



Australian Government

Department of Infrastructure, Transport, Regional Development and Communications
Bureau of Infrastructure and Transport Research Economics

STATISTICAL REPORT



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Safety

**Road trauma involving heavy vehicles
2020 statistical summary**

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Bureau of Infrastructure and Transport Research Economics (BITRE), 2022, *Road trauma involving heavy vehicles 2020 statistical summary*, BITRE, Canberra ACT.

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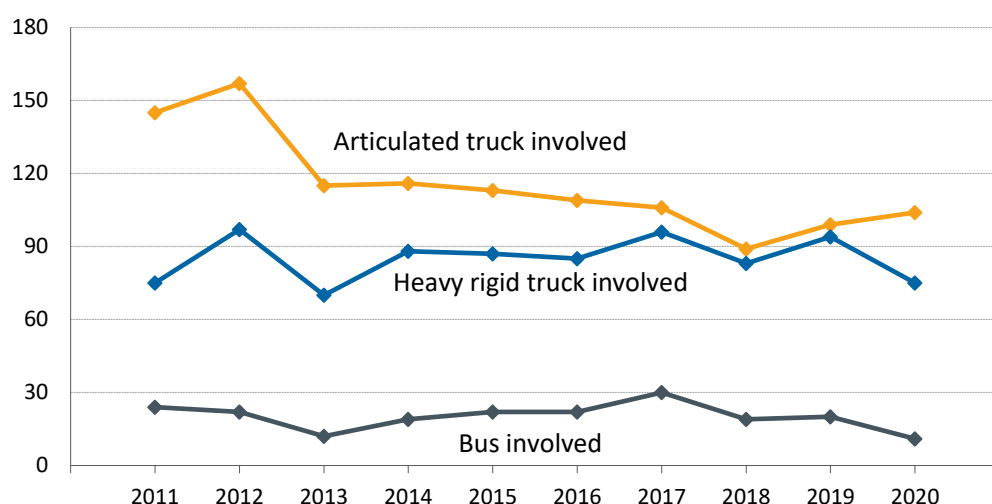
Road trauma involving heavy vehicles 2020 statistical summary

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

At a glance

This report presents the latest available detailed information on serious road crashes involving heavy trucks or buses. The focus is on fatalities, with tabulations including by road user type, crash and vehicle type, geographic region, road type and posted speed zone. Related BITRE publications include a quarterly heavy vehicle bulletin and a heavy vehicle dashboard.

Annual counts of fatalities in crashes involving heavy vehicles, 2011–2020



Heavy trucks – 2020

- A total of 177 people were killed in crashes involving heavy trucks. This is a decrease of 6.8 per cent compared with the total in 2019. Articulated truck involved fatalities increased by 5.1 per cent when compared with 2019. For fatalities involving a heavy rigid truck, 2020 saw a decrease of 20.2 per cent over 2019 (Table I.1).
- Light vehicle occupants account for approximately 56 per cent of the total fatalities involving heavy trucks for 2020. Heavy truck occupants account for 18 per cent (Table I.3).
- Over the last 5 years, 81 per cent of fatalities in crashes involving an articulated truck occurred in a regional or remote area. For heavy rigid truck involved fatalities, this proportion is 58 per cent (Table I.6).
- By road type, national or state highways were the dominant road type for both articulated truck and heavy rigid truck involved fatalities. The respective proportions were 65 per cent and 39 per cent (Table I.7).
- The latest hospitalisation data (2018) shows that approximately 510 heavy truck occupants are hospitalised from road crashes each year. High threat to life injuries comprises around 34 per cent of the total (Table I.8).

- Over the decade, registrations of articulated trucks increased by an average of 2.2 per cent per year. Heavy rigid truck registrations increased by 1.3 per cent per year (Table 3.1).

Buses – 2020

- There was a total of 11 people killed in crashes involving buses. The trend over the last 10 years was an annual decrease of 2.4 per cent (Table 2.1).
- By Australian Bureau of Statistics Remoteness Areas, the dominant category for fatalities in crashes involving buses was Major Cities, with 65 per cent of the total over the last 5 years. Regional areas (Inner and Outer Regional) accounted for 29 per cent (Table 2.5).
- Approximately 260 bus occupants are hospitalised from crashes each year. Of these, around 21 per cent were categorised with high threat to life injuries (Table 2.6).
- Over the decade, registrations of buses increased by an average of 1.4 per cent per year (Table 3.1).

Data Sources

Crash data in this report are sourced from the National Crash Database. This database is collated by BITRE using data from the states' and territories' road safety agencies. The scope is both fatal and injury crashes, and at present it covers the years 2011 to 2020. It is updated annually. Only fatal crash data is utilized in this report.

Non-fatal road traffic crash casualty data (referred to here as 'hospitalised injury') is collated from the Australian Institute of Health and Welfare (AIHW).

Vehicle registrations and vehicle kilometres travelled are sourced from The Australian Bureau of Statistics and BITRE respectively.

Acknowledgements

The Department of Infrastructure, Transport, Regional Development and Communications would like to acknowledge the provision of data and assistance from the following agencies:

Transport for NSW

VicRoads

Department of Transport and Main Roads, Queensland

Department of Planning, Transport and Infrastructure, South Australia

Western Australia Police

Main Roads Western Australia

Department of State Growth, Tasmania

Department of Infrastructure, Planning and Logistics, Northern Territory

Transport Canberra and City Services Directorate, Australian Capital Territory

National Injury Surveillance Unit, Flinders University

Australian Institute of Health and Welfare

Australian Bureau of Statistics

Contents

At a glance	iii
Data Sources	v
Acknowledgements	v
Section 1 Heavy trucks	I
Section 2 Bus	15
Section 3 Exposure.....	25
Glossary	28
References	30

HEAVY TRUCKS

Tables

Table I.1	Deaths from crashes involving heavy trucks.....	2
Table I.2	Deaths from crashes involving heavy trucks by state/territory.....	3
Table I.3	Deaths from crashes involving heavy trucks by road user	4
Table I.4	Deaths by crash type – heavy trucks.....	5
Table I.5	Deaths by posted speed limit (%).....	6
Table I.6	Deaths by Remoteness Area (%)	7
Table I.7	Deaths by road type (%).....	8
Table I.8	Deaths, hospitalised injuries and high threat to life injuries of heavy truck occupants	9
Table I.9	Fatal crashes involving heavy trucks by state/territory.....	10
Table I.10	Annual fatal crashes per 10,000 heavy truck registrations	13
Table I.11	Annual fatal crashes per billion heavy truck vehicle kilometres travelled (VKT)	14

Figures

Figure I.1	Deaths in crashes involving heavy trucks – with trends.....	2
Figure I.2	Deaths in multiple vehicle crashes involving heavy trucks.....	5
Figure I.3	Deaths by posted speed limit (%) – 5 years combined to 2020.....	6
Figure I.4	Deaths by Remoteness Area (%) – 5 years combined to 2020.....	7
Figure I.5	Deaths by road type (%) – 5 years combined to 2020.....	8
Figure I.6	Deaths, hospitalised injuries and high threat to life injuries of heavy truck occupants	9
Figure I.7	Common crash types (sub-groups) for fatal crashes involving a heavy truck 2016-2020	11
Figure I.8	Common crash types (sub-groups) for fatal crashes involving a heavy truck – single vehicle crashes 2016-2020	12
Figure I.9	Common crash types (sub-groups) for fatal crashes involving a heavy truck – multiple vehicle crashes 2016-2020.....	12

BUS

Tables

Table 2.1	Deaths from crashes involving a bus by state/territory.....	16
Table 2.2	Deaths from crashes involving a bus by road user	17
Table 2.3	Deaths by crash type – bus.....	17
Table 2.4	Deaths by posted speed limit (%).....	18
Table 2.5	Deaths by Remoteness Area (%).....	18
Table 2.6	Deaths, hospitalised injuries and high threat to life injuries of bus occupants	19
Table 2.7	Fatal crashes involving a bus by state/territory	20
Table 2.8	Annual fatal crashes rates – bus involved	23

Figures

Figure 2.1	Deaths in crashes involving a bus – with trend	16
Figure 2.2	Deaths by Remoteness Area – 5 years combined to 2020	19
Figure 2.3	Deaths, hospitalised injuries and high threat to life injuries of bus occupants	20
Figure 2.4	Common crash types (sub-groups) for fatal crashes involving a bus 2016-2020.....	21
Figure 2.5	Common crash types (sub-groups) for fatal crashes involving a bus – single vehicle crashes 2016-2020	22
Figure 2.6	Common crash types (sub-groups) for fatal crashes involving a bus – multiple vehicle crashes 2016-2020	22

EXPOSURE

Tables

Table 3.1	Motor vehicles on register – by state/territory	26
Table 3.2	Vehicle kilometres travelled (millions) by state/territory	27

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Section I

HEAVY TRUCKS

Table I.1 Deaths from crashes involving heavy trucks^a

	<i>Any heavy truck involved^b</i>	<i>Articulated truck involved</i>	<i>Heavy rigid truck involved</i>	<i>All crashes^c</i>
2011	215	145	75	1,277
2012	249	157	97	1,300
2013	181	115	70	1,184
2014	203	116	88	1,150
2015	197	113	87	1,205
2016	189	109	85	1,295
2017	193	106	96	1,223
2018	164	89	83	1,135
2019	190	99	94	1,187
2020	177	104	75	1,094
Change last 12 months (%)	-6.8	5.1	-20.2	-7.8
Ave. trend change p.a.(%)				
- for last 10 calendar years	-2.6	-4.6	0.5	-1.2
- for last 3 calendar years	3.9	8.1	-4.9	-1.8

a Crashes involving a heavy truck may also involve other vehicles and vehicle types.

b Crash involves either an articulated truck or a heavy rigid truck (or both).

c All road crash deaths - whether or not involving a heavy truck.

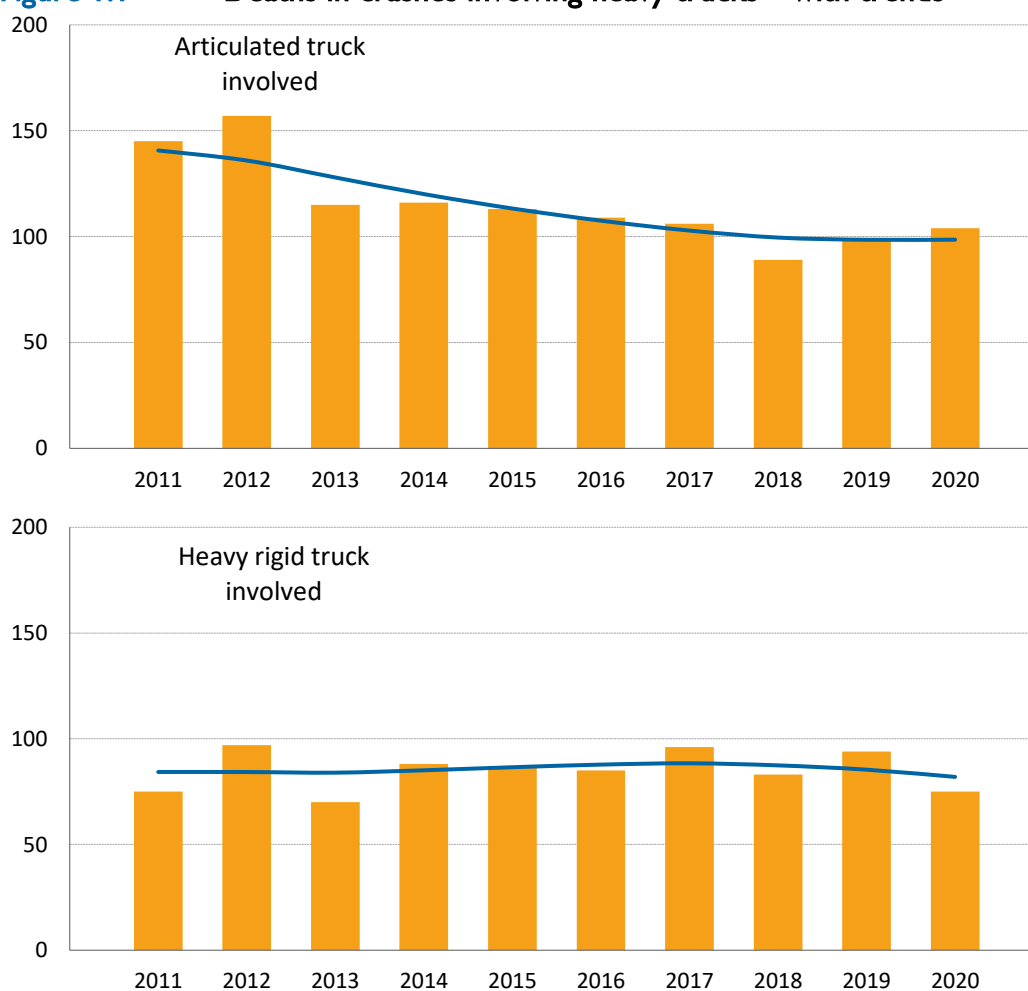
Figure I.1 Deaths in crashes involving heavy trucks – with trends


Table I.2 Deaths from crashes involving heavy trucks by state/territory

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Any heavy truck involved									
2011	63	42	54	19	24	5	7	1	215
2012	72	45	73	17	31	6	3	2	249
2013	53	28	52	15	27	2	4	0	181
2014	51	56	39	27	22	6	0	2	203
2015	57	41	48	18	22	9	1	1	197
2016	56	40	40	18	22	7	5	1	189
2017	79	38	33	11	24	7	1	0	193
2018	52	24	53	10	19	4	0	2	164
2019	55	45	36	28	18	5	1	2	190
2020	56	35	47	10	21	6	1	1	177
Change last 12 months (%)	1.8	-22.2	30.6	-64.3	16.7	20.0	0.0	-50.0	-6.8
Ave. trend change p.a.(%)									
- for last 10 calendar years	-1.1	-2.2	-4.0	-4.2	-3.9	2.5	-	-	-2.6
- for last 3 calendar years	3.8	20.8	-5.8	0.0	5.1	22.5	-	-29.3	3.9
Articulated truck involved									
2011	47	23	39	13	18	2	3	0	145
2012	50	30	45	10	17	3	2	0	157
2013	32	15	35	11	16	2	4	0	115
2014	31	27	31	12	10	3	0	2	116
2015	34	21	28	15	11	3	0	1	113
2016	26	22	25	11	13	6	5	1	109
2017	49	20	19	6	11	1	0	0	106
2018	26	14	29	6	12	2	0	0	89
2019	23	22	18	23	10	2	0	1	99
2020	28	23	35	5	10	2	1	0	104
Change last 12 months (%)	21.7	4.5	94.4	-78.3	0.0	0.0	-	-100.0	5.1
Ave. trend change p.a.(%)									
- for last 10 calendar years	-5.9	-2.0	-5.8	-4.8	-5.9	-3.2	-	-	-4.6
- for last 3 calendar years	3.8	28.2	9.9	-8.7	-8.7	0.0	-	-	8.1
Heavy rigid truck involved									
2011	17	20	17	6	6	4	4	1	75
2012	23	15	30	7	15	4	1	2	97
2013	24	13	17	4	12	0	0	0	70
2014	21	29	8	15	12	3	0	0	88
2015	25	20	21	3	11	6	1	0	87
2016	32	19	15	7	10	2	0	0	85
2017	33	20	15	5	16	6	1	0	96
2018	29	10	27	5	8	2	0	2	83
2019	34	24	18	5	8	3	1	1	94
2020	29	12	12	5	12	4	0	1	75
Change last 12 months (%)	-14.7	-50.0	-33.3	0.0	50.0	33.3	-100.0	0.0	-20.2
Ave. trend change p.a.(%)									
- for last 10 calendar years	6.3	-2.3	-1.7	-3.2	0.4	-	-	-	0.5
- for last 3 calendar years	0.0	9.5	-33.3	0.0	22.5	41.4	-	-29.3	-4.9

Table 1.3 Deaths from crashes involving heavy trucks by road user

	<i>Heavy truck occupant</i>	<i>Light vehicle occupant</i>	<i>Pedestrian</i>	<i>Motor- cyclist</i>	<i>Pedal cyclist</i>	<i>Total^a</i>
Any heavy truck involved						
2011	35	127	34	12	6	215
2012	41	148	31	21	3	249
2013	25	107	26	12	8	181
2014	34	118	20	21	7	203
2015	37	122	16	12	9	197
2016	33	117	13	18	6	189
2017	31	110	25	17	4	193
2018	38	90	13	12	10	164
2019	52	91	17	17	10	190
2020	31	100	24	13	8	177
Change last 12 months (%)	-40.4	9.9	41.2	-23.5	-20.0	-6.8
Ave. trend change p.a.(%)						
- for last 10 calendar years	1.4	-4.0	-6.1	-0.6	6.3	-2.6
- for last 3 calendar years	-9.7	5.4	35.9	4.1	-10.6	3.9
Articulated truck involved						
2011	28	89	20	6	2	145
2012	35	93	18	8	0	157
2013	21	70	13	6	2	115
2014	24	68	9	9	3	116
2015	28	67	9	5	3	113
2016	23	68	6	7	4	109
2017	18	67	10	5	1	106
2018	26	52	3	4	3	89
2019	31	50	5	7	4	99
2020	20	61	16	5	1	104
Change last 12 months (%)	-35.5	22.0	220.0	-28.6	-75.0	5.1
Ave. trend change p.a.(%)						
- for last 10 calendar years	-2.3	-5.5	-10.5	-3.6	-	-4.6
- for last 3 calendar years	-12.3	8.3	130.9	11.8	-42.3	8.1
Heavy rigid truck involved						
2011	9	40	15	6	4	75
2012	8	57	14	13	3	97
2013	7	38	13	6	6	70
2014	10	51	11	12	4	88
2015	12	55	7	7	6	87
2016	14	50	7	11	2	85
2017	16	47	16	13	3	96
2018	18	40	10	8	7	83
2019	24	41	12	10	6	94
2020	12	39	9	8	7	75
Change last 12 months (%)	-50.0	-4.9	-25.0	-20.0	16.7	-20.2
Ave. trend change p.a.(%)						
- for last 10 calendar years	10.6	-1.6	-3.5	1.8	5.4	0.5
- for last 3 calendar years	-18.4	-1.3	-5.1	0.0	0.0	-4.9

^a Includes road users not separately specified (eg. bus occupants or unknown road user)

Table I.4 Deaths by crash type – heavy trucks

	<i>Multiple Vehicle</i>	<i>Single Vehicle</i>	<i>All</i>
Articulated truck involved			
2011	124	21	145
2012	134	23	157
2013	107	8	115
2014	98	18	116
2015	95	18	113
2016	96	13	109
2017	93	13	106
2018	76	13	89
2019	80	19	99
2020	89	15	104
Change last 12 months (%)	11.3	-21.1	5.1
Ave. trend change p.a.(%)			
- for last 10 calendar years	-5.0	-1.9	-4.6
- for last 3 calendar years	8.2	7.4	8.1
Heavy rigid truck involved			
2011	69	6	75
2012	93	4	97
2013	66	4	70
2014	82	6	88
2015	79	8	87
2016	76	9	85
2017	83	13	96
2018	72	11	83
2019	74	20	94
2020	66	9	75
Change last 12 months (%)	-10.8	-55.0	-20.2
Ave. trend change p.a.(%)			
- for last 10 calendar years	-0.9	14.5	0.5
- for last 3 calendar years	-4.3	-9.5	-4.9

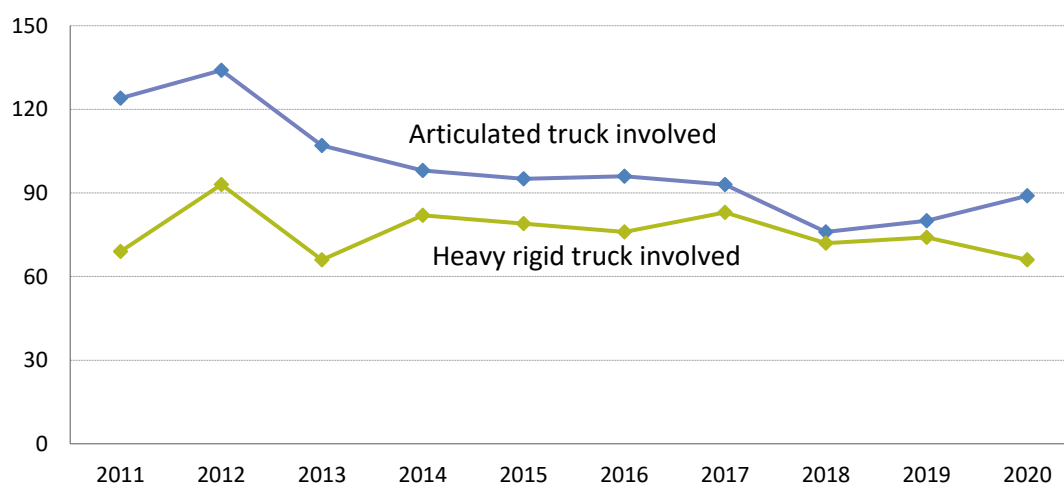
Figure I.2 Deaths in multiple vehicle crashes involving heavy trucks

Table I.5 Deaths by posted speed limit (%)

	≤40 km/h	50 km/h	60 km/h	70 to 90 km/h	100 km/h	≥110 km/h
Articulated truck involved						
2011	1.4	4.1	8.3	21.4	43.4	19.3
2012	1.3	1.9	9.6	17.2	45.2	24.8
2013	0.9	1.7	10.4	22.6	40.9	23.5
2014	0.0	0.9	10.3	13.8	50.9	22.4
2015	0.9	2.7	11.5	15.9	46.9	21.2
2016	0.9	3.7	4.6	19.3	43.1	27.5
2017	2.8	4.7	6.6	17.0	40.6	28.3
2018	0.0	2.2	9.0	14.6	46.1	27.0
2019	1.0	3.0	4.0	15.2	39.4	36.4
2020	0.0	1.9	9.6	16.3	53.8	18.3
Change last 12 months (%)	-100.0	-36.5	138.0	7.9	36.7	-49.8
Heavy rigid truck involved						
2011	2.7	8.0	14.7	29.3	34.7	9.3
2012	3.1	11.3	19.6	14.4	32.0	14.4
2013	0.0	5.7	27.1	20.0	41.4	5.7
2014	1.1	4.5	22.7	20.5	31.8	19.3
2015	2.3	4.6	14.9	26.4	41.4	6.9
2016	1.2	4.7	12.9	35.3	32.9	12.9
2017	3.1	13.5	12.5	25.0	32.3	12.5
2018	1.2	6.0	20.5	21.7	34.9	13.3
2019	1.1	10.6	10.6	21.3	37.2	18.1
2020	1.3	12.0	9.3	34.7	29.3	10.7
Change last 12 months (%)	25.3	12.8	-12.3	62.9	-21.2	-41.0

Note Percentages may not sum to 100 due to some crashes having an unknown posted speed limit and to rounding.

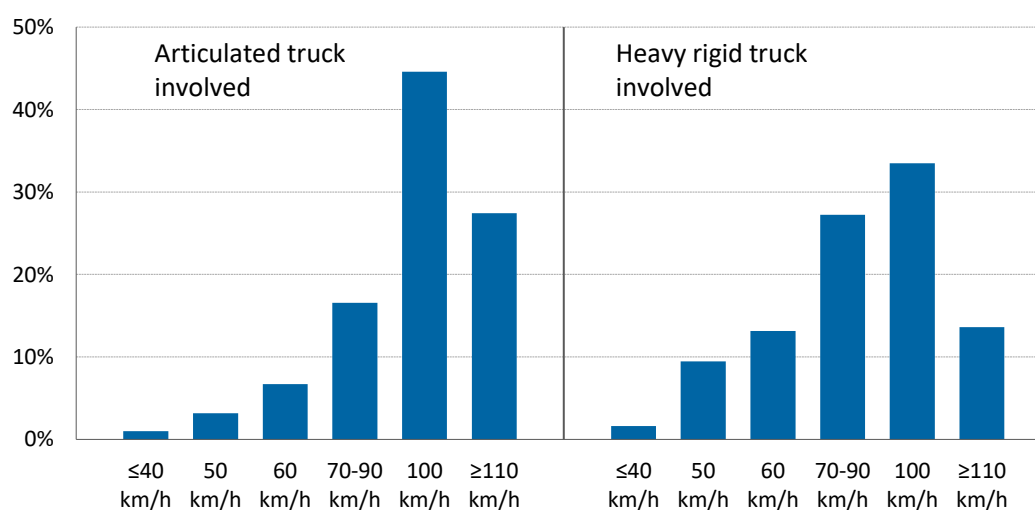
Figure I.3 Deaths by posted speed limit (%) – 5 years combined to 2020

Table I.6 Deaths by Remoteness Area (%)

	<i>Major Cities</i>	<i>Inner Regional</i>	<i>Outer Regional</i>	<i>Remote</i>	<i>Very Remote</i>
Articulated truck involved					
2011	26.9	37.2	26.9	4.1	3.4
2012	16.6	40.1	31.8	7.0	4.5
2013	19.1	42.6	22.6	9.6	6.1
2014	15.5	44.8	31.0	4.3	4.3
2015	15.9	41.6	31.0	7.1	4.4
2016	20.2	30.3	38.5	5.5	5.5
2017	22.6	32.1	38.7	1.9	4.7
2018	14.6	36.0	40.4	5.6	3.4
2019	18.2	34.3	31.3	9.1	7.1
2020	16.3	35.6	36.5	4.8	6.7
Change last 12 months (%)	-10.1	3.6	16.7	-47.1	-4.8
Heavy rigid truck involved					
2011	29.3	38.7	25.3	4.0	2.7
2012	29.9	30.9	27.8	3.1	5.2
2013	54.3	21.4	21.4	1.4	1.4
2014	39.8	34.1	23.9	1.1	1.1
2015	37.9	28.7	24.1	8.0	1.1
2016	44.7	34.1	16.5	1.2	3.5
2017	41.7	29.2	19.8	7.3	2.1
2018	43.4	26.5	25.3	2.4	2.4
2019	39.4	33.0	19.1	4.3	4.3
2020	40.0	28.0	30.7	0.0	0.0
Change last 12 months (%)	1.6	-15.1	60.1	-100.0	-100.0

a 'Remoteness Areas' are classified as per Australian Statistical Geography Standard (ASGS) - July 2016.

Note Percentages may not sum to 100 due to some crashes having an unknown Remoteness Area and to rounding.

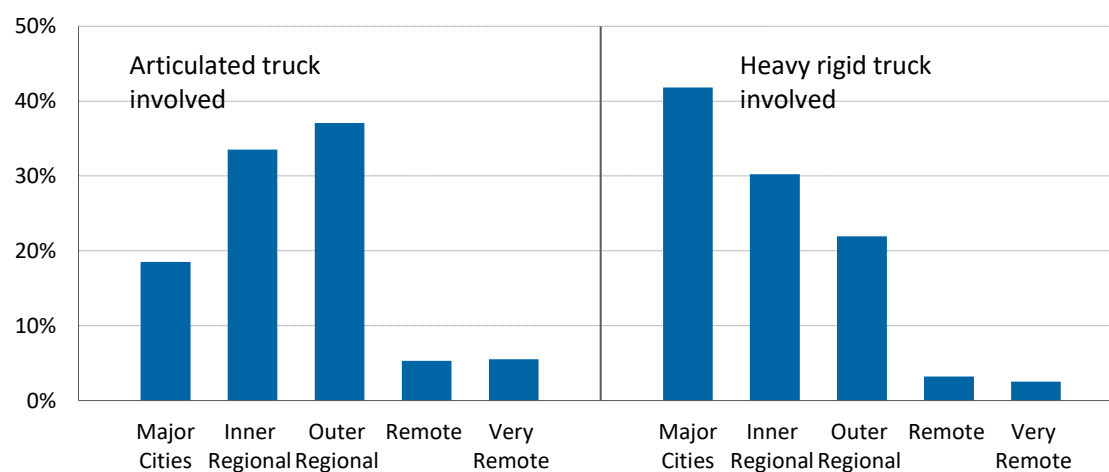
Figure I.4 Deaths by Remoteness Area (%) – 5 years combined to 2020

Table I.7 Deaths by road type^a (%)

	<i>National or State highway</i>	<i>Arterial</i>	<i>Sub-arterial</i>	<i>Collector</i>	<i>Local</i>	<i>Other^b</i>
Articulated truck involved						
2011	62.8	17.2	10.3	0.7	6.9	0.0
2012	70.7	15.9	4.5	2.5	5.1	1.3
2013	63.5	20.9	5.2	2.6	7.0	0.9
2014	66.4	16.4	10.3	4.3	1.7	0.9
2015	64.6	18.6	9.7	2.7	4.4	0.0
2016	58.7	20.2	9.2	4.6	6.4	0.9
2017	62.3	18.9	4.7	2.8	11.3	0.0
2018	64.0	9.0	7.9	4.5	13.5	1.1
2019	72.7	10.1	9.1	2.0	6.1	0.0
2020	70.2	8.7	6.7	1.9	10.6	0.0
Change last 12 months (%)	-3.5	-14.3	-26.0	-4.8	74.5	0.0
Heavy rigid truck involved						
2011	32.0	25.3	20.0	5.3	17.3	0.0
2012	41.2	19.6	10.3	5.2	18.6	2.1
2013	54.3	18.6	12.9	4.3	8.6	1.4
2014	33.0	33.0	14.8	5.7	12.5	1.1
2015	41.4	23.0	12.6	9.2	12.6	0.0
2016	37.6	30.6	16.5	4.7	10.6	0.0
2017	35.4	27.1	15.6	3.1	16.7	2.1
2018	41.0	25.3	9.6	8.4	13.3	1.2
2019	47.9	16.0	13.8	0.0	21.3	1.1
2020	32.0	34.7	12.0	5.3	13.3	1.3
Change last 12 months (%)	-33.2	117.2	-13.2	-	-37.3	25.3

a Geoscape Australia.

b Includes Access road, Path, Busway and Pedestrian thoroughfare.

Note Percentages may not sum to 100 due to some crashes having an unknown road type and to rounding.

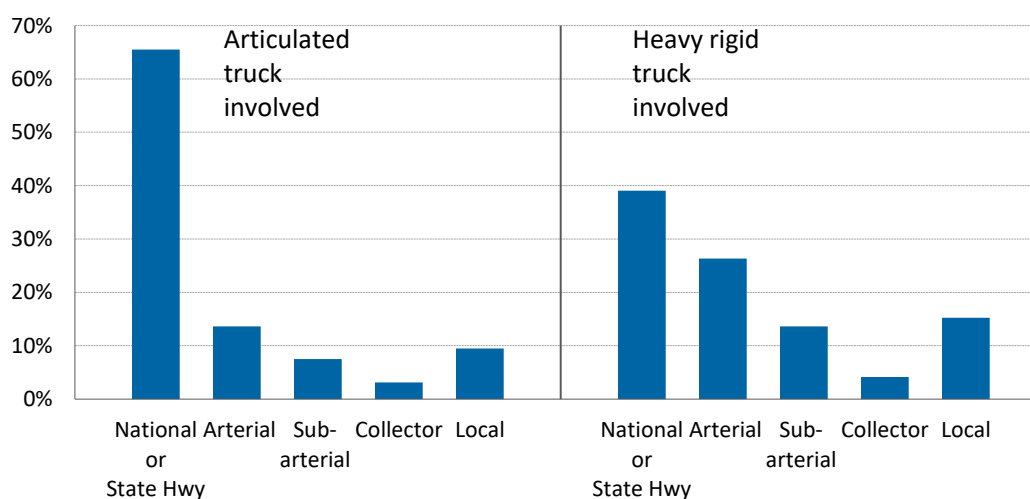
Figure I.5 Deaths by road type (%) – 5 years combined to 2020

Table I.8 Deaths, hospitalised injuries and high threat to life injuries of heavy truck occupants

	<i>Deaths</i>	<i>Hospitalised Injury (HI)</i>	<i>High threat to life (HTTL) Injury</i>
2011	35	562	180
2012	41	511	171
2013	25	485	166
2014	34	479	168
2015	37	510	160
2016	33	485	166
2017	31	528	176
2018	38	552	185
2019	52	-	-
2020	31	-	-

Note There were breaks in the injury series in 2012 and 2017. These were due to changes in admissions criteria at the net result were reductions in annual counts of between 3%-5%.

Sources AIHW Unpublished 2021

Figure I.6 Deaths, hospitalised injuries and high threat to life injuries of heavy truck occupants

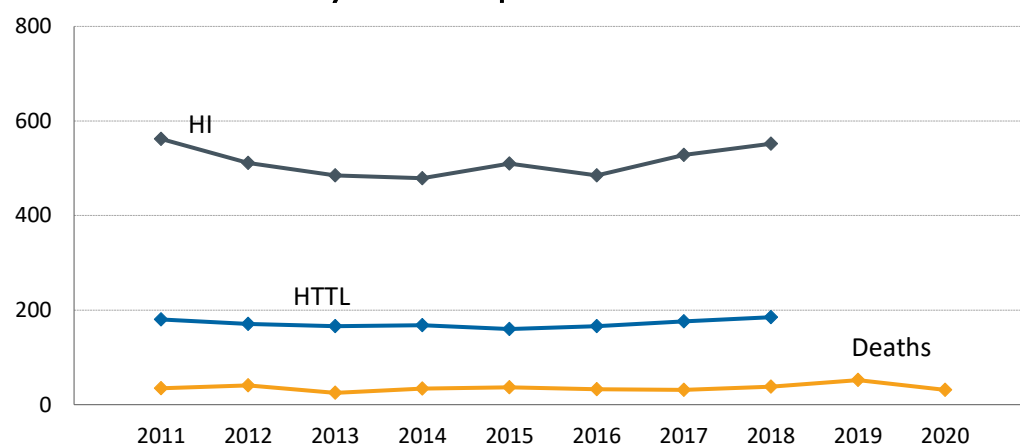


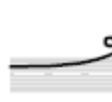

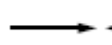


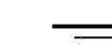



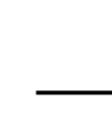


Table I.9 Fatal crashes involving heavy trucks by state/territory

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Any heavy truck involved									
2011	57	34	46	18	21	5	5	1	187
2012	60	43	59	15	26	4	3	2	212
2013	49	25	41	12	24	2	3	0	156
2014	48	48	33	20	20	5	0	2	176
2015	52	39	40	14	20	8	1	1	175
2016	51	36	37	14	20	5	4	1	168
2017	66	37	31	11	23	7	1	0	176
2018	46	23	44	9	17	4	0	2	145
2019	51	42	33	25	16	5	1	2	175
2020	51	28	41	9	17	5	1	1	153
Change last 12 months (%)	0.0	-33.3	24.2	-64.0	6.3	0.0	0.0	-50.0	-12.6
Ave. trend change p.a.(%)									
- for last 10 calendar years	-0.9	-1.9	-3.0	-3.5	-3.9	3.4	-	-	-2.1
- for last 3 calendar years	5.3	10.3	-3.5	0.0	0.0	11.8	-	-29.3	2.7
Articulated truck involved									
2011	43	21	32	12	16	2	3	0	129
2012	39	29	35	9	13	3	2	0	130
2013	30	13	26	8	13	2	3	0	95
2014	28	25	25	10	9	2	0	2	101
2015	31	21	23	12	11	2	0	1	101
2016	22	20	23	10	11	4	4	1	95
2017	39	20	17	6	10	1	0	0	93
2018	23	13	25	5	10	2	0	0	78
2019	23	21	16	20	9	2	0	1	92
2020	25	17	29	5	7	2	1	0	86
Change last 12 months (%)	8.7	-19.0	81.3	-75.0	-22.2	0.0	-	-100.0	-6.5
Ave. trend change p.a.(%)									
- for last 10 calendar years	-5.5	-2.9	-4.6	-3.8	-6.5	-2.5	-	-	-4.4
- for last 3 calendar years	4.3	14.4	7.7	0.0	-16.3	0.0	-	-	5.0
Heavy rigid truck involved									
2011	15	14	16	6	5	4	2	1	63
2012	22	14	26	6	14	2	1	2	87
2013	22	12	15	4	12	0	0	0	65
2014	21	23	8	10	11	3	0	0	76
2015	22	18	18	2	9	6	1	0	76
2016	30	17	14	4	10	2	0	0	77
2017	29	19	15	5	16	6	1	0	91
2018	25	10	21	5	8	2	0	2	73
2019	30	22	17	5	7	3	1	1	86
2020	27	11	12	4	11	3	0	1	69
Change last 12 months (%)	-10.0	-50.0	-29.4	-20.0	57.1	0.0	-100.0	0.0	-19.8
Ave. trend change p.a.(%)									
- for last 10 calendar years	5.8	-0.3	-1.4	-3.1	0.9	-	-	-	1.1
- for last 3 calendar years	3.9	4.9	-24.4	-10.6	17.3	22.5	-	-29.3	-2.8

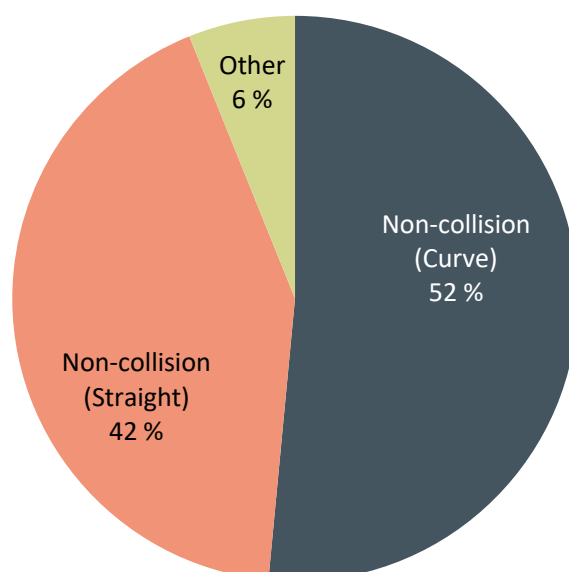
Figure I.7 Common crash types (sub-groups) for fatal crashes involving a heavy truck 2016-2020

<i>Single vehicle crash</i>		
<i>Main Crash Type</i>	<i>%</i>	<i>Sub-group</i>
Non-collision (Curve)	52	 or  Off Car/way at right bend Off Car/way at left bend
Non-collision (Straight)	42	 Off Left  Off Right
Other	6	
<i>Multiple vehicle crash</i>		
<i>Main Crash Type</i>	<i>%</i>	<i>Sub-group</i>
Opposing directions	42	 Head on  Right thru
Same directions	19	 Rear end  Side Swipe
Adjacent directions	12	 Right Near  Cross traffic
Pedestrian	11	 Near side  Play/Work
Other	16	

Source

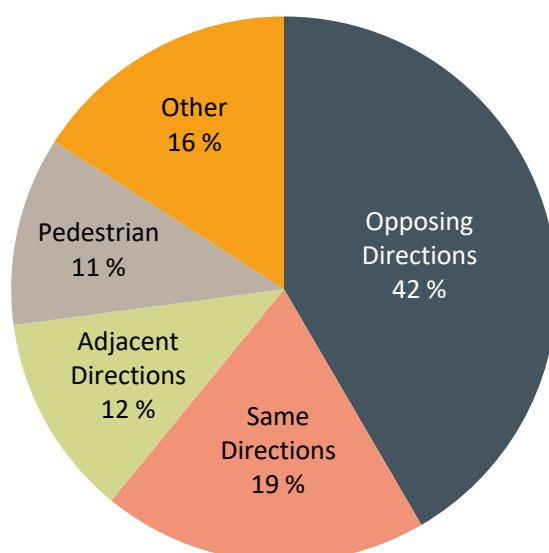
Austroads 2021

Figure 1.8 Common crash types (sub-groups) for fatal crashes involving a heavy truck – single vehicle crashes 2016-2020



Source Austroads 2021

Figure 1.9 Common crash types (sub-groups) for fatal crashes involving a heavy truck – multiple vehicle crashes 2016-2020



Note The data in Figure 1.7, 1.8 and 1.9 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 Total % includes other subgroups.
Austroads 2021

Table I.10 Annual fatal crashes per 10,000 heavy truck registrations

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Any heavy truck involved									
2011	5.5	3.3	5.2	5.7	3.4	4.9	9.6	5.2	4.6
2012	5.8	4.2	6.6	4.7	4.1	3.9	5.7	10.4	5.2
2013	4.7	2.4	4.5	3.8	3.6	1.9	5.4	0.0	3.7
2014	4.5	4.6	3.5	6.4	2.9	4.9	0.0	10.8	4.2
2015	4.7	3.7	4.3	4.5	2.9	7.7	1.7	5.6	4.1
2016	4.5	3.4	4.0	4.5	2.9	4.7	6.7	5.6	3.9
2017	5.6	3.4	3.3	3.5	3.3	6.5	1.7	0.0	4.0
2018	3.8	2.1	4.6	2.8	2.5	3.6	0.0	11.2	3.2
2019	4.1	3.6	3.4	7.9	2.3	4.3	1.7	10.9	3.8
2020	4.1	2.4	4.1	2.9	2.4	4.2	1.7	5.6	3.3
Change last 12 months (%)	-1.3	-35.0	22.6	-63.8	4.4	-2.8	0.6	-48.3	-13.9
Ave. trend change p.a.(%)									
- for last 10 calendar years	-3.3	-3.4	-4.1	-3.6	-5.0	1.7	-	-	-3.6
- for last 3 calendar years	3.4	7.3	-5.1	0.3	-1.1	8.3	-	-29.2	0.9
Articulated truck involved									
2011	23.1	8.4	16.9	15.3	12.7	11.9	28.1	0.0	15.0
2012	20.5	11.5	17.9	11.2	9.8	18.5	18.2	0.0	14.8
2013	15.4	5.1	12.5	10.0	9.1	12.8	25.4	0.0	10.5
2014	14.1	9.6	11.6	12.0	6.0	12.6	0.0	136.1	10.8
2015	15.0	8.0	10.9	14.2	7.0	12.1	0.0	69.9	10.6
2016	10.3	7.5	11.1	11.9	7.0	23.2	31.8	62.5	9.9
2017	17.4	7.3	8.0	6.9	6.6	5.5	0.0	0.0	9.5
2018	10.1	4.6	11.3	5.7	6.5	10.5	0.0	0.0	7.7
2019	10.0	7.2	7.1	22.5	5.7	9.7	0.0	54.3	8.9
2020	10.6	5.7	12.6	5.7	4.3	9.3	8.5	0.0	8.2
Change last 12 months (%)	6.9	-21.3	77.5	-74.8	-24.0	-3.9	-	-100.0	-8.4
Ave. trend change p.a.(%)									
- for last 10 calendar years	-8.1	-4.8	-6.3	-5.2	-8.7	-5.6	-	-	-6.4
- for last 3 calendar years	2.7	11.4	5.2	-0.2	-18.5	-5.8	-	-	2.8
Heavy rigid truck involved									
2011	1.8	1.8	2.3	2.5	1.0	4.7	4.9	5.8	2.0
2012	2.6	1.8	3.7	2.5	2.8	2.3	2.4	11.5	2.7
2013	2.6	1.5	2.1	1.7	2.3	0.0	0.0	0.0	2.0
2014	2.4	2.9	1.1	4.3	2.0	3.4	0.0	0.0	2.3
2015	2.5	2.3	2.5	0.9	1.7	6.8	2.2	0.0	2.3
2016	3.3	2.1	2.0	1.7	1.8	2.3	0.0	0.0	2.3
2017	3.1	2.3	2.1	2.2	3.0	6.7	2.2	0.0	2.7
2018	2.6	1.2	2.8	2.2	1.5	2.2	0.0	12.4	2.1
2019	3.0	2.6	2.3	2.2	1.3	3.2	2.2	6.1	2.4
2020	2.7	1.2	1.6	1.8	2.0	3.1	0.0	6.3	1.9
Change last 12 months (%)	-11.1	-51.2	-30.2	-19.6	54.6	-2.6	-100.0	4.3	-20.9
Ave. trend change p.a.(%)									
- for last 10 calendar years	3.4	-1.7	-2.3	-2.7	0.1	-	-	-	-0.2
- for last 3 calendar years	1.9	1.9	-25.5	-10.2	16.5	19.4	-	-28.7	-4.4

Source ABS 2021

Table I.11 Annual fatal crashes per billion heavy truck vehicle kilometres travelled (VKT)

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Any heavy truck involved									
2010	10.9	9.0	12.5	15.1	10.9	13.4	31.3	10.9	11.4
2011	11.3	11.0	15.3	12.2	13.1	10.8	18.5	21.2	12.5
2012	9.1	6.3	10.3	9.7	11.5	5.4	18.1	0.0	9.0
2013	8.7	11.9	8.1	16.0	9.2	13.5	0.0	20.6	10.0
2014	9.2	9.5	9.7	11.2	9.1	21.1	5.8	10.0	9.7
2015	8.8	8.6	8.8	11.0	9.0	12.9	23.2	9.7	9.2
2016	11.2	8.6	7.3	8.5	10.3	17.8	5.7	0.0	9.4
2017	7.7	5.2	10.0	7.0	7.6	9.9	0.0	18.1	7.6
2018	8.4	9.3	7.5	19.5	7.1	12.2	5.8	18.6	9.1
2019	8.3	6.1	9.1	7.0	7.5	12.2	5.8	9.2	7.8
Change last 12 months (%)	-1.7	-34.7	22.1	-63.9	5.0	-0.1	-0.2	-50.3	-13.9
Ave. trend change p.a.(%)									
- for last 10 calendar years	-2.8	-4.0	-5.0	-4.3	-5.6	2.0	-	-	-4.0
- for last 3 calendar years	4.0	8.0	-4.8	0.5	-0.9	10.8	-	-28.6	1.4
Articulated truck involved									
2010	18.3	12.6	20.9	19.2	20.1	13.2	41.4	0.0	17.9
2011	16.3	16.9	21.7	13.9	15.3	20.0	27.1	0.0	17.4
2012	12.3	7.5	15.4	12.2	14.4	13.5	39.5	0.0	12.4
2013	11.3	14.1	14.4	15.1	9.5	13.5	0.0	116.1	12.9
2014	12.0	11.7	13.3	18.2	11.6	13.0	0.0	55.7	12.7
2015	8.5	11.0	13.2	14.8	11.7	25.4	50.7	53.3	11.8
2016	14.8	10.9	9.6	8.8	10.6	6.2	0.0	0.0	11.4
2017	8.7	7.0	14.0	7.2	10.4	12.2	0.0	0.0	9.5
2018	8.7	11.1	8.8	29.0	9.2	12.0	0.0	49.6	11.1
2019	9.3	8.8	15.8	7.3	7.1	12.0	12.5	0.0	10.3
Change last 12 months (%)	7.9	-20.0	78.7	-75.0	-23.0	0.0	-	-100.0	-7.4
Ave. trend change p.a.(%)									
- for last 10 calendar years	-6.9	-4.4	-6.2	-4.8	-8.3	-4.0	-	-	-5.9
- for last 3 calendar years	3.6	12.7	6.2	0.3	-17.6	-0.9	-	-	4.0
Heavy rigid truck involved									
2010	5.2	6.6	7.5	10.5	4.4	18.1	23.0	13.2	6.8
2011	7.5	6.4	11.6	10.3	12.3	9.1	11.3	25.7	9.2
2012	7.4	5.4	6.5	6.9	10.1	0.0	0.0	0.0	6.7
2013	7.0	10.1	3.4	17.0	8.9	13.5	0.0	0.0	7.7
2014	7.1	7.8	7.5	3.4	7.2	26.7	10.7	0.0	7.6
2015	9.4	7.1	5.7	6.7	7.8	8.7	0.0	0.0	7.5
2016	8.9	7.8	6.0	8.3	12.4	25.8	10.5	0.0	8.6
2017	7.4	3.9	8.1	8.3	6.3	8.4	0.0	22.1	6.8
2018	8.8	8.4	6.5	8.4	5.5	12.3	10.7	11.4	7.9
2019	7.8	4.1	4.5	6.8	8.5	12.3	0.0	11.4	6.2
Change last 12 months (%)	-12.3	-51.4	-30.8	-19.7	55.2	-0.1	-100.0	-0.6	-21.4
Ave. trend change p.a.(%)									
- for last 10 calendar years	3.5	-2.9	-3.7	-3.5	-0.6	-	-	-	-1.0
- for last 3 calendar years	2.1	2.1	-25.4	-9.9	16.8	21.4	-	-28.2	-4.2

Source BITRE Unpublished 2021.

Section 2

BUS

Table 2.1 Deaths from crashes involving a bus^a by state/territory

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Bus involved									
2011	11	4	8	0	1	0	0	0	24
2012	6	3	7	1	5	0	0	0	22
2013	2	3	6	0	0	0	1	0	12
2014	6	4	1	1	6	0	0	1	19
2015	5	7	2	1	2	1	3	1	22
2016	10	2	3	3	2	0	2	0	22
2017	6	10	10	0	2	0	2	0	30
2018	7	5	5	0	1	0	0	1	19
2019	10	6	0	2	2	0	0	0	20
2020	4	1	3	2	1	0	0	0	11
Change last 12 months (%)	-60.0	-83.3	-	0.0	-50.0	0.0	0.0	0.0	-45.0
Ave. trend change p.a.(%)									
- for last 10 calendar years	0.9	-2.1	-	-	-	-	-	-	-2.4
- for last 3 calendar years	-24.4	-55.3	-	-	0.0	-	-	-	-23.9

a Crashes involving a bus may involve other vehicles and vehicle types.

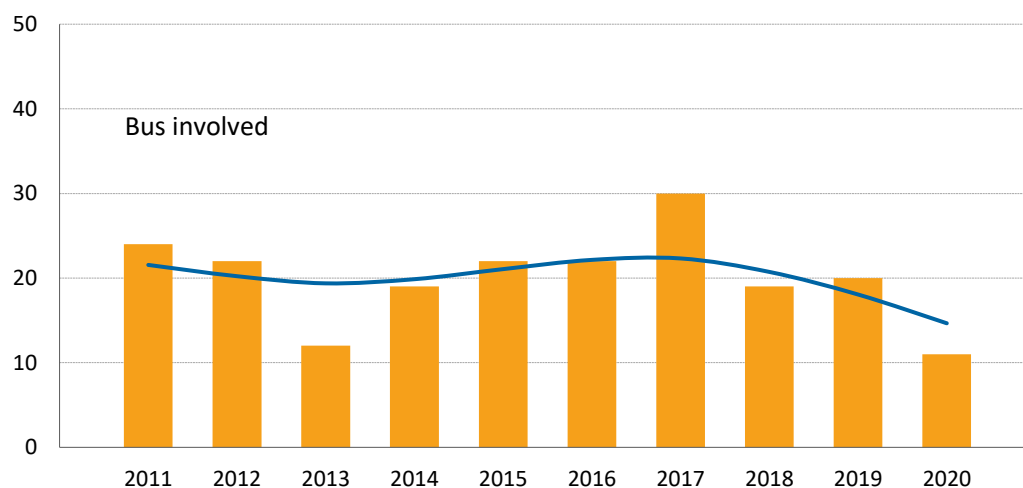
Figure 2.1 Deaths in crashes involving a bus – with trend


Table 2.2 Deaths from crashes involving a bus by road user

	<i>Bus occupant</i>	<i>Light vehicle occupant</i>	<i>Pedestrian</i>	<i>Motor- cyclist</i>	<i>Pedal cyclist</i>	<i>Total^a</i>
2011	2	5	13	2	2	24
2012	5	9	6	2	0	22
2013	0	6	1	2	3	12
2014	5	5	5	1	3	19
2015	4	13	2	3	0	22
2016	3	8	8	3	0	22
2017	12	5	11	1	1	30
2018	0	6	9	2	2	19
2019	2	6	8	3	1	20
2020	1	3	3	3	1	11
Change last 12 months (%)	-50.0	-50.0	-62.5	0.0	0.0	-45.0
Ave. trend change p.a.(%)						
- for last 10 calendar years	-	-4.7	2.2	4.0	-	-2.4
- for last 3 calendar years	-	-29.3	-42.3	22.5	-29.3	-23.9

a Total includes unknown.

Table 2.3 Deaths by crash type – bus

	<i>Multiple Vehicle</i>	<i>Single Vehicle</i>	<i>Total</i>
2011	23	1	24
2012	20	2	22
2013	12	0	12
2014	15	4	19
2015	21	1	22
2016	20	2	22
2017	25	5	30
2018	19	0	19
2019	20	0	20
2020	10	1	11
Change last 12 months (%)	-50.0	-	-45.0
Ave. trend change p.a.(%)			
- for last 10 calendar years	-2.2	-	-2.4
- for last 3 calendar years	-27.5	-	-23.9

Table 2.4 Deaths by posted speed limit (%)

	≤40 km/h	50 km/h	60 km/h	70 to 90 km/h	100 km/h	≥110 km/h
2011	12.5	37.5	25.0	8.3	16.7	0.0
2012	4.5	9.1	45.5	18.2	4.5	18.2
2013	8.3	8.3	50.0	0.0	16.7	16.7
2014	0.0	10.5	31.6	10.5	15.8	26.3
2015	4.5	0.0	40.9	13.6	22.7	13.6
2016	4.5	22.7	50.0	4.5	9.1	9.1
2017	10.0	20.0	20.0	16.7	33.3	0.0
2018	10.5	21.1	15.8	15.8	21.1	5.3
2019	10.0	20.0	20.0	25.0	10.0	15.0
2020	27.3	9.1	27.3	9.1	18.2	9.1
<i>Change last 12 months (%)</i>	172.7	-54.5	36.4	-63.6	81.8	-39.4

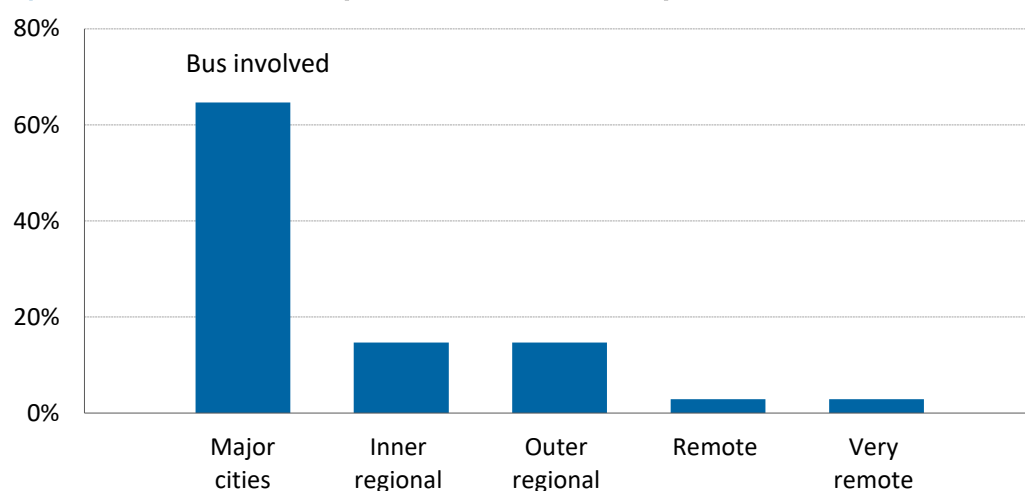
Note Percentages may not sum to 100 due to some crashes having an unknown posted speed limit and to rounding.

Table 2.5 Deaths by Remoteness Area (%)

	<i>Major Cities</i>	<i>Inner Regional</i>	<i>Outer Regional</i>	<i>Remote</i>	<i>Very Remote</i>
2011	79.2	12.5	4.2	4.2	0.0
2012	68.2	4.5	9.1	13.6	4.5
2013	50.0	25.0	16.7	0.0	8.3
2014	47.4	0.0	26.3	0.0	26.3
2015	45.5	18.2	36.4	0.0	0.0
2016	77.3	4.5	9.1	0.0	9.1
2017	60.0	16.7	16.7	3.3	3.3
2018	63.2	15.8	15.8	5.3	0.0
2019	65.0	15.0	20.0	0.0	0.0
2020	54.5	27.3	9.1	9.1	0.0
<i>Change last 12 months (%)</i>	-16.1	81.8	-54.5	-	0.0

a 'Remoteness Areas' are classified as per Australian Statistical Geography Standard (ASGS) - July 2016.

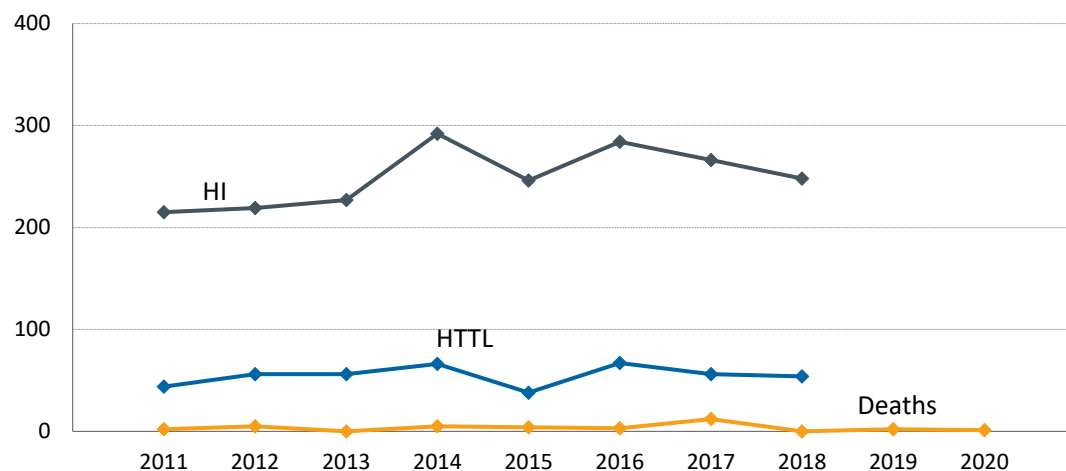
Note Percentages may not sum to 100 due to some crashes having an unknown Remoteness Area and to rounding.

Figure 2.2 Deaths by Remoteness Area – 5 years combined to 2020**Table 2.6** Deaths, hospitalised injuries and high threat to life injuries of bus occupants

	<i>Deaths</i>	<i>Hospitalised Injury</i>	<i>High threat to life (HTTL) Injury</i>
2011	2	215	44
2012	5	219	56
2013	0	227	56
2014	5	292	66
2015	4	246	38
2016	3	284	67
2017	12	266	56
2018	0	248	54
2019	2		
2020	1		


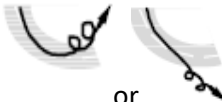
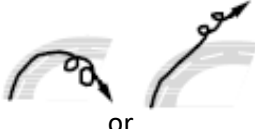
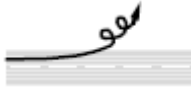

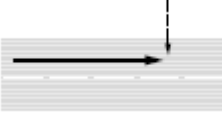




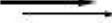

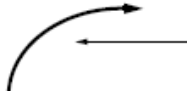
Note There were breaks in the injury series in 2012 and 2017. These were due to changes in admissions criteria and the net result were reductions in annual counts of between 3%-5%.

Sources AIHW Unpublished 2021

Figure 2.3 Deaths, hospitalised injuries and high threat to life injuries of bus occupants

Table 2.7 Fatal crashes involving a bus by state/territory

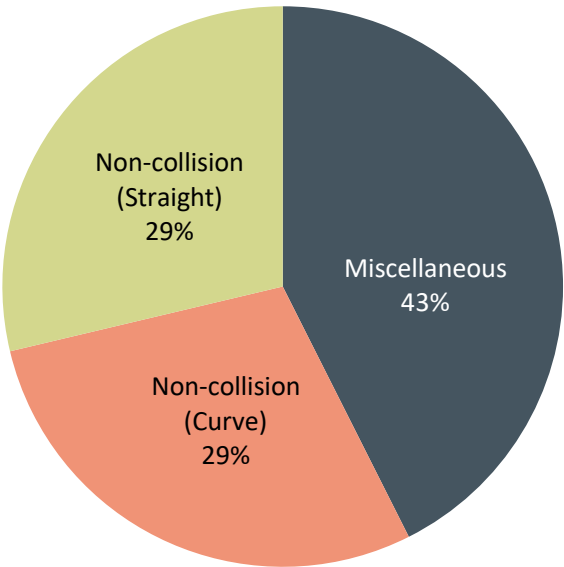
	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
2011	11	4	7	0	1	0	0	0	23
2012	6	3	6	1	3	0	0	0	19
2013	2	3	5	0	0	0	1	0	11
2014	6	3	1	1	3	0	0	1	15
2015	5	6	2	1	2	1	1	1	19
2016	10	2	3	3	2	0	1	0	21
2017	6	7	8	0	2	0	2	0	25
2018	7	5	5	0	1	0	0	1	19
2019	9	6	0	2	1	0	0	0	18
2020	4	1	3	2	1	0	0	0	11
Change last 12 months (%)	-55.6	-83.3	-	0.0	0.0	0.0	0.0	0.0	-38.9
Ave. trend change p.a.(%)									
- for last 10 calendar years	0.4	-2.2	-	-	-	-	-	-	-1.6
- for last 3 calendar years	-24.4	-55.3	-	-	0.0	0.0	0.0	-	-23.9

Figure 2.4 Common crash types (sub-groups) for fatal crashes involving a bus 2016–2020

<i>Single vehicle crash</i>		
<i>Main Crash Type</i>	<i>%</i>	<i>Sub-group</i>
Miscellaneous	43	 Fell from vehicle
Non-collision (Curve)	29	 or  Off Car/way at left bend Off Car/way at right bend
Non-collision (Straight)	29	  Off Left Off Right
<i>Multiple vehicle crash</i>		
<i>Main Crash Type</i>	<i>%</i>	<i>Sub-group</i>
Pedestrian	44	  Near side Far side
Opposing directions	23	  Head on Right thru
Same directions	13	  Rear end Side Swipe
Adjacent directions	10	  Cross traffic Right Near
Other	10	

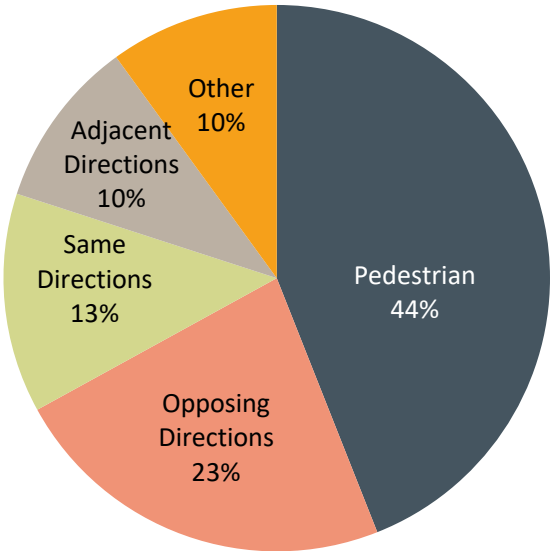
Source Austroads 2021

Figure 2.5 Common crash types (sub-groups) for fatal crash involving a bus – single vehicle crashes 2016-2020



Source Austroads 2021

Figure 2.6 Common crash types (sub-groups) for fatal crash involving a bus – multiple vehicle crashes 2016-2020



Note The data in Figure 2.4, 2.5 and 2.6 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.
Total % includes other subgroups.

Source Austroads 2021

Table 2.8 Annual fatal crashes rates – bus involved

	<i>Per 10,000 bus registrations</i>	<i>Per billion bus VKT</i>
2011	2.6	10.1
2012	2.1	8.1
2013	1.2	4.6
2014	1.6	6.2
2015	2.0	7.8
2016	2.2	8.5
2017	2.6	10.1
2018	1.9	7.6
2019	1.8	7.1
2020	1.1	4.8
<i>Change last 12 months (%)</i>	-39.6	-32.5

Source ABS 2021 and BITRE Unpublished 2021.

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Section 3

EXPOSURE

Table 3.1 Motor vehicles on register – by state/territory

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Articulated truck									
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
2016	21,450	26,779	20,784	8,423	15,609	1,721	1,259	160	96,185
2017	22,472	27,472	21,162	8,638	15,242	1,808	1,145	169	98,108
2018	22,795	28,456	22,061	8,797	15,368	1,900	1,149	168	100,694
2019	23,084	29,192	22,633	8,892	15,833	2,057	1,163	184	103,038
2020	23,475	30,010	23,106	8,837	16,206	2,140	1,171	192	105,137
Change last 12 months (%)	1.7	2.8	2.1	-0.6	2.4	4.0	0.7	4.3	2.0
Ave. trend change p.a.(%)									
- for last 10 calendar years	2.9	2.0	1.9	1.5	2.4	3.2	0.5	1.1	2.2
- for last 3 calendar years	1.5	2.7	2.3	0.2	2.7	6.1	1.0	6.9	2.2
Heavy rigid truck									
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
2016	91,242	79,506	71,776	22,886	54,219	8,838	4,724	1,621	334,812
2017	94,933	81,460	72,544	23,096	53,899	8,999	4,633	1,614	341,179
2018	97,953	83,233	73,896	22,918	53,367	9,271	4,718	1,610	346,966
2019	100,546	86,103	75,255	22,828	53,228	9,510	4,638	1,651	353,759
2020	101,814	88,175	76,083	22,713	54,112	9,761	4,593	1,583	358,834
Change last 12 months (%)	1.3	2.4	1.1	-0.5	1.7	2.6	-1.0	-4.1	1.4
Ave. trend change p.a.(%)									
- for last 10 calendar years	2.3	1.4	0.9	-0.4	0.8	1.4	1.3	-1.0	1.3
- for last 3 calendar years	2.0	2.9	1.5	-0.4	0.7	2.6	-1.3	-0.8	1.7
Bus									
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
2016	25,939	20,302	21,455	5,691	15,362	2,818	3,964	1,051	96,582
2017	26,761	20,626	21,361	5,766	14,746	2,859	3,768	1,043	96,930
2018	27,166	21,063	21,831	5,947	14,661	2,906	3,911	1,080	98,565
2019	27,605	21,432	21,944	5,909	14,698	3,008	3,647	1,136	99,379
2020	27,838	21,853	21,989	6,077	14,945	3,112	3,532	1,127	100,473
Change last 12 months (%)	0.8	2.0	0.2	2.8	1.7	3.5	-3.2	-0.8	1.1
Ave. trend change p.a.(%)									
- for last 10 calendar years	2.1	1.6	1.1	1.4	0.4	1.8	-0.1	0.5	1.4
- for last 3 calendar years	1.2	1.9	0.4	1.1	1.0	3.5	-5.0	2.2	1.0

Source ABS 2021

Table 3.2 Vehicle kilometres travelled (millions) by state/territory

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
Articulated truck									
2011	2,346	1,664	1,531	624	797	151	72	16	7,202
2012	2,386	1,714	1,613	649	850	150	74	16	7,452
2013	2,432	1,731	1,692	656	901	148	76	17	7,652
2014	2,478	1,773	1,741	663	945	148	78	17	7,843
2015	2,575	1,790	1,725	658	945	154	80	18	7,945
2016	2,598	1,820	1,743	675	940	158	79	19	8,031
2017	2,630	1,842	1,763	685	945	160	79	19	8,123
2018	2,644	1,868	1,786	693	963	164	79	20	8,217
2019	2,658	1,900	1,810	689	981	167	79	20	8,304
2020	2,676	1,922	1,836	689	991	167	80	20	8,382
Change last 12 months (%)	0.7	1.2	1.4	0.0	1.1	0.0	0.4	0.5	0.9
Ave. trend change p.a.(%)									
- for last 10 calendar years	1.6	1.5	1.7	1.0	2.0	1.5	1.0	2.8	1.6
- for last 3 calendar years	0.6	1.4	1.4	-0.3	1.5	0.9	0.2	1.2	1.0
Heavy rigid truck									
2011	2,883	2,111	2,135	569	1,129	221	87	76	9,211
2012	2,923	2,185	2,233	580	1,141	220	89	78	9,447
2013	2,964	2,226	2,298	581	1,189	222	90	78	9,647
2014	3,008	2,269	2,351	587	1,234	222	92	80	9,843
2015	3,094	2,310	2,388	587	1,254	225	94	82	10,033
2016	3,186	2,379	2,449	594	1,285	230	93	85	10,300
2017	3,265	2,446	2,511	603	1,294	233	95	86	10,535
2018	3,362	2,544	2,597	600	1,278	239	97	91	10,807
2019	3,393	2,609	2,614	593	1,273	243	93	87	10,907
2020	3,482	2,683	2,665	591	1,289	244	94	88	11,136
Change last 12 months (%)	2.6	2.9	2.0	-0.4	1.3	0.1	0.0	0.6	2.1
Ave. trend change p.a.(%)									
- for last 10 calendar years	2.2	2.7	2.4	0.5	1.5	1.3	0.9	1.9	2.2
- for last 3 calendar years	1.8	2.7	1.3	-0.8	0.4	0.9	-1.7	-1.5	1.5
Bus									
2011	595	451	557	157	337	50	88	34	2,269
2012	613	482	578	159	347	50	89	35	2,353
2013	618	472	600	160	364	49	92	36	2,392
2014	625	474	610	160	381	50	94	37	2,431
2015	632	476	605	163	381	51	95	36	2,440
2016	640	482	612	163	382	51	97	36	2,462
2017	654	487	604	163	379	52	97	36	2,473
2018	674	494	605	163	384	53	96	37	2,506
2019	691	502	611	164	385	54	96	37	2,540
2020	640	478	536	146	343	47	74	35	2,299
Change last 12 months (%)	-7.3	-4.7	-12.3	-10.9	-11.0	-12.4	-22.8	-6.1	-9.5
Ave. trend change p.a.(%)									
- for last 10 calendar years	1.3	0.7	0.0	-0.2	0.7	0.3	-0.5	0.4	0.6
- for last 3 calendar years	-2.5	-1.7	-5.9	-5.5	-5.5	-5.9	-12.2	-2.7	-4.2

Source BITRE Unpublished 2021

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>Bus</i>	A motor vehicle constructed for the carriage of passengers which has at least 10 seats, including the driver's seat.
<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>Gross Vehicle Mass (GVM)</i>	Tare weight (i.e. unladen weight) of the motor vehicle plus its maximum carrying capacity excluding trailers.
<i>Heavy rigid truck</i>	A motor vehicle of GVM greater than 4.5 tonnes constructed with a load carrying area. Includes a rigid truck with a tow bar, draw bar or other non-articulated coupling on the rear of the vehicle.
<i>Heavy truck</i>	A heavy rigid truck or an articulated truck
<i>High threat to life injury</i>	'High threat to life' hospitalised injury cases are a subset of all hospitalised injury cases, referred to also as 'life-threatening' injuries. They are selected on the basis of having an ICD Injury Severity Score (ICISS) of less than 0.941. See Henley G & Harrison JE 2015 for definition and discussion.
<i>Hospitalised injury</i>	A person admitted to hospital from a crash occurring in 'traffic', which is defined here as excluding off-road and unknown locations.
<i>Light vehicle</i>	A light vehicle is a four-wheeled vehicle under 4.5 tonnes, most commonly passenger cars, but including vans and light commercial vehicles as well.
<i>Motorcyclist</i>	A motorcyclist is a rider of a two-wheeled motor vehicle. In this report, 'motorcyclist' includes pillion passengers.
<i>Occupant</i>	A driver or passenger of a four-wheeled motor vehicle.
<i>Pedal cyclist</i>	A pedal cyclist is a rider of a bicycle, which is a vehicle with 2 or more wheels that is built to be propelled by human power. In this report, 'pedal cyclist' includes pillion passengers.

<i>Road death or fatality</i>	A person who dies within 30 days of a crash as a result of injuries received in that crash.
<i>Trend per cent changes</i>	In this report, the figures for the 'average trend change p.a.(%)' are calculated by fitting an exponential trend line to the set of data points. The Excel function LOGEST performs the fit. The resulting trend line represents a constant annual percent change over the period. Notes: (i) The occurrence of a <i>zero</i> in the original series precludes trend estimation by this method; (ii) When fitted to a series containing small numbers, the result may not be a reliable indicator of a stable trend.
<i>Trend estimation</i>	Trend lines presented are designed to track long-term trends and turning points in the raw data. Whittaker- Henderson smoothers have been used for this process. The application R (package pracma) can be used for such trend lines.

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