0.29	0.05	0.08	0.03	1.87
2004	0.52	0.34	0.44	0.14	0.30	0.05	0.08	0.03	1.89
2005	0.52	0.34	0.45	0.14	0.30	0.05	0.08	0.03	1.91
2006	0.53	0.34	0.47	0.14	0.31	0.05	0.08	0.03	1.96
2007	0.54	0.36	0.49	0.15	0.31	0.05	0.08	0.03	2.00
2008	0.55	0.38	0.50	0.15	0.32	0.05	0.08	0.03	2.06
2009	0.57	0.41	0.52	0.15	0.32	0.05	0.09	0.03	2.13
2010	0.59	0.43	0.54	0.16	0.33	0.05	0.09	0.03	2.21
2011	0.61	0.45	0.56	0.16	0.34	0.05	0.09	0.03	2.28
2012	0.63	0.48	0.58	0.16	0.35	0.05	0.09	0.03	2.36
2013	0.63	0.48	0.59	0.16	0.36	0.05	0.09	0.04	2.40
2014 ^a	0.64	0.49	0.58	0.16	0.37	0.05	0.10	0.04	2.43
2015 ^a	0.65	0.50	0.59	0.16	0.38	0.05	0.10	0.04	2.46

a Preliminary
Source Bureau of Infrastructure, Transport and Regional Economics Unpublished

Table 4.3 Licensed^a heavy vehicle operators by vehicle type

NSW	<i>Highest class of heavy vehicle licence</i>				
	<i>Light Rigid</i>	<i>Medium Rigid</i>	<i>Heavy Rigid</i>	<i>Heavy Combination</i>	<i>Multi Combination</i>
Full licence					
30 June 2010	82,835	121,937	201,164	113,554	18,960
30 June 2011	84,913	124,294	200,038	111,704	19,978
30 June 2012	86,022	126,495	202,116	110,908	21,054
30 June 2013	89,597	127,577	200,451	108,849	22,073
30 June 2014	90,810	129,138	201,400	107,581	22,959
Provisional licence					
30 June 2010	112	1,111	616	0	0
30 June 2011	145	1,162	712	0	0
30 June 2012	164	1,184	776	0	0
30 June 2013	160	1,174	868	0	0
30 June 2014	140	1,105	867	0	0
L Permits					
30 June 2010	0	0	0	0	0
30 June 2011	0	0	0	0	0
30 June 2012	0	0	0	0	0
30 June 2013	0	0	0	0	0
30 June 2014	0	0	0	0	0

Vic	<i>Highest class of heavy vehicle licence</i>				
	<i>Light Rigid</i>	<i>Medium Rigid</i>	<i>Heavy Rigid</i>	<i>Heavy Combination</i>	<i>Multi Combination</i>
Full licence					
30 June 2010	28,575	85,073	159,569	134,079	20,234
30 June 2011	29,805	87,926	163,805	133,691	21,443
30 June 2012	31,393	89,818	168,585	132,852	23,011
30 June 2013	33,249	91,344	171,765	131,558	24,763
30 June 2014	35,270	92,525	173,629	129,679	26,134
Provisional licence					
30 June 2010	51	734	304	62	9
30 June 2011	33	668	328	56	5
30 June 2012	60	1,114	859	159	15
30 June 2013	51	1,343	1,066	182	36
30 June 2014	43	1,365	1,125	173	26
L Permits					
30 June 2010	0	0	0	0	0
30 June 2011	0	0	0	0	0
30 June 2012	0	0	0	0	0
30 June 2013	0	0	0	0	0
30 June 2014	0	0	0	0	0

Table 4.3 Licensed^a heavy vehicle operators by vehicle type (continued)

<i>Qld</i>	<i>Highest class of heavy vehicle licence</i>				
	<i>Light Rigid</i>	<i>Medium Rigid</i>	<i>Heavy Rigid</i>	<i>Heavy Combination</i>	<i>Multi Combination</i>
Full licence					
30 June 2010	41,811	86,459	233,136	90,612	37,954
30 June 2011	43,729	89,726	237,179	90,475	40,948
30 June 2012	45,113	91,204	241,747	89,729	43,788
30 June 2013	46,511	92,758	244,520	88,487	46,649
30 June 2014	47,365	91,952	242,767	85,169	48,633
Provisional licence					
30 June 2010	272	1,539	2,034	586	457
30 June 2011	302	1,657	2,003	574	449
30 June 2012	275	1,568	1,754	481	412
30 June 2013	295	1,638	1,980	489	459
30 June 2014	285	1,664	2,131	541	533
L Permits					
30 June 2010	0	0	7	244	20
30 June 2011	0	0	4	232	20
30 June 2012	0	0	1	211	16
30 June 2013	0	0	0	188	15
30 June 2014	0	0	0	0	0

<i>SA</i>	<i>Highest class of heavy vehicle licence</i>				
	<i>Light Rigid</i>	<i>Medium Rigid</i>	<i>Heavy Rigid</i>	<i>Heavy Combination</i>	<i>Multi Combination</i>
Full licence					
30 June 2010	21,054	39,416	58,872	39,827	8,909
30 June 2011	21,776	39,643	58,566	38,988	9,258
30 June 2012	23,305	39,724	58,489	38,369	9,722
30 June 2013	26,056	40,467	59,502	38,273	10,425
30 June 2014	27,775	40,705	59,803	37,585	11,013
Provisional licence					
30 June 2010	12	361	175	140	27
30 June 2011	16	418	212	146	23
30 June 2012	18	420	285	161	33
30 June 2013	16	427	308	149	44
30 June 2014	23	446	338	141	35
L Permits					
30 June 2010	1	3	9	422	0
30 June 2011	1	4	10	353	0
30 June 2012	0	6	7	367	0
30 June 2013	0	2	7	306	0
30 June 2014	0	2	10	272	0

a Heavy Combination, Multi Combination and the Heavy Rigid (HR) licence classes allow for operation of lighter trucks (LR, MR) and cars (C). Licence count data include driver licences with an active status. They do not include driver licences with the following status: Cancelled, Suspended, Surrendered, Expired, Disqualified or Restricted. WA licence data by class are not available.
For Licence Class Definition, see Glossary.

Source Bureau of Infrastructure, Transport and Regional Economics 2015

Table 4.3 Licensed^a heavy vehicle operators by vehicle type (continued)

Tas	<i>Highest class of heavy vehicle licence</i>				
	<i>Light Rigid</i>	<i>Medium Rigid</i>	<i>Heavy Rigid</i>	<i>Heavy Combination</i>	<i>Multi Combination</i>
Full licence					
30 June 2010	4,383	28,678	13,382	13,380	1,746
30 June 2011	5,333	28,575	13,708	13,140	1,861
30 June 2012	6,214	28,084	13,868	12,644	1,935
30 June 2013	7,063	27,713	13,930	12,300	2,005
30 June 2014	7,921	27,341	13,995	12,060	2,077
Provisional licence					
30 June 2010	11	75	7	3	0
30 June 2011	7	76	19	5	0
30 June 2012	2	77	15	6	0
30 June 2013	6	95	15	5	0
30 June 2014	6	88	8	6	0
L Permits					
30 June 2010	0	0	0	0	0
30 June 2011	0	0	0	0	0
30 June 2012	0	0	0	0	0
30 June 2013	0	0	0	0	0
30 June 2014	0	0	0	0	0

NT	<i>Highest class of heavy vehicle licence</i>				
	<i>Light Rigid</i>	<i>Medium Rigid</i>	<i>Heavy Rigid</i>	<i>Heavy Combination</i>	<i>Multi Combination</i>
Full licence					
30 June 2010	5,554	7,081	11,164	5,544	4,105
30 June 2011	5,588	6,913	11,267	5,407	4,142
30 June 2012	5,651	6,797	12,263	5,337	4,270
30 June 2013	5,807	6,685	12,988	5,311	4,491
30 June 2014	6,236	6,984	14,422	5,478	5,038
Provisional licence					
30 June 2010	1	5	4	2	2
30 June 2011	5	5	5	1	4
30 June 2012	5	3	7	0	2
30 June 2013	0	3	3	0	0
30 June 2014	5	8	2	0	0
L Permits					
30 June 2010	0	0	2	0	0
30 June 2011	0	0	3	0	1
30 June 2012	0	0	1	0	1
30 June 2013	0	1	0	0	1
30 June 2014	0	0	0	0	0

Table 4.3 **Licensed^a heavy vehicle operators by vehicle type (continued)**

ACT	<i>Highest class of heavy vehicle licence</i>				
	<i>Light Rigid</i>	<i>Medium Rigid</i>	<i>Heavy Rigid</i>	<i>Heavy Combination</i>	<i>Multi Combination</i>
Full licence					
30 June 2010	2,498	6,854	9,723	3,494	524
30 June 2011	2,595	6,903	9,734	3,418	523
30 June 2012	2,695	6,958	9,787	3,347	530
30 June 2013	2,718	6,983	9,748	3,252	517
30 June 2014	2,762	7,022	9,755	3,191	523
Provisional licence					
30 June 2010	2	32	6	0	32
30 June 2011	2	19	5	0	0
30 June 2012	4	32	6	0	0
30 June 2013	4	27	6	1	0
30 June 2014	1	21	4	0	0
L Permits					
30 June 2010	0	0	0	0	0
30 June 2011	0	0	0	0	0
30 June 2012	0	0	0	0	0
30 June 2013	0	0	0	0	0
30 June 2014	0	0	0	0	0

a Heavy Combination, Multi Combination and the Heavy Rigid (HR) licence classes allow for operation of lighter trucks (LR ,MR) and cars (C). Licence count data include driver licences with an active status. They do not include driver licences with the following status: Cancelled, Suspended; Surrendered; Expired; Disqualified or Restricted. WA licence data by class are not available. For Licence Class Definition, see Glossary.

Source Bureau of Infrastructure, Transport and Regional Economics 2015

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>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>Bus</i>	A motor vehicle constructed for the carriage of passengers which has at least 10 seats, including the driver's seat.
<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>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>	Road traffic crashes in which one or more heavy vehicles were involved (articulated truck, heavy rigid truck or bus).
<i>BAC</i>	Blood alcohol concentration (BAC) refers to the amount of alcohol present in the bloodstream.
<i>Gross Vehicle Mass (GVM)</i>	Tare weight (i.e. unladen weight) of the motor vehicle plus its maximum carrying capacity excluding trailers.
<i>Estimation of ten year trends</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 zero 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.

High threat to Life Injury '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 ICISS score (survival probability) of less than 0.941. See Henley G & Harrison JE 2015 for definition and discussion.

Licence Classes

Light rigid vehicle licence (LR) The person with a valid licence may drive: a motor vehicle that: (a) has a GVM greater than 4.5 tonnes but not greater than 8 tonnes; or (b) seats more than 12 adults (including the driver) and has a GVM not greater than 8 tonnes.

Medium rigid vehicle licence (MR) The person with a valid licence may drive: a motor vehicle that has: (a) 2 axles; and (b) a GVM greater than 8 tonnes.

Heavy rigid vehicle licence (HR) The person with a valid licence may drive: a motor vehicle that has: (a) 3 or more axles; and (b) a GVM greater than 8 tonnes.

Heavy combination vehicle licence (HC) The person with a valid licence may drive: (a) a prime mover to which is attached a single semi-trailer plus any unladen converter dolly; or (b) a rigid motor vehicle to which is attached a trailer that has a GVM greater than 9 tonnes plus any unladen converter dolly.

Multi combination vehicle licence (MC) The person with a valid licence may drive: any motor vehicle or combination of vehicles. *Does not include:* a motor bike; or a motor trike.

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