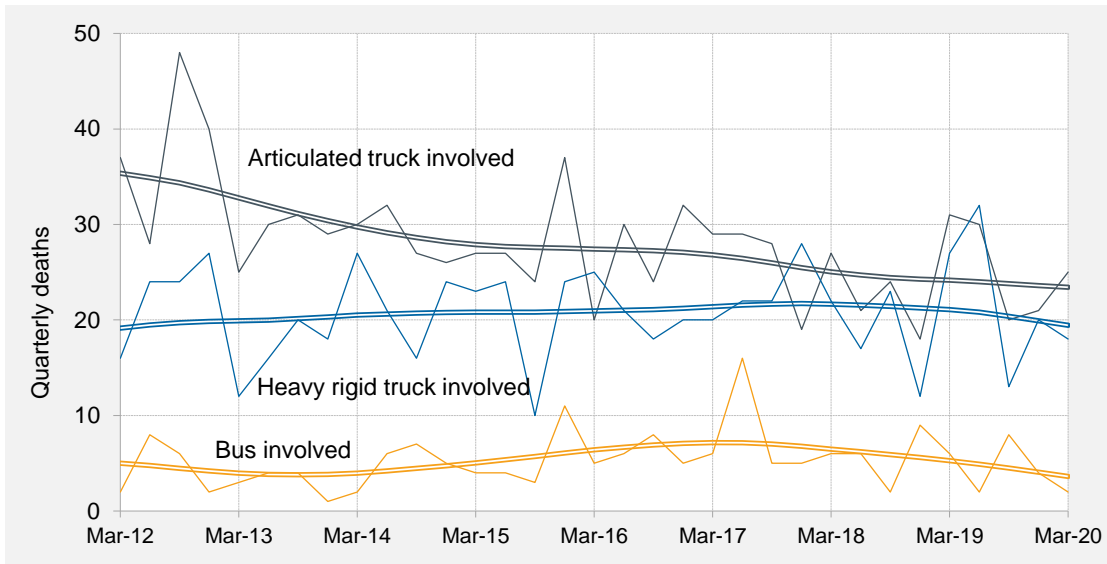




Quarterly counts of deaths in crashes involving heavy vehicles, Australia, with trends



Key features

- During the 12 months to the end of March 2020, 176 people died in crashes involving heavy trucks. These included 96 deaths in crashes involving articulated trucks and 83 deaths in crashes involving heavy rigid trucks.
- Fatalities in crashes involving heavy trucks:
 - increased by 5.4 per cent when compared with the corresponding 12-month period one year earlier;
 - decreased by an average of 2.8 per cent per year over the three years to March 2020.
- Fatalities in crashes involving articulated trucks:
 - increased by 2.1 per cent when compared with the corresponding period one year earlier;
 - decreased by an average of 6.1 per cent per year over the three years to March 2020.
- Fatalities in crashes involving heavy rigid trucks:
 - increased by 6.4 per cent compared with the corresponding period one year earlier;
 - decreased by an average of 0.3 per cent per year over the three years to March 2020.
- During the 12 months to March 2020, 16 people died in crashes involving buses.
- Counts of fatalities in crashes involving buses:
 - decreased by 30.4 per cent compared with the corresponding 12-month period one year earlier;
 - decreased by an average of 15.4 per cent per year over the three years to March 2020.

ANNUAL TRENDS

Table 1 Deaths

	<i>Articulated Truck involved</i>	<i>Heavy Rigid Truck involved</i>	<i>Any heavy truck involved</i>	<i>Bus involved</i>	<i>All road crash deaths^a</i>
12 Months ended					
<i>March 2011</i>	145	71	204	23	1,326
<i>March 2012</i>	143	71	208	21	1,278
<i>March 2013</i>	141	87	226	19	1,302
<i>March 2014</i>	120	81	195	11	1,179
<i>March 2015</i>	112	84	196	22	1,129
<i>March 2016</i>	108	83	185	23	1,247
<i>March 2017</i>	115	79	186	25	1,234
<i>March 2018</i>	103	93	187	32	1,263
<i>March 2019</i>	94	78	167	23	1,161
<i>March 2020</i>	96	83	176	16	1,158
<i>Change last 12 months (%)</i>	2.1	6.4	5.4	-30.4	-0.3
<i>Ave. trend change p.a.(%)</i>					
<i>- for last 10 years</i>	-5.0	1.4	-2.4	1.5	-1.1
<i>- for last 3 years</i>	-6.1	-0.3	-2.8	-15.4	-2.7

Table 2 Fatal crashes

	<i>Articulated Truck involved</i>	<i>Heavy Rigid Truck involved</i>	<i>Any heavy truck involved</i>	<i>Bus involved</i>	<i>All road crash deaths^a</i>
12 Months ended					
<i>March 2011</i>	125	60	175	21	1,217
<i>March 2012</i>	126	58	178	21	1,156
<i>March 2013</i>	116	78	192	17	1,194
<i>March 2014</i>	104	70	168	11	1,089
<i>March 2015</i>	94	74	168	18	1,028
<i>March 2016</i>	98	75	169	20	1,144
<i>March 2017</i>	101	72	167	24	1,150
<i>March 2018</i>	89	85	166	27	1,160
<i>March 2019</i>	85	70	151	20	1,075
<i>March 2020</i>	86	76	159	15	1,072
<i>Change last 12 months (%)</i>	1.2	8.6	5.3	-25.0	-0.3
<i>Ave. trend change p.a.(%)</i>					
<i>- for last 10 years</i>	-4.4	2.4	-1.7	0.8	-0.9
<i>- for last 3 years</i>	-5.1	-0.3	-2.4	-15.7	-2.8

a All deaths, whether or not crash involved a heavy vehicle

ARTICULATED TRUCK INVOLVEMENT

Table 3 Quarterly counts of deaths in crashes involving articulated trucks

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Quarter ended									
Jun-17	16	3	5	1	3	1	0	0	29
Sep-17	14	6	5	2	1	0	0	0	28
Dec-17	6	4	3	1	5	0	0	0	19
Mar-18	10	3	8	3	2	1	0	0	27
Jun-18	6	4	6	1	3	1	0	0	21
Sep-18	6	3	9	0	4	0	2	0	24
Dec-18	4	4	6	2	2	0	0	0	18
Mar-19	8	9	4	7	2	1	0	0	31
Jun-19	6	5	5	7	6	1	0	0	30
Sep-19	6	2	7	2	1	1	0	1	20
Dec-19	3	6	2	7	2	1	0	0	21
Mar-20	8	8	6	1	1	1	0	0	25

Figure 1 Quarterly counts of deaths in crashes involving articulated trucks, with trend

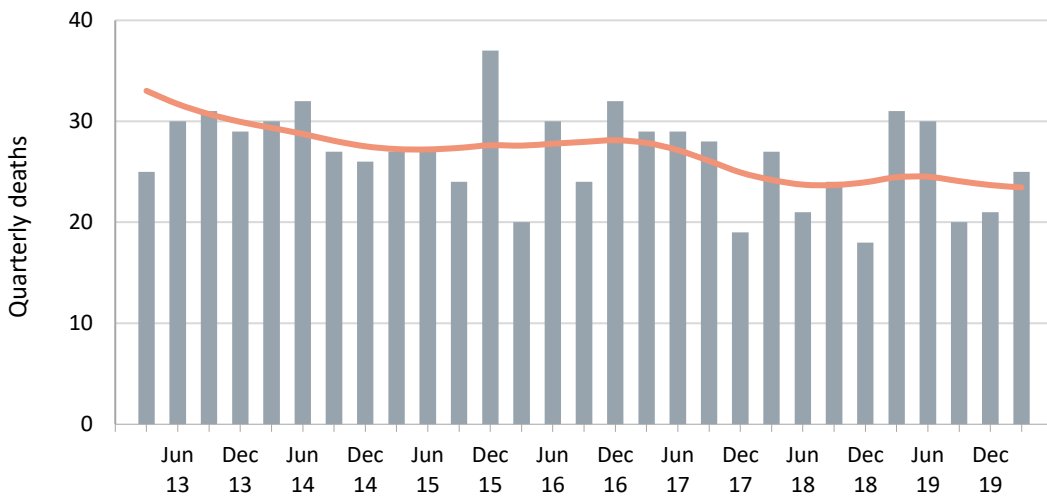


Table 4 Annual counts of deaths in crashes involving articulated trucks

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
12 Months ended									
March 2016	30	18	27	13	15	3	1	1	108
March 2017	35	26	26	10	8	5	4	1	115
March 2018	46	16	21	7	11	2	0	0	103
March 2019	24	20	25	10	11	2	2	0	94
March 2020	23	21	20	17	10	4	0	1	96
Change last 12 months (%)	-4.2	5.0	-20.0	70.0	-9.1	100.0	-100.0	-	2.1
Average annual % change over 3 years^a	-17.4	-4.1	-5.9	21.5	6.9	-6.5	-	-	-6.1

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

HEAVY RIGID TRUCK INVOLVEMENT

Table 5 Quarterly counts of deaths in crashes involving heavy rigid trucks

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Quarter ended									
Jun-17	7	3	6	1	4	1	0	0	22
Sep-17	11	5	2	1	3	0	0	0	22
Dec-17	7	8	1	2	7	3	0	0	28
Mar-18	10	2	6	1	1	1	0	0	21
Jun-18	5	4	4	2	1	0	0	0	16
Sep-18	9	2	7	1	2	1	0	1	23
Dec-18	5	2	3	1	1	0	0	0	12
Mar-19	12	7	5	1	1	1	0	0	27
Jun-19	14	9	4	0	4	1	0	0	32
Sep-19	2	3	3	2	2	0	1	0	13
Dec-19	8	5	4	2	1	0	0	0	20
Mar-20	11	2	3	0	2	0	0	0	18

Figure 2 Quarterly counts of deaths in crashes involving heavy rigid trucks, with trend

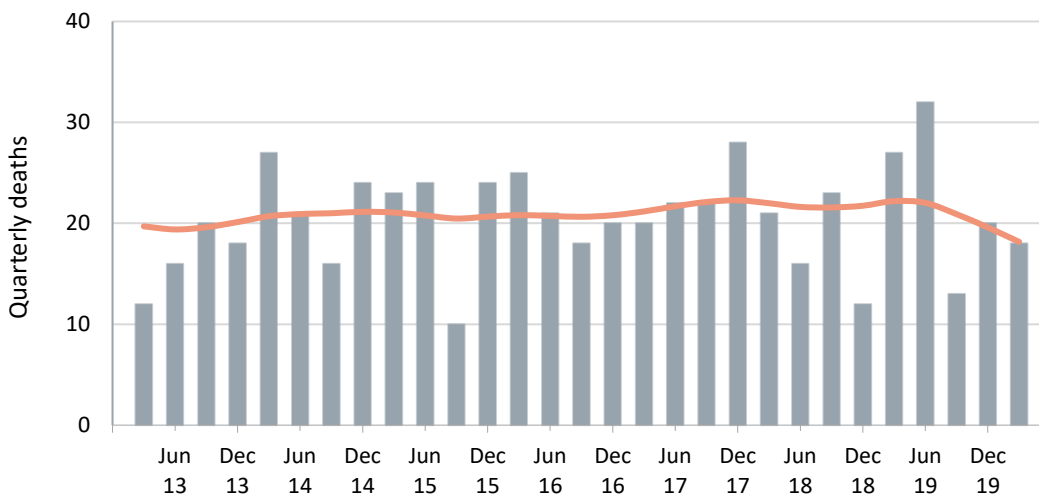


Table 6 Annual counts of deaths in crashes involving heavy rigid trucks

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
12 Months ended									
March 2016	29	20	16	1	11	5	1	0	83
March 2017	32	16	12	8	10	1	0	0	79
March 2018	35	18	15	5	15	5	0	0	93
March 2019	31	15	19	5	5	2	0	1	78
March 2020	35	19	14	4	9	1	1	0	83
Change last 12 months (%)	12.9	26.7	-26.3	-20.0	80.0	-50.0	-	-100.0	6.4
Average annual % change over 3 years^a	1.5	3.4	7.2	-18.8	-13.2	-8.8	-	-	-0.3

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

BUS INVOLVEMENT

Table 7 Quarterly counts of deaths in crashes involving buses

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Quarter ended									
Jun 17	4	4	5	0	1	1	1	0	16
Sep 17	0	3	1	0	1	0	0	0	5
Dec 17	0	3	0	0	1	0	1	0	5
Mar-18	3	1	1	0	1	0	0	0	6
Jun 18	2	2	2	0	0	0	0	0	6
Sep 18	1	1	0	0	0	0	0	0	2
Dec 18	1	1	2	0	3	1	0	1	9
Mar-19	4	0	0	2	0	0	0	0	6
Jun 19	1	1	0	0	0	0	0	0	2
Sep-19	2	3	0	0	3	0	0	0	8
Dec 19	3	1	0	0	0	0	0	0	4
Mar-20	0	0	0	1	0	1	0	0	2

Figure 3 Quarterly counts of deaths in crashes involving buses, with trend

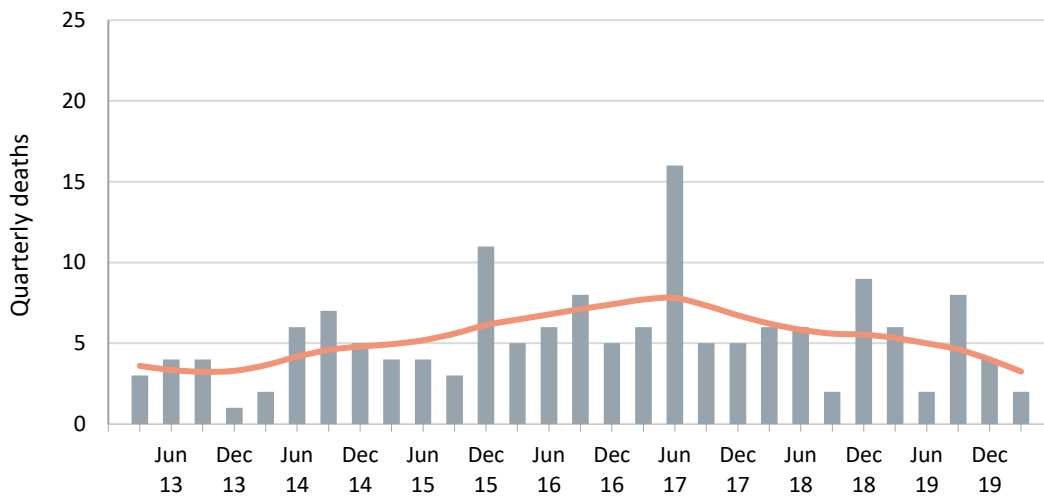


Table 8 Annual counts of deaths in crashes involving buses

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
12 Months ended									
March 2016	5	6	3	2	2	1	3	1	23
March 2017	10	2	6	2	2	1	2	0	25
March 2018	7	11	7	0	4	1	2	0	32
March 2019	8	4	4	2	3	1	0	1	23
March 2020	6	5	0	1	3	1	0	0	16
Change last 12 months (%)	-25.0	25.0	-100.0	-50.0	0.0	0.0	-	-100.0	-30.4
Average annual % change over 3 years ^a	-13.1	19.0	-	-	9.7	0.0	-	-	-15.4

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

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;
- Department of Transport, Victoria;
- 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 >

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