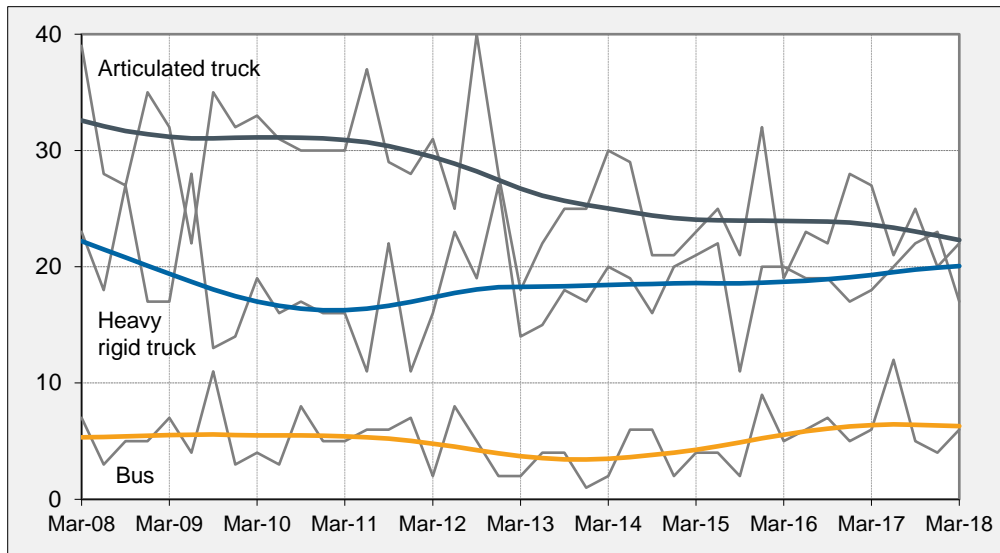




Quarterly counts of fatal crashes involving heavy vehicles, Australia, with trends



Key features

- During the 12 months to the end of March 2018, 184 people died from 163 fatal crashes involving heavy trucks. These included 101 deaths from 88 crashes involving articulated trucks, 91 deaths from 82 crashes involving heavy rigid trucks and 8 deaths from 7 crashes involving both a heavy rigid truck and an articulated truck^a.
- Fatal crashes involving heavy trucks:
 - decreased by 1.8 per cent compared with the corresponding period one year earlier (from 166 to 163 crashes)
 - decreased by an average of 1.4 per cent per year over the three years to March 2018
 - Fatal crashes involving articulated trucks:
 - decreased by 12.0 per cent compared with the corresponding period one year earlier (from 100 to 88 crashes)
 - decreased by an average of 1.7 per cent per year over the three years to March 2018
 - Fatal crashes involving heavy rigid trucks:
 - increased by 12.3 per cent compared with the corresponding period one year earlier (from 73 to 82 crashes)
 - increased by an average of 2.3 per cent per year over the three years to March 2018
- During the 12 months to March 2018, 32 people died in 27 fatal crashes involving buses.
- Fatal crashes involving buses:
 - increased by 12.5 per cent compared with the corresponding period one year earlier (from 24 to 27 crashes)
 - increased by an average of 15.0 per cent per year over the three years to March 2018

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

ANNUAL TRENDS

Table 1 Fatal crashes

| | <i>Articulated Truck involved</i> | <i>Heavy Rigid Truck involved</i> | <i>Any heavy truck involved</i> | <i>Bus involved</i> | <i>Any heavy vehicle involved</i> |
|----------------------------------|---------------------------------------|---------------------------------------|-------------------------------------|---------------------|---------------------------------------|
| 12 Months ended | | | | | |
| <i>March 2008</i> | 150 | 85 | 229 | 29 | 257 |
| <i>March 2009</i> | 122 | 79 | 199 | 20 | 219 |
| <i>March 2010</i> | 122 | 74 | 190 | 22 | 212 |
| <i>March 2011</i> | 121 | 65 | 176 | 21 | 196 |
| <i>March 2012</i> | 125 | 60 | 180 | 21 | 199 |
| <i>March 2013</i> | 111 | 83 | 192 | 17 | 207 |
| <i>March 2014</i> | 102 | 70 | 167 | 11 | 178 |
| <i>March 2015</i> | 94 | 76 | 170 | 18 | 186 |
| <i>March 2016</i> | 97 | 73 | 168 | 20 | 187 |
| <i>March 2017</i> | 100 | 73 | 166 | 24 | 188 |
| <i>March 2018</i> | 88 | 82 | 163 | 27 | 188 |
| <i>Ave. trend change p.a.(%)</i> | | | | | |
| <i>- for last 10 years</i> | -4.3 | -0.1 | -2.6 | -0.8 | -2.5 |
| <i>- for last 5 years</i> | -3.3 | 0.1 | -2.4 | 14.6 | -0.9 |
| <i>- for last 3 years</i> | -1.7 | 2.3 | -1.4 | 15.0 | 0.4 |

Table 2 Fatalities

| | <i>Articulated Truck involved</i> | <i>Heavy Rigid Truck involved</i> | <i>Any heavy truck involved</i> | <i>Bus involved</i> | <i>Any heavy vehicle involved</i> |
|----------------------------------|---------------------------------------|---------------------------------------|-------------------------------------|---------------------|---------------------------------------|
| 12 Months ended | | | | | |
| <i>March 2008</i> | 188 | 92 | 274 | 30 | 303 |
| <i>March 2009</i> | 136 | 84 | 218 | 20 | 238 |
| <i>March 2010</i> | 147 | 79 | 220 | 28 | 248 |
| <i>March 2011</i> | 141 | 76 | 205 | 23 | 227 |
| <i>March 2012</i> | 142 | 73 | 210 | 21 | 229 |
| <i>March 2013</i> | 134 | 94 | 226 | 19 | 243 |
| <i>March 2014</i> | 118 | 81 | 194 | 11 | 205 |
| <i>March 2015</i> | 112 | 86 | 198 | 22 | 218 |
| <i>March 2016</i> | 107 | 79 | 183 | 23 | 205 |
| <i>March 2017</i> | 114 | 82 | 185 | 25 | 208 |
| <i>March 2018</i> | 101 | 91 | 184 | 32 | 212 |
| <i>Ave. trend change p.a.(%)</i> | | | | | |
| <i>- for last 10 years</i> | -4.8 | 0.2 | -3.0 | -0.1 | -2.8 |
| <i>- for last 5 years</i> | -4.4 | -0.6 | -3.5 | 15.7 | -2.0 |
| <i>- for last 3 years</i> | -2.4 | 2.1 | -2.1 | 12.8 | -0.7 |

ARTICULATED TRUCK INVOLVEMENT

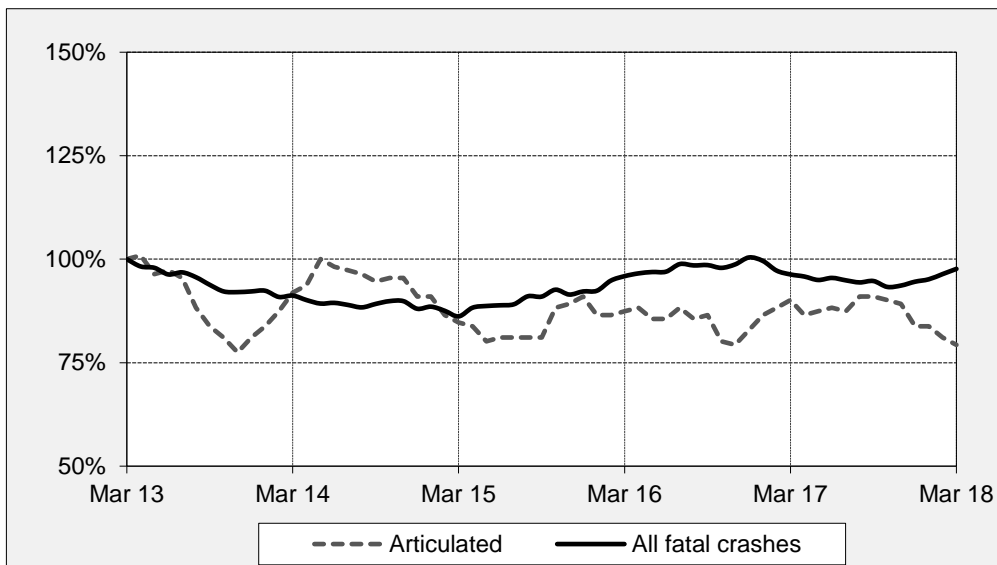
Table 3 Fatal crashes involving articulated trucks by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---------------------------------------------------------|------|-------|-------|-------|------|------|--------|--------|-----------|
| Calendar Years | | | | | | | | | |
| 2013 | 30 | 13 | 26 | 8 | 8 | 2 | 3 | 0 | 90 |
| 2014 | 28 | 25 | 26 | 10 | 6 | 4 | 0 | 2 | 101 |
| 2015 | 31 | 21 | 23 | 12 | 11 | 2 | 0 | 1 | 101 |
| 2016 | 22 | 20 | 23 | 10 | 9 | 3 | 4 | 1 | 92 |
| 2017 | 39 | 19 | 17 | 7 | 9 | 2 | 0 | 0 | 93 |
| Quarters | | | | | | | | | |
| 2016 | | | | | | | | | |
| March | 4 | 3 | 5 | 2 | 4 | 0 | 1 | 0 | 19 |
| June | 7 | 3 | 6 | 4 | 0 | 3 | 0 | 0 | 23 |
| September | 5 | 8 | 6 | 1 | 1 | 0 | 0 | 1 | 22 |
| December | 6 | 6 | 6 | 3 | 4 | 0 | 3 | 0 | 28 |
| 2017 | | | | | | | | | |
| March | 11 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 27 |
| June | 11 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 21 |
| September | 11 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 25 |
| December | 6 | 3 | 3 | 1 | 6 | 1 | 0 | 0 | 20 |
| 2018 | | | | | | | | | |
| March | 8 | 1 | 7 | 3 | 2 | 1 | 0 | 0 | 22 |
| 12 Months ended | | | | | | | | | |
| March 2017 | 29 | 24 | 24 | 10 | 6 | 3 | 3 | 1 | 100 |
| March 2018 | 36 | 13 | 18 | 8 | 10 | 3 | 0 | 0 | 88 |
| % change | 24.1 | -45.8 | -25.0 | -20.0 | 66.7 | 0.0 | -100.0 | -100.0 | -12.0 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Mar 2016 | | | | | | | | | |
| to 12 mths end Mar 2018 | 13.3 | -15.4 | -4.1 | -7.4 | -1.0 | -4.5 | - | - | -1.7 |

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

Index of fatal crashes involving articulated trucks in Australia — five years ended March 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 March 2013.



ARTICULATED TRUCK INVOLVEMENT

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

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---------------------------------------------------------|------|-------|-------|-------|------|-------|--------|--------|-----------|
| Calendar Years | | | | | | | | | |
| 2013 | 32 | 15 | 35 | 11 | 11 | 2 | 4 | 0 | 110 |
| 2014 | 31 | 27 | 32 | 12 | 6 | 5 | 0 | 2 | 115 |
| 2015 | 34 | 21 | 28 | 15 | 12 | 3 | 0 | 1 | 114 |
| 2016 | 26 | 22 | 25 | 11 | 10 | 5 | 5 | 1 | 105 |
| 2017 | 49 | 19 | 19 | 7 | 9 | 2 | 0 | 0 | 105 |
| Quarters | | | | | | | | | |
| 2016 | | | | | | | | | |
| March | 4 | 3 | 5 | 3 | 4 | 0 | 1 | 0 | 20 |
| June | 9 | 5 | 7 | 4 | 0 | 5 | 0 | 0 | 30 |
| September | 5 | 8 | 7 | 1 | 1 | 0 | 0 | 1 | 23 |
| December | 8 | 6 | 6 | 3 | 5 | 0 | 4 | 0 | 32 |
| 2017 | | | | | | | | | |
| March | 13 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 29 |
| June | 16 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 28 |
| September | 14 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 28 |
| December | 6 | 3 | 3 | 1 | 6 | 1 | 0 | 0 | 20 |
| 2018 | | | | | | | | | |
| March | 10 | 1 | 8 | 3 | 2 | 1 | 0 | 0 | 25 |
| 12 Months ended | | | | | | | | | |
| March 2017 | 35 | 26 | 26 | 10 | 7 | 5 | 4 | 1 | 114 |
| March 2018 | 46 | 13 | 21 | 8 | 10 | 3 | 0 | 0 | 101 |
| % change | 31.4 | -50.0 | -19.2 | -20.0 | 42.9 | -40.0 | -100.0 | -100.0 | -11.4 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Mar 2016 | | | | | | | | | |
| to 12 mths end Mar 2018 | 17.9 | -16.7 | -8.6 | -17.6 | -0.2 | -9.7 | - | - | -2.4 |

a 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 March 2018

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|-----------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Drivers ^a | 25 | 10 | 16 | 5 | 6 | 3 | 0 | 0 | 65 |
| Passengers ^a | 15 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 23 |
| Pedestrians | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| Motorcyclists ^b | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 6 |
| Pedal cyclists ^b | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| All road users ^c | 46 | 13 | 21 | 8 | 10 | 3 | 0 | 0 | 101 |

a Includes drivers/passengers of light and heavy vehicles.

b Includes pillion passengers.

c Includes road users not separately specified.

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

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|--------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Single vehicle crashes | 5 | 1 | 5 | 0 | 10 | 1 | 0 | 0 | 22 |
| Multiple vehicle crashes | 38 | 11 | 16 | 6 | 0 | 2 | 0 | 0 | 73 |
| Pedestrian crashes | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| All crash types | 46 | 13 | 21 | 8 | 10 | 3 | 0 | 0 | 101 |

HEAVY RIGID TRUCK INVOLVEMENT

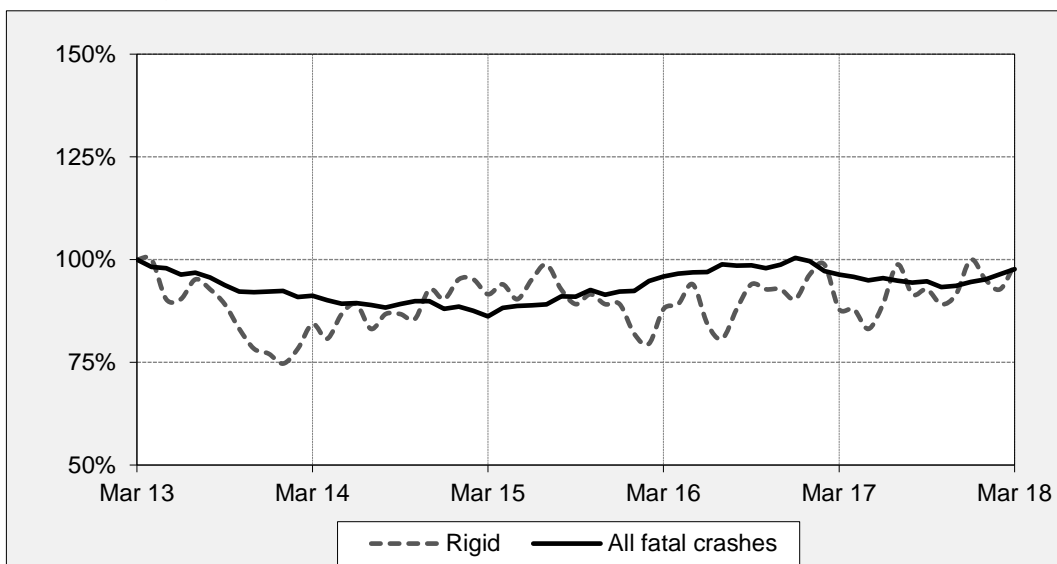
Table 7 Fatal crashes involving heavy rigid trucks by State/Territory

| | <i>NSW</i> | <i>Vic</i> | <i>Qld</i> | <i>SA</i> | <i>WA</i> | <i>Tas</i> | <i>NT</i> | <i>ACT</i> | Australia |
|---------------------------------------------------------|------------|------------|------------|-----------|-----------|------------|-----------|------------|------------------|
| Calendar Years | | | | | | | | | |
| 2013 | 22 | 12 | 11 | 4 | 15 | 0 | 0 | 0 | 64 |
| 2014 | 21 | 23 | 9 | 10 | 9 | 3 | 0 | 0 | 75 |
| 2015 | 22 | 18 | 16 | 2 | 10 | 5 | 1 | 0 | 74 |
| 2016 | 30 | 16 | 12 | 5 | 8 | 4 | 0 | 0 | 75 |
| 2017 | 30 | 19 | 11 | 5 | 13 | 5 | 0 | 0 | 83 |
| Quarters | | | | | | | | | |
| 2016 | | | | | | | | | |
| March | 10 | 5 | 3 | 0 | 1 | 1 | 0 | 0 | 20 |
| June | 8 | 3 | 2 | 2 | 1 | 3 | 0 | 0 | 19 |
| 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 | 0 | 3 | 1 | 0 | 0 | 20 |
| September | 9 | 5 | 2 | 2 | 3 | 1 | 0 | 0 | 22 |
| December | 6 | 7 | 1 | 2 | 5 | 2 | 0 | 0 | 23 |
| 2018 | | | | | | | | | |
| March | 7 | 1 | 5 | 1 | 1 | 2 | 0 | 0 | 17 |
| 12 Months ended | | | | | | | | | |
| March 2017 | 28 | 15 | 11 | 6 | 9 | 4 | 0 | 0 | 73 |
| March 2018 | 29 | 16 | 14 | 5 | 12 | 6 | 0 | 0 | 82 |
| % change | 3.6 | 6.7 | 27.3 | -16.7 | 33.3 | 50.0 | - | - | 12.3 |
| Average annual % change over 3 years^a | | | | | | | | | |
| <i>12 mths end Mar 2016</i> | | | | | | | | | |
| <i>to 12 mths end Mar 2018</i> | 15.8 | -12.6 | 3.5 | 3.9 | 4.1 | 20.4 | - | - | 2.3 |

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 March 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 March 2013.



HEAVY RIGID TRUCK INVOLVEMENT

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

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---------------------------------------------------------|------|-------|------|-------|------|------|----|-----|-----------|
| Calendar Years | | | | | | | | | |
| 2013 | 24 | 13 | 13 | 4 | 15 | 0 | 0 | 0 | 69 |
| 2014 | 21 | 29 | 9 | 15 | 10 | 3 | 0 | 0 | 87 |
| 2015 | 25 | 20 | 17 | 3 | 11 | 5 | 1 | 0 | 82 |
| 2016 | 32 | 18 | 13 | 8 | 8 | 6 | 0 | 0 | 85 |
| 2017 | 34 | 20 | 11 | 5 | 14 | 5 | 0 | 0 | 89 |
| Quarters | | | | | | | | | |
| 2016 | | | | | | | | | |
| March | 10 | 7 | 3 | 0 | 1 | 1 | 0 | 0 | 22 |
| June | 8 | 3 | 3 | 5 | 1 | 5 | 0 | 0 | 25 |
| September | 7 | 3 | 3 | 2 | 5 | 0 | 0 | 0 | 20 |
| December | 7 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 18 |
| 2017 | | | | | | | | | |
| March | 9 | 4 | 2 | 1 | 2 | 1 | 0 | 0 | 19 |
| June | 7 | 3 | 6 | 0 | 4 | 1 | 0 | 0 | 21 |
| September | 11 | 5 | 2 | 2 | 3 | 1 | 0 | 0 | 24 |
| December | 7 | 8 | 1 | 2 | 5 | 2 | 0 | 0 | 25 |
| 2018 | | | | | | | | | |
| March | 10 | 1 | 6 | 1 | 1 | 2 | 0 | 0 | 21 |
| 12 Months ended | | | | | | | | | |
| March 2017 | 31 | 15 | 12 | 9 | 9 | 6 | 0 | 0 | 82 |
| March 2018 | 35 | 17 | 15 | 5 | 13 | 6 | 0 | 0 | 91 |
| % change | 12.9 | 13.3 | 25.0 | -44.4 | 44.4 | 0.0 | - | - | 11.0 |
| Average annual % change over 3 years^a | | | | | | | | | |
| <i>12 mths end Mar 2016</i> | | | | | | | | | |
| <i>to 12 mths end Mar 2018</i> | 20.9 | -15.4 | 6.0 | -6.5 | 4.1 | 25.4 | - | - | 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 March 2018

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|-----------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Drivers ^a | 17 | 11 | 7 | 1 | 10 | 4 | 0 | 0 | 50 |
| Passengers ^a | 6 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 13 |
| Pedestrians | 5 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 13 |
| Motorcyclists ^b | 6 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 9 |
| Pedal cyclists ^b | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 6 |
| All road users ^c | 35 | 17 | 15 | 5 | 13 | 6 | 0 | 0 | 91 |

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 March 2018

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|--------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Single vehicle crashes | 2 | 1 | 3 | 1 | 13 | 2 | 0 | 0 | 22 |
| Multiple vehicle crashes | 28 | 14 | 8 | 2 | 0 | 4 | 0 | 0 | 56 |
| Pedestrian crashes | 5 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 13 |
| All crash types | 35 | 17 | 15 | 5 | 13 | 6 | 0 | 0 | 91 |

BUS INVOLVEMENT

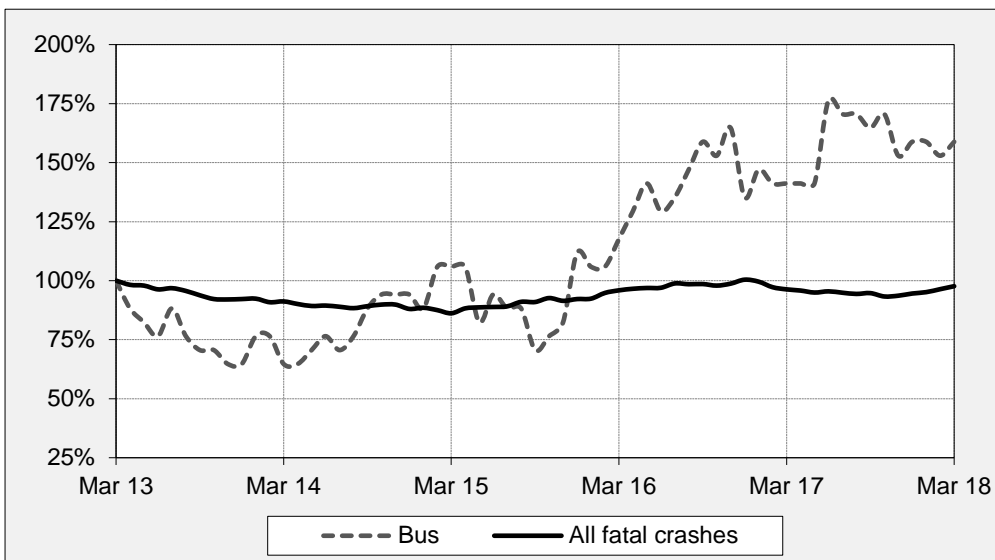
Table II Fatal crashes involving buses by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---------------------------------------------------------|-------|-------|-------|--------|-------|-----|-------|-----|-----------|
| Calendar Years | | | | | | | | | |
| 2013 | 2 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 11 |
| 2014 | 6 | 3 | 1 | 1 | 4 | 0 | 0 | 1 | 16 |
| 2015 | 5 | 6 | 2 | 1 | 2 | 1 | 1 | 1 | 19 |
| 2016 | 10 | 2 | 3 | 3 | 3 | 1 | 1 | 0 | 23 |
| 2017 | 7 | 6 | 8 | 0 | 3 | 1 | 2 | 0 | 27 |
| Quarters | | | | | | | | | |
| 2016 | | | | | | | | | |
| March | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 5 |
| June | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| September | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 7 |
| December | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 2017 | | | | | | | | | |
| March | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| June | 4 | 2 | 3 | 0 | 1 | 1 | 1 | 0 | 12 |
| September | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| December | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 4 |
| 2018 | | | | | | | | | |
| March | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 6 |
| 12 Months ended | | | | | | | | | |
| March 2017 | 10 | 2 | 6 | 2 | 2 | 1 | 1 | 0 | 24 |
| March 2018 | 8 | 6 | 5 | 0 | 5 | 1 | 2 | 0 | 27 |
| % change | -20.0 | 200.0 | -16.7 | -100.0 | 150.0 | 0.0 | 100.0 | - | 12.5 |
| Average annual % change over 3 years^a | | | | | | | | | |
| <i>12 mths end Mar 2016</i> | | | | | | | | | |
| <i>to 12 mths end Mar 2018</i> | 11.6 | 3.0 | 73.7 | - | 6.9 | - | - | - | 15.0 |

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 March 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 March 2013.



BUS INVOLVEMENT

Table 12 Deaths from crashes involving buses by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---------------------------------------------------------|-------|-------|------|--------|-------|-----|-----|-----|-----------|
| Calendar Years | | | | | | | | | |
| 2013 | 2 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | 12 |
| 2014 | 6 | 4 | 1 | 1 | 7 | 0 | 0 | 1 | 20 |
| 2015 | 5 | 7 | 2 | 1 | 2 | 1 | 3 | 1 | 22 |
| 2016 | 10 | 2 | 3 | 3 | 3 | 1 | 2 | 0 | 24 |
| 2017 | 7 | 9 | 10 | 0 | 3 | 1 | 2 | 0 | 32 |
| Quarters | | | | | | | | | |
| 2016 | | | | | | | | | |
| March | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 5 |
| June | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| September | 4 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 8 |
| December | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 2017 | | | | | | | | | |
| March | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| June | 4 | 4 | 5 | 0 | 1 | 1 | 1 | 0 | 16 |
| September | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| December | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 5 |
| 2018 | | | | | | | | | |
| March | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 6 |
| 12 Months ended | | | | | | | | | |
| March 2017 | 10 | 2 | 6 | 2 | 2 | 1 | 2 | 0 | 25 |
| March 2018 | 8 | 9 | 7 | 0 | 5 | 1 | 2 | 0 | 32 |
| % change | -20.0 | 350.0 | 16.7 | -100.0 | 150.0 | 0.0 | 0.0 | - | 28.0 |
| Average annual % change over 3 years^a | | | | | | | | | |
| <i>12 mths end Mar 2016</i> | | | | | | | | | |
| <i>to 12 mths end Mar 2018</i> | 11.6 | 6.9 | 92.1 | - | - | - | - | - | 12.8 |

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 – 12 months ended March 2018

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|-----------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Drivers ^a | 2 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 7 |
| Passengers ^a | 2 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 11 |
| Pedestrians | 4 | 2 | 3 | 0 | 1 | 0 | 2 | 0 | 12 |
| Motorcyclists ^b | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedal cyclists ^b | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| All road users ^c | 8 | 9 | 7 | 0 | 5 | 1 | 2 | 0 | 32 |

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 - – 12 months ended March 2018

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|--------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Single vehicle crashes | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 7 |
| Multiple vehicle crashes | 3 | 4 | 4 | 0 | 1 | 1 | 0 | 0 | 13 |
| Pedestrian crashes | 4 | 2 | 3 | 0 | 1 | 0 | 2 | 0 | 12 |
| All crash types | 8 | 9 | 7 | 0 | 5 | 1 | 2 | 0 | 32 |

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:

< http://www.bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx >

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

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GPO Box 501 Canberra ACT 2601
Email: roadsafety@infrastructure.gov.au
Internet: < <http://www.bitre.gov.au> >