Australian Government
Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

BITRE / ROAD SAFETY DATA HUB

# Road Trauma Australia 2024

## Statistical report on fatalities and hospitalised injuries from road crashes in Australia

**September 2025**

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# List of Figures and Tables

# Executive Summary

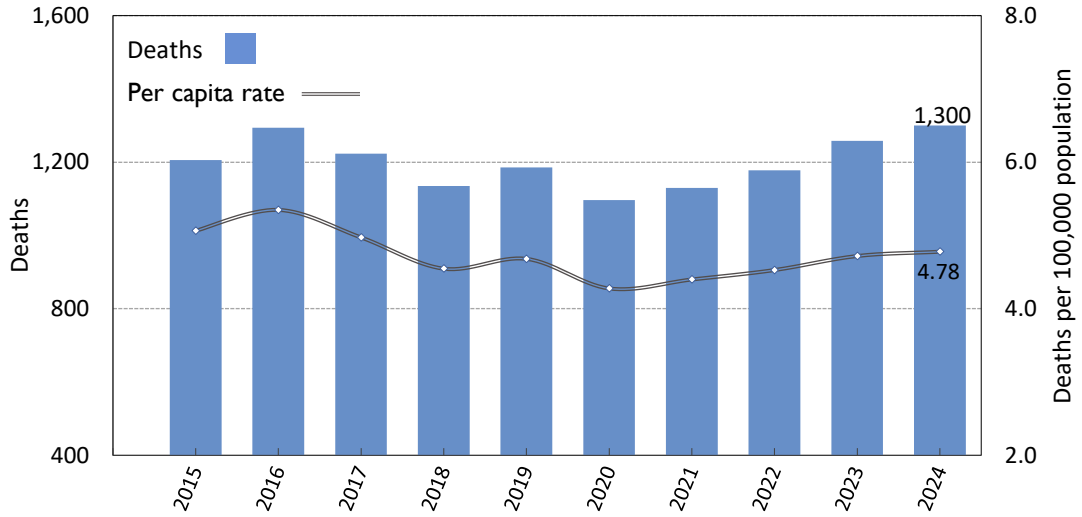
This report is the latest in the BITRE series of annual road crash statistical reports. It presents annual counts of road deaths, injuries and rates per 100,000 population for the years 2015 to 2024.

## Decade overview

The rate of annual road deaths per 100,000 population (per capita rate) declined over the five years to 2020, but since that low, has increased at an average of 3% per year, reaching 4.78 in 2024.

Since the observed low in 2020, total fatalities have also been increasing by approximately 4% per year. The changes in fatalities are generally larger than the changes in the per capita rate, due to consistent growth in population.

**Figure 1 - Australian annual road deaths, and per capita rate**

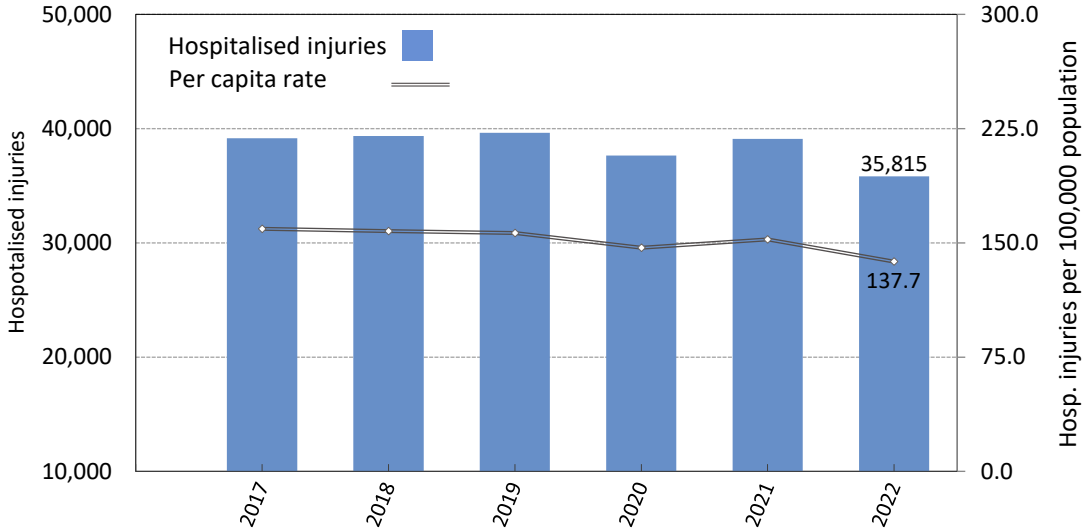



Sources: ARDD 2025, ABS 2024a

Across jurisdictions in 2024, the per capita rate varied significantly: NSW, Victoria and the ACT had the lowest rates, while Western Australia and the Northern Territory had the highest.

Data for hospitalised injuries is presently available to 2022. There are around 30 times as many hospitalised injuries as fatalities. The per capita rate for hospitalised injuries is also around 30 times higher – for 2022, this rate was 137.7.

**Figure 2 - Australian annual hospitalised injuries, and per capita rate**




Sources: AIHW 2025, ABS 2024a

# Geography

On a per capita rate for road deaths, Major city areas have lower risk than Regional and Remote areas (based on 2023 data). Rates in Inner and Outer Regional areas are 4 to 5 times higher than in Major Cities, and rates in Remote and Very Remote areas are 10-15 times higher than in Major Cities. These rates are calculated by the location of crashes, not the residence of the victims of crashes. We expect that these rates do not perfectly predict exposure, as residents of a Remoteness area could be involved in a crash at any location.

**Table 1 - Deaths and per capita rate by Remoteness area (2023)**

| Remoteness Area | Population (000s) | Deaths | Per capita rate |
|---|---|---|---|
| **Major cities** | 19,344 | 395 | 2.0 |
| **Inner regional** | 4,684 | 428 | 9.1 |
| **Outer regional** | 2,119 | 262 | 12.4 |
| **Remote** | 304 | 56 | 18.4 |
| **Very remote** | 198 | 44 | 22.2 |

Sources: ARDD 2025, ABS 2024b

The per capita rates for hospitalised injuries are also higher in Regional and Remote areas than in Major city areas, however the disparity is much less than the rate for deaths. The rate for Regional areas is 20% higher than for Major cities, and the rate is 60% higher for Remote areas.

A road crash hospitalised injury has a 67% chance of occurring in a Major city area. This is in contrast to road crash fatalities, where only 33% occur in Major city areas.

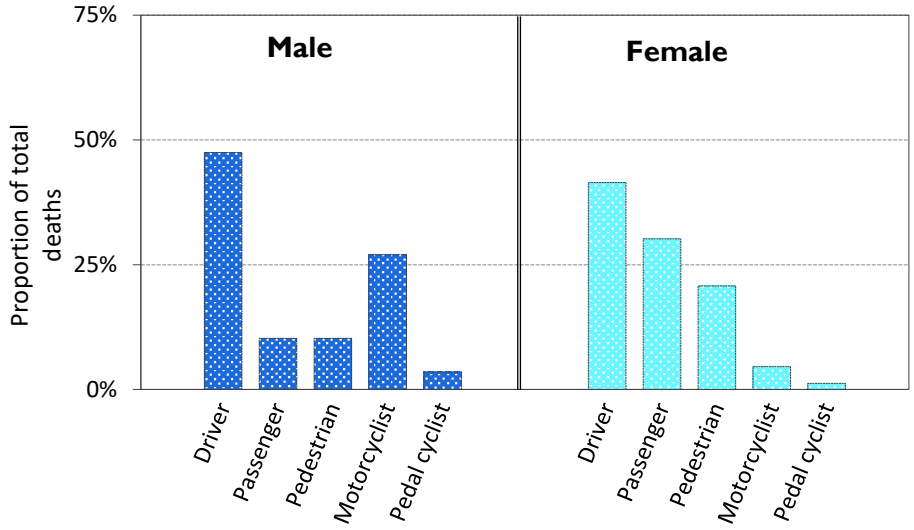
# Road user types

In 2024, drivers accounted for 46% of all road deaths. Despite changes in annual counts across all road user groups, this proportion has remained consistent over the decade.

Over the last four years, significant increases in road deaths have been seen in drivers (+12%), motorcyclists (+49%) and pedestrians (+21%).

The distribution of total deaths by road user type varies significantly by gender: of female deaths, a lower proportion are motorcyclists, and of male deaths, a lower proportion are passengers or pedestrians.

**Figure 3 - Distribution of deaths by road user and gender (2024)**




Source: ARDD 2025

The distribution of total deaths by road user type is also different to the distribution of total hospitalised injuries. In particular, pedal cyclists account for 17% of hospitalised injuries but only 3% of deaths, and pedestrians account for only 7% of hospitalised injuries but 14% of deaths.

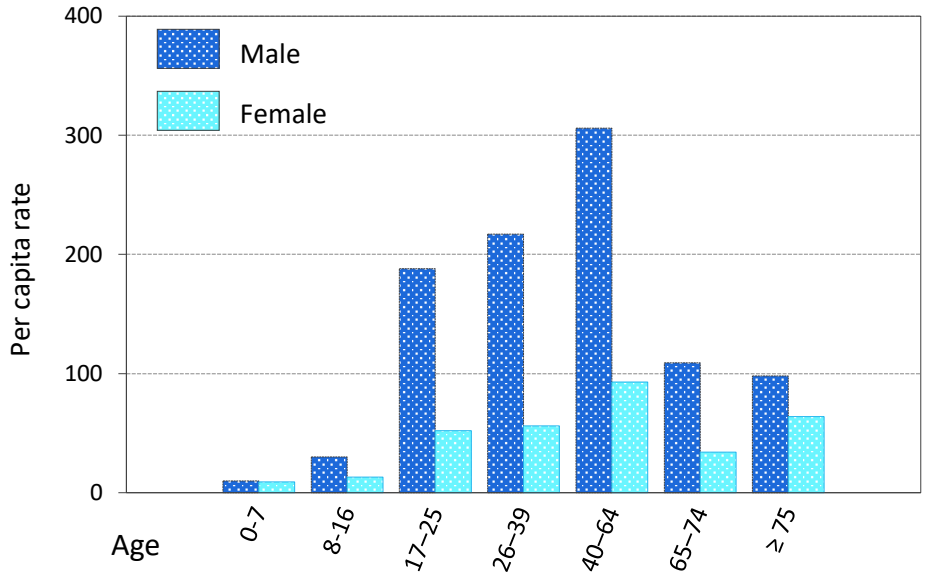
# Demographics

Per capita rates of deaths by age group over the last decade have been consistently highest for the 17 to 25 years age group and the 75 years+ age group.

In all age groups, except 0-7 years, the trends since a low in 2020 show increases.

In 2024, males accounted for 75% of all road deaths. This was an increase from 72% 10 years earlier. Rates of annual per capita deaths are also highest in males aged 17 to 25 (rate of 12.2 per 100,000) and males aged 75 years+ (rate of 10.3 per 100,000).

**Figure 4 - Per capita rate of deaths by age and gender (2024)**




Sources: ARDD 2025, ABS 2024a

The following pages contain statistical tables for a range of breakdowns of road deaths and hospitalisations. The structure is in five sections:

- Overview
- Safe Roads
- Safe Road Use
- Safe Vehicles
- Heavy vehicles

Throughout the document, the order of presentation is: rates of deaths per 100,000 population, total counts of deaths, rates of hospitalised injuries per 100,000 population and total counts of hospitalised injuries.

## Data sources

The tables on fatal road crashes presented in this report are based on two databases: the Australian Road Deaths Database (ARDD) and the National Research and Reporting Database (NRDD), formerly known as the National Crash Database.

The scope of the ARDD is all fatal road crashes in Australia. It comprises basic demographic and crash information only. It is updated each month. The tables in this report that present fatal crash data for 2015-2024 are based on the ARDD (refer to table source). The database is available at https://www.bitre.gov.au/statistics/safety/fatal_road_crash_database. The December 2024 update (published January 2025) was used for this publication.

The scope of the NRDD is all fatal and reported injury crashes across Australia. The NRRD contains greater detail than the ARDD, but is updated annually. The NRRD is the source for formal reporting on progress against the National Road Safety Strategy 2021-30 (https://www.roadsafety.gov.au/nrss).

The tables in this report that present fatal crash data for 2014-2023 are based on the NRRD (refer to table source).

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 a custom report provided by the Australian Institute of Health and Welfare (AIHW).

Data for First Nations road crash outcomes is sourced from a custom report provided by the Australian Bureau of Statistics.

Population data is sourced from the Australian Bureau of Statistics.

## Acknowledgements

The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts acknowledges the provision of data from the following agencies:

- Transport for New South Wales;
- VicRoads;
- Department of Transport and Main Roads, Queensland;
- Department of Planning, Transport and Infrastructure, South Australia;
- Western Australian Police;
- Department of State Growth, Tasmania;
- Department of Infrastructure, Planning and Logistics, Northern Territory;
- Transport Canberra and City Services Directorate, Australian Capital Territory;
- Australian Institute of Health and Welfare;
- Australian Bureau of Statistics.

# Section 1: Overview

**Figure 5 - Fatality rate per 100,000 population, with trend**

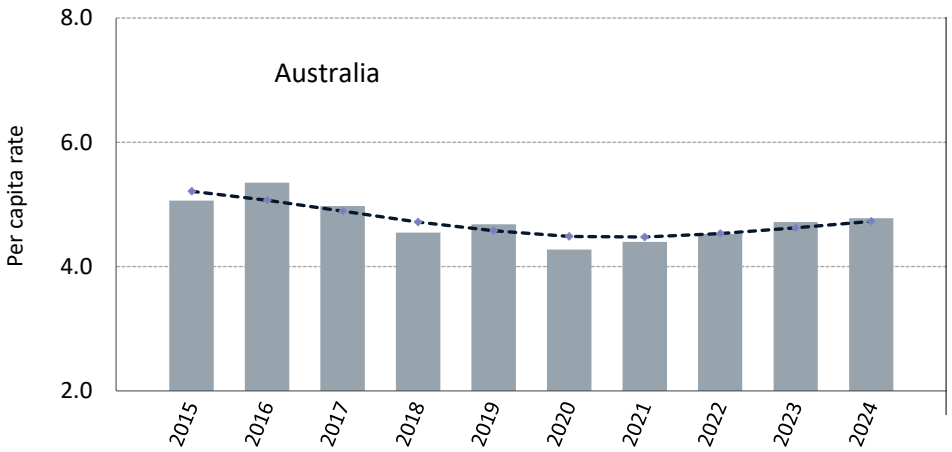



**Table 2 - Fatality rate per 100,000 population by jurisdiction**

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|---|---|---|---|---|---|---|---|---|
| **2015** | 4.6 | 4.2 | 5.1 | 6.0 | 6.3 | 6.6 | 20.0 | 3.8 | 5.1 |
| **2016** | 4.9 | 4.7 | 5.2 | 5.0 | 7.6 | 7.1 | 18.3 | 2.5 | 5.3 |
| **2017** | 5.0 | 4.1 | 5.0 | 5.8 | 6.2 | 6.1 | 12.5 | 1.2 | 5.0 |
| **2018** | 4.4 | 3.3 | 4.9 | 4.6 | 6.1 | 6.0 | 20.2 | 2.1 | 4.5 |
| **2019** | 4.4 | 4.1 | 4.3 | 6.5 | 6.1 | 5.3 | 14.6 | 1.4 | 4.7 |
| **2020** | 3.5 | 3.2 | 5.4 | 5.2 | 5.7 | 6.8 | 12.5 | 1.6 | 4.3 |
| **2021** | 3.4 | 3.5 | 5.3 | 5.5 | 6.0 | 6.3 | 14.1 | 2.4 | 4.4 |
| **2022** | 3.4 | 3.6 | 5.5 | 3.9 | 6.3 | 8.9 | 18.8 | 3.9 | 4.5 |
| **2023** | 4.1 | 4.3 | 5.1 | 6.3 | 5.5 | 6.1 | 12.2 | 0.9 | 4.7 |
| **2024** | 4.0 | 4.0 | 5.4 | 4.8 | 6.2 | 5.6 | 22.7 | 2.3 | 4.8 |
| **% change 2023-2024** | **-1.7** | **-7.3** | **6.6** | **-23.3** | **13.9** | **-8.8** | **85.6** | **170.5** | **1.2** |

Sources ARDD 2025, ABS 2024a

**Figure 6 - Fatality rate per 100,000 population by jurisdiction, with trend**

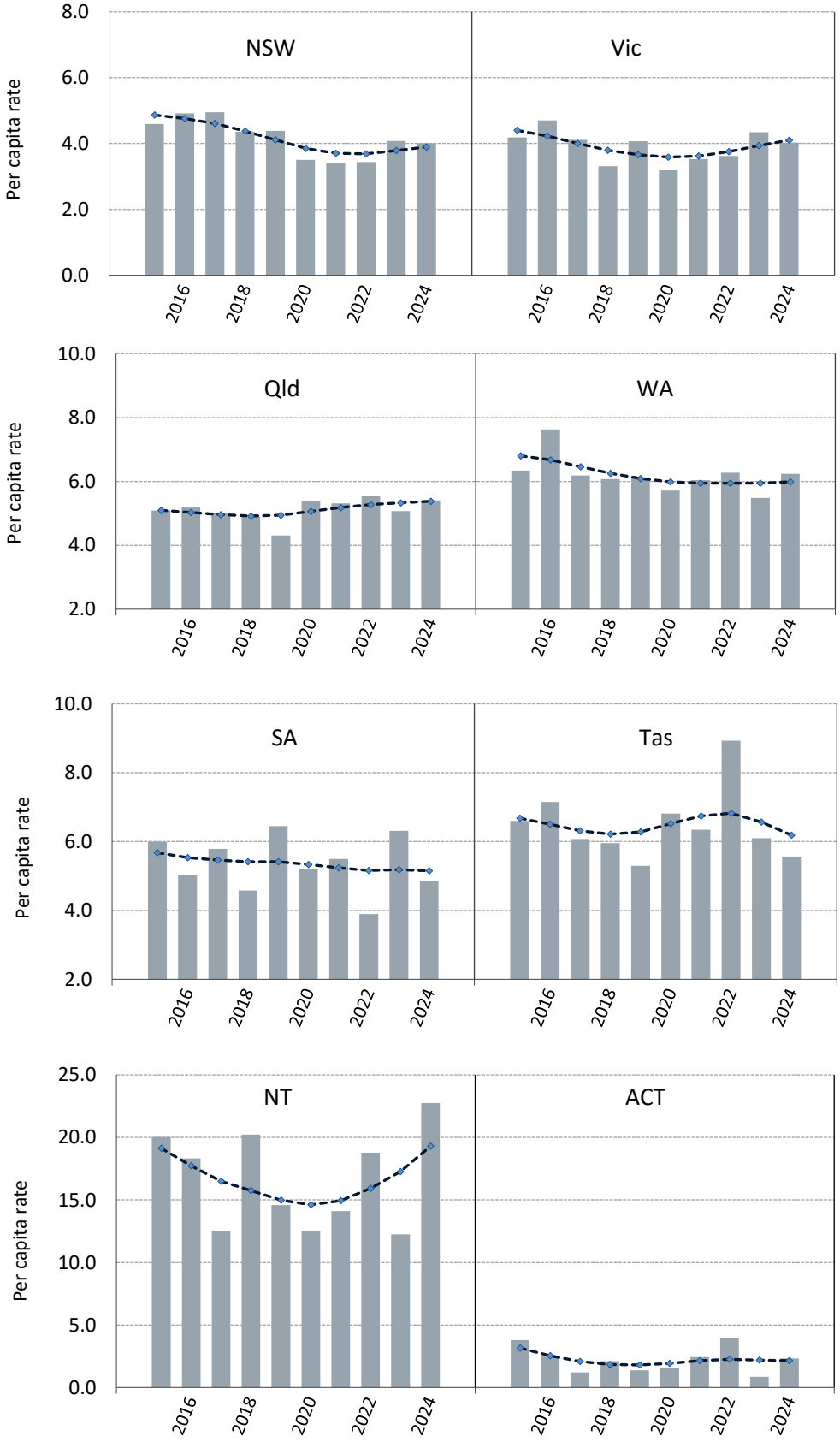


**Figure 7 - Total deaths, with trend**

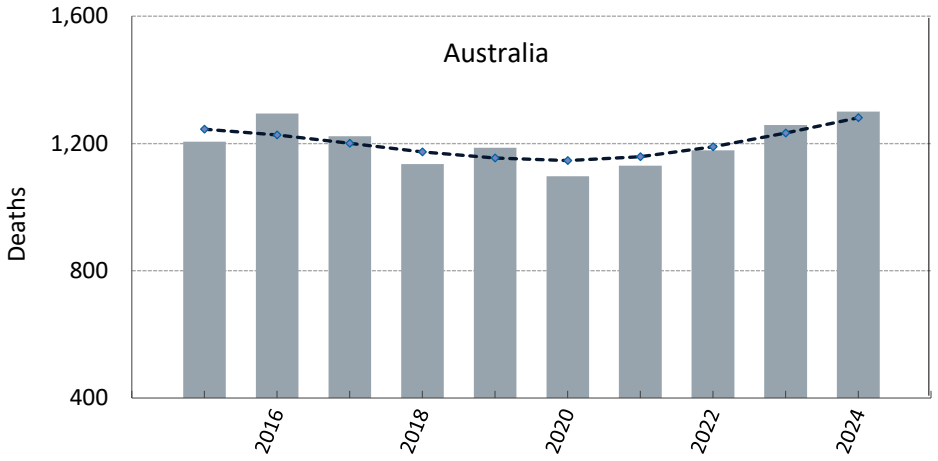
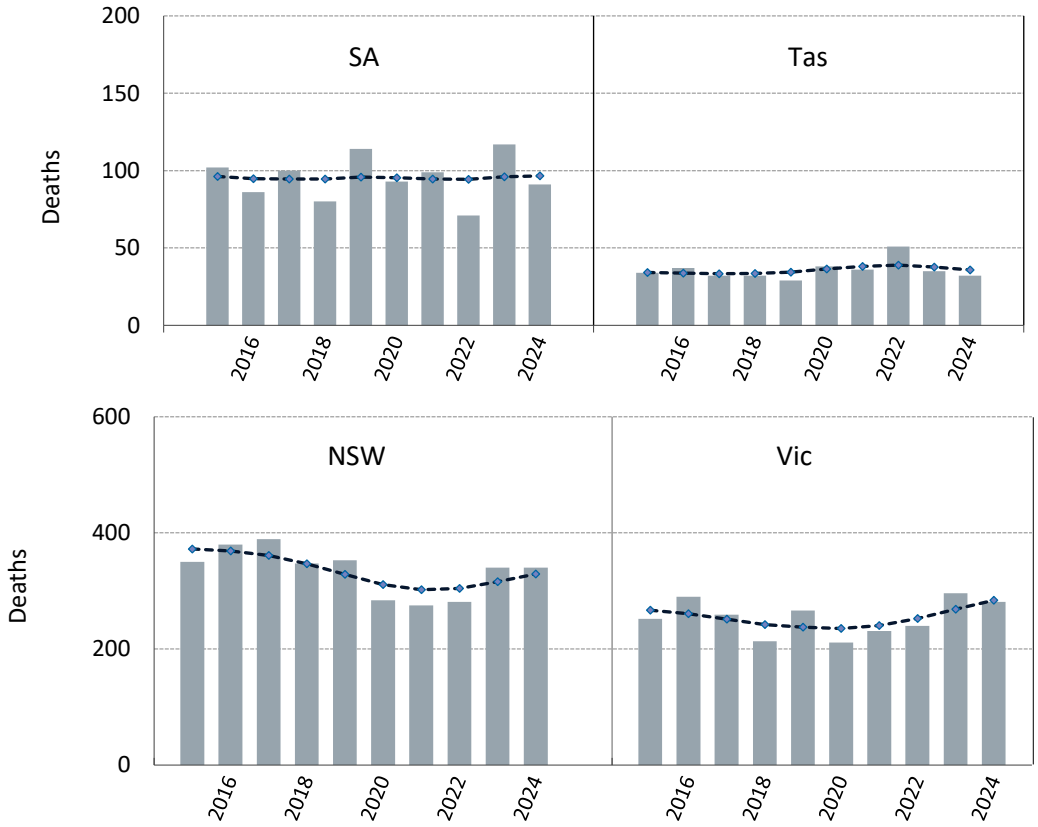



**Figure 8 - Annual deaths by jurisdiction, with trends**



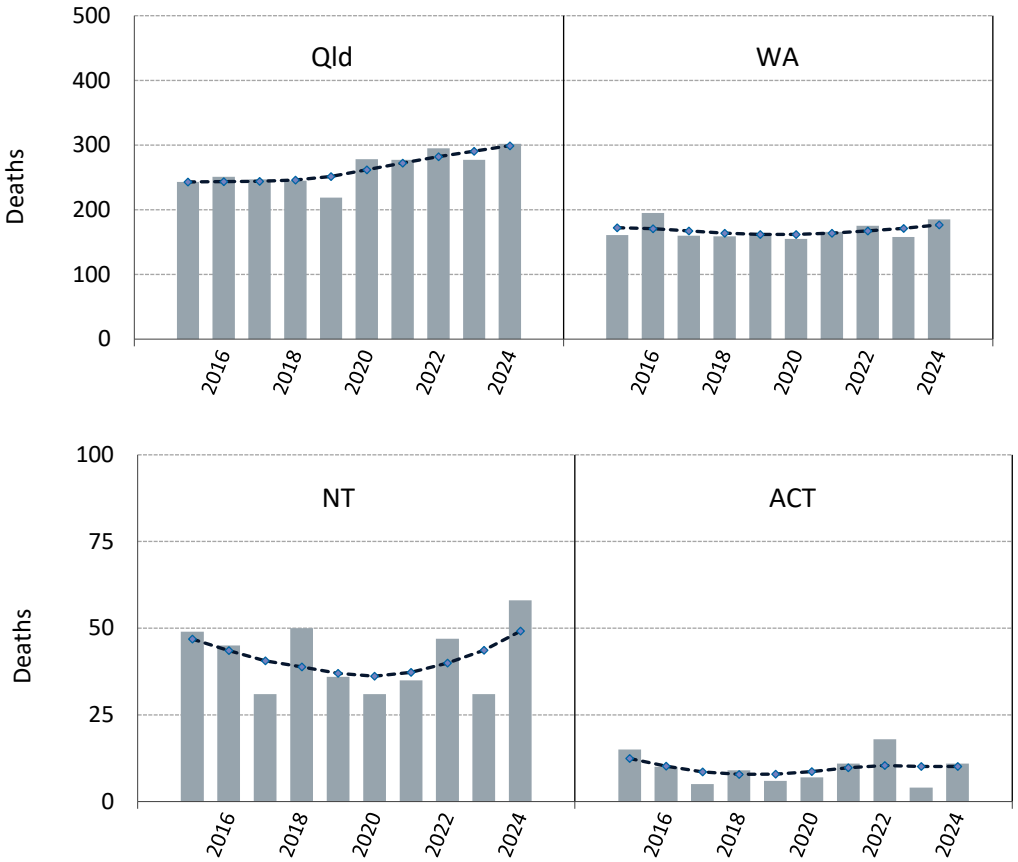



**Table 3 - Deaths by jurisdiction**

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|---|---|---|---|---|---|---|---|---|
| **2015** | 350 | 252 | 243 | 102 | 161 | 34 | 49 | 15 | 1,206 |
| **2016** | 380 | 290 | 251 | 86 | 195 | 37 | 45 | 10 | 1,294 |
| **2017** | 389 | 259 | 247 | 100 | 160 | 32 | 31 | 5 | 1,223 |
| **2018** | 347 | 213 | 245 | 80 | 159 | 32 | 50 | 9 | 1,135 |
| **2019** | 353 | 266 | 219 | 114 | 163 | 29 | 36 | 6 | 1,186 |
| **2020** | 284 | 211 | 278 | 93 | 155 | 38 | 31 | 7 | 1,097 |
| **2021** | 275 | 231 | 277 | 99 | 166 | 36 | 35 | 11 | 1,130 |
| **2022** | 281 | 240 | 295 | 71 | 175 | 51 | 47 | 18 | 1,178 |
| **2023** | 340 | 296 | 277 | 117 | 158 | 35 | 31 | 4 | 1,258 |
| **2024** | 340 | 281 | 302 | 91 | 185 | 32 | 58 | 11 | 1,300 |
| **% change 2023-2024** | **0.0** | **-5.1** | **9.0** | **-22.2** | **17.1** | **-8.6** | **87.1** | **175.0** | **3.3** |

Source ARDD 2025

**Figure 9 - Historical deaths and fatality rate**

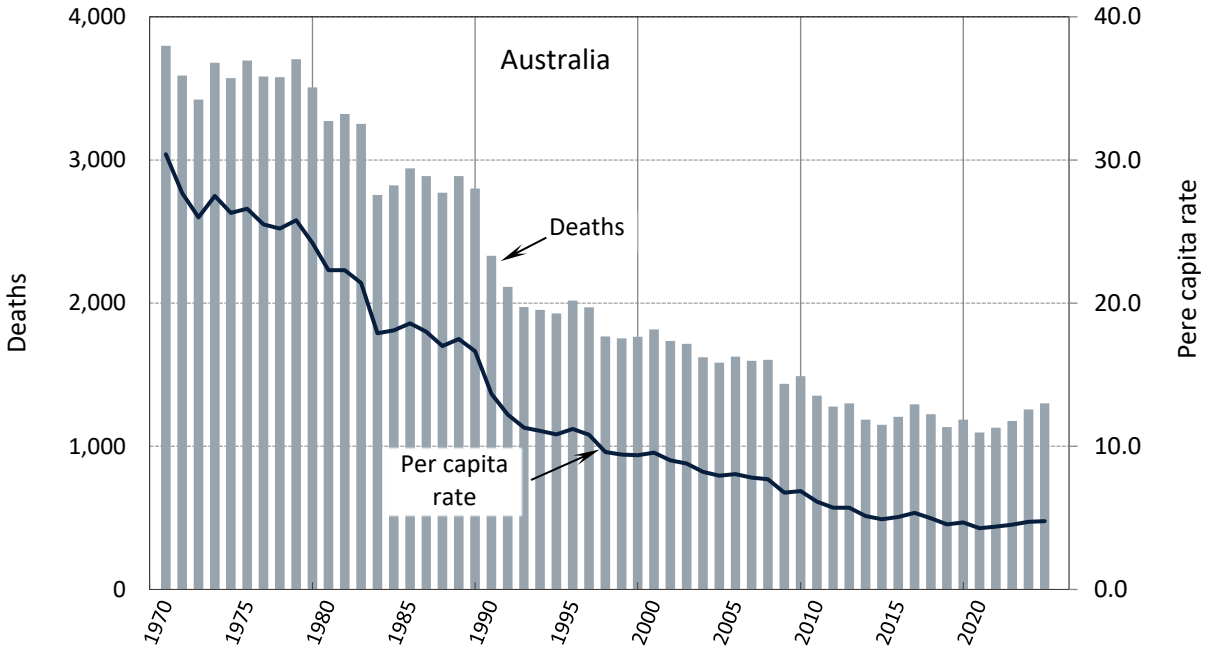



**Table 4 - Historical deaths and fatality rate per 100,000 population**

| Year | Australia deaths | Australia rate / 100,000 |
|---|---|---|
| **1970** | 3,798 | 30.4 |
| **1971** | 3,590 | 27.7 |
| **1972** | 3,422 | 26.0 |
| **1973** | 3,679 | 27.5 |
| **1974** | 3,572 | 26.3 |
| **1975** | 3,694 | 26.6 |
| **1976** | 3,583 | 25.5 |
| **1977** | 3,578 | 25.2 |
| **1978** | 3,705 | 25.8 |
| **1979** | 3,508 | 24.2 |
| **1980** | 3,272 | 22.3 |
| **1981** | 3,321 | 22.3 |
| **1982** | 3,252 | 21.4 |
| **1983** | 2,755 | 17.9 |
| **1984** | 2,822 | 18.1 |
| **1985** | 2,941 | 18.6 |

| Year | Australia deaths | Australia rate / 100,000 |
|---|---|---|
| **1986** | 2,888 | 18.0 |
| **1987** | 2,772 | 17.0 |
| **1988** | 2,887 | 17.5 |
| **1989** | 2,800 | 16.7 |
| **1990** | 2,331 | 13.7 |
| **1991** | 2,113 | 12.2 |
| **1992** | 1,974 | 11.3 |
| **1993** | 1,953 | 11.1 |
| **1994** | 1,928 | 10.8 |
| **1995** | 2,017 | 11.2 |
| **1996** | 1,970 | 10.8 |
| **1997** | 1,767 | 9.6 |
| **1998** | 1,755 | 9.4 |
| **1999** | 1,764 | 9.4 |
| **2000** | 1,817 | 9.5 |
| **2001** | 1,737 | 9.0 |
| **2002** | 1,715 | 8.8 |
| **2003** | 1,621 | 8.2 |
| **2004** | 1,583 | 7.9 |
| **2005** | 1,627 | 8.1 |
| **2006** | 1,598 | 7.8 |
| **2007** | 1,603 | 7.7 |
| **2008** | 1,437 | 6.8 |
| **2009** | 1,491 | 6.9 |
| **2010** | 1,353 | 6.1 |
| **2011** | 1,277 | 5.7 |
| **2012** | 1,300 | 5.7 |
| **2013** | 1,186 | 5.1 |
| **2014** | 1,150 | 4.9 |
| **2015** | 1,206 | 5.1 |
| **2016** | 1,294 | 5.3 |

| Year | Australia deaths | Australia rate / 100,000 |
|---|---|---|
| **2017** | 1,223 | 5.0 |
| **2018** | 1,135 | 4.5 |
| **2019** | 1,186 | 4.7 |
| **2020** | 1,097 | 4.3 |
| **2021** | 1,130 | 4.4 |
| **2022** | 1,178 | 4.5 |
| **2023** | 1,258 | 4.7 |
| **2024** | 1,300 | 4.8 |

Sources ARDD 2025, BITRE 2010

**Figure 10 - Hospitalised Injury rate per 100,000 population, with trend**

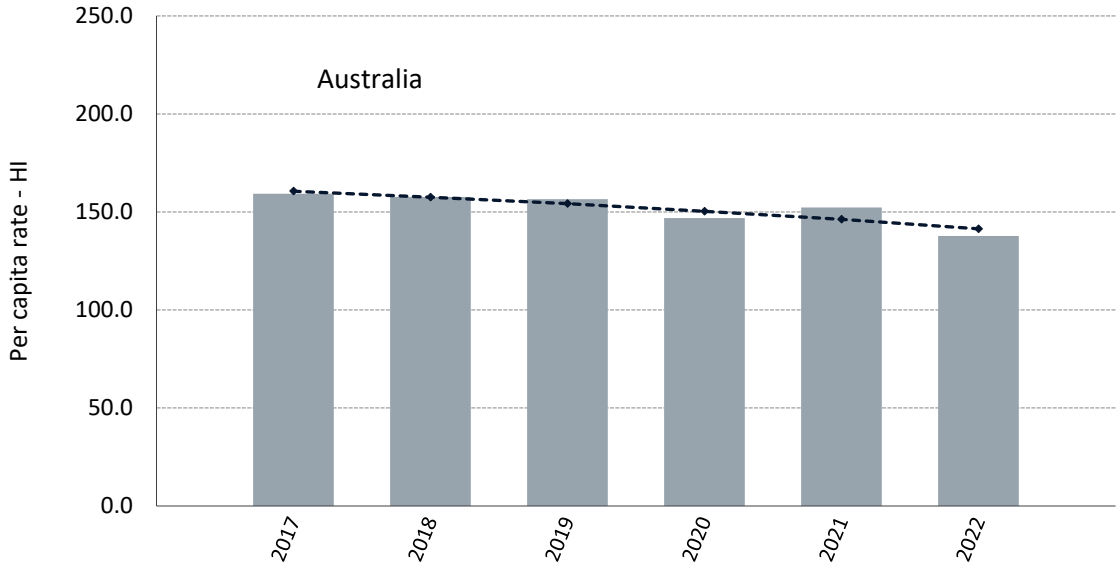



**Table 5 - Hospitalised Injury rate per 100,000 population**

| Year | Australia |
|---|---|
| **2017** | 159.2 |
| **2018** | 157.7 |
| **2019** | 156.5 |
| **2020** | 146.8 |
| **2021** | 152.3 |
| **2022** | 137.7 |
| **% change 2021-2022** | **-9.6** |

Sources AIHW 2025, ABS 2024a

**Figure 11 - Annual Hospitalised Injuries, with trend**

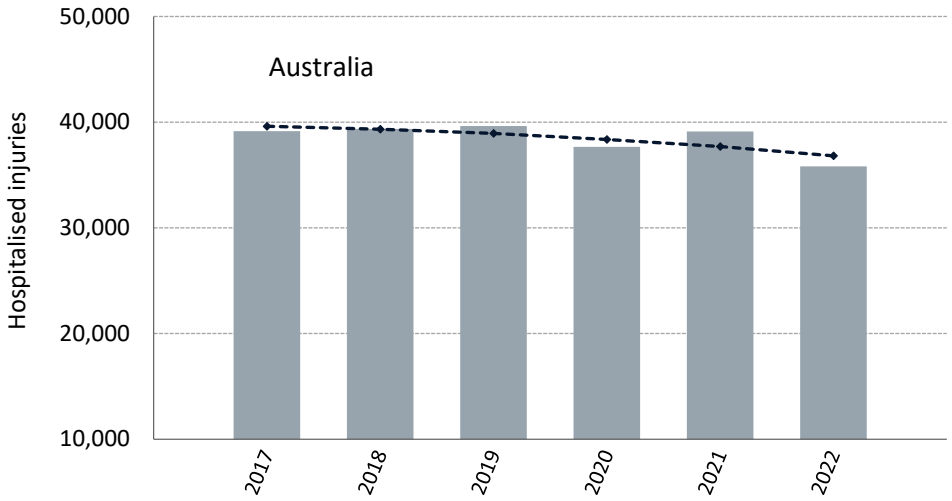



**Table 6 - Hospitalised Injuries**

| Year | Australia |
|---|---|
| **2017** | 39,155 |
| **2018** | 39,360 |
| **2019** | 39,643 |
| **2020** | 37,654 |
| **2021** | 39,112 |
| **2022** | 35,815 |
| **% change 2021-2022** | **-8.4** |

Source AIHW 2025

**Figure 12 - Fatality rate per 100,000 population by age group, with trend**

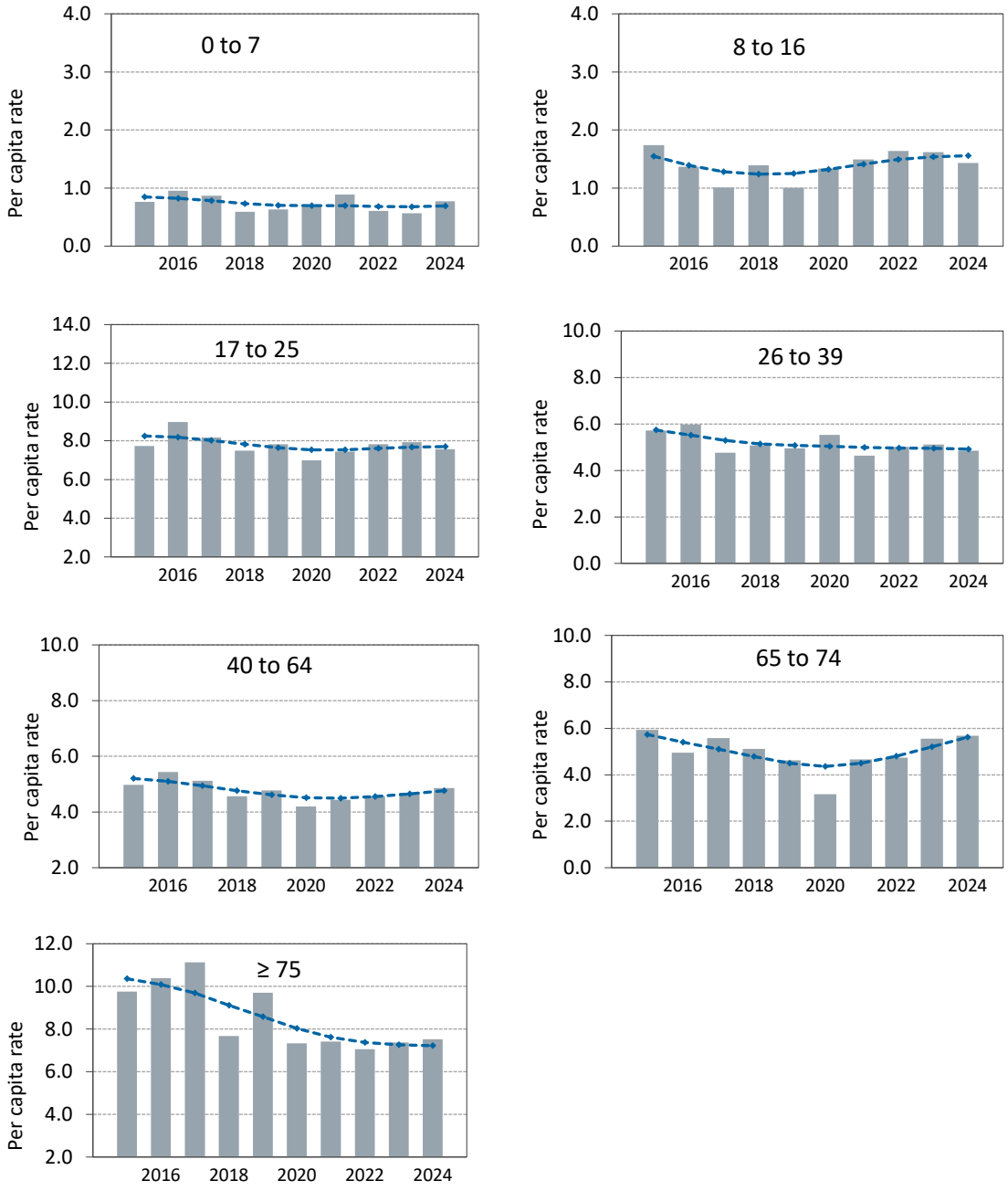
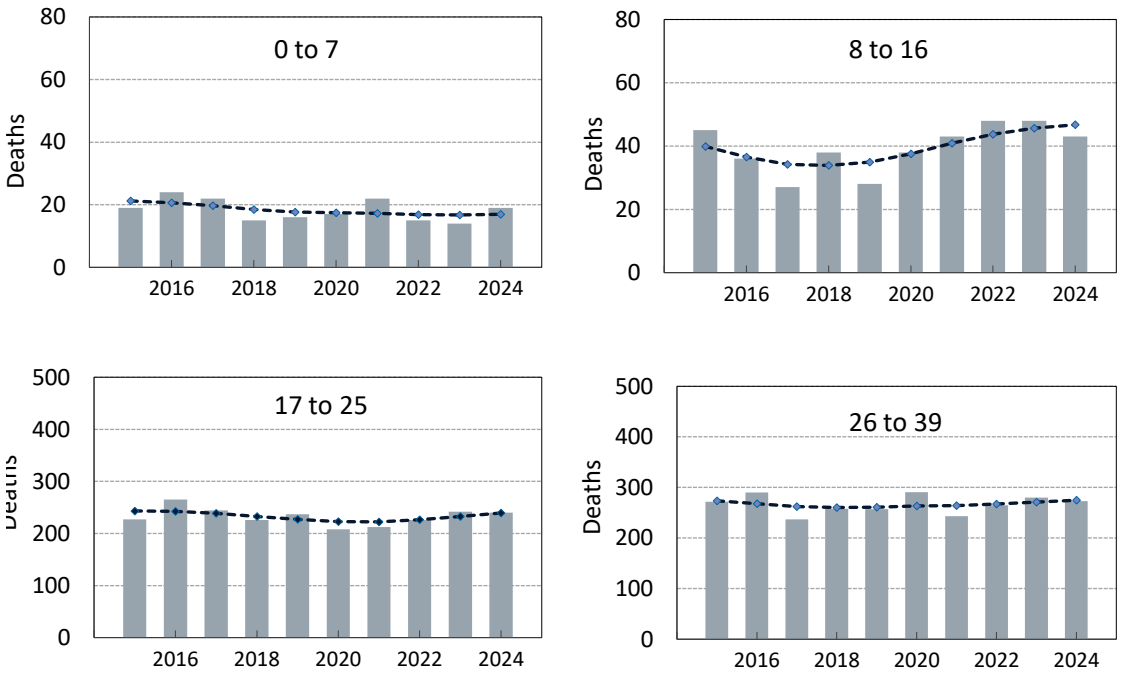


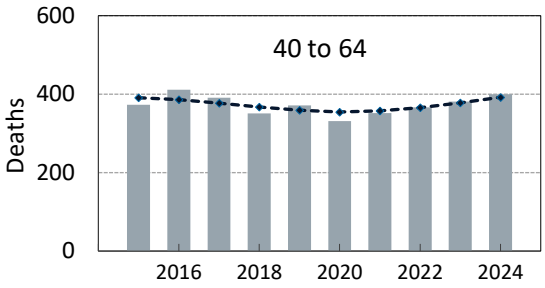
**Table 7 - Fatality rate per 100,000 population by age group**

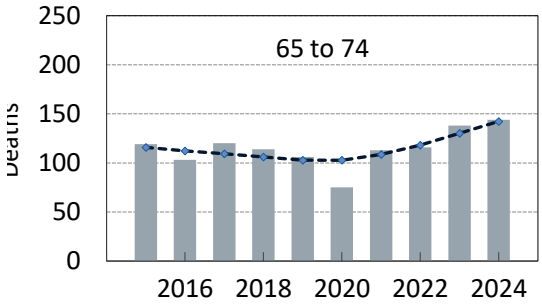
| Year | 0-7 years | 8-16 years | 17-25 years | 26-39 years | 40-64 years | 65-74 years | ≥ 75 years | Total[a] |
|---|---|---|---|---|---|---|---|---|
| **2015** | 0.8 | 1.7 | 7.7 | 5.7 | 5.0 | 5.9 | 9.8 | 5.1 |
| **2016** | 1.0 | 1.4 | 9.0 | 6.0 | 5.4 | 4.9 | 10.4 | 5.3 |
| **2017** | 0.9 | 1.0 | 8.2 | 4.8 | 5.1 | 5.6 | 11.1 | 5.0 |
| **2018** | 0.6 | 1.4 | 7.5 | 5.1 | 4.6 | 5.1 | 7.7 | 4.5 |
| **2019** | 0.6 | 1.0 | 7.8 | 5.0 | 4.8 | 4.6 | 9.7 | 4.7 |
| **2020** | 0.7 | 1.3 | 7.0 | 5.5 | 4.2 | 3.2 | 7.3 | 4.3 |
| **2021** | 0.9 | 1.5 | 7.4 | 4.6 | 4.4 | 4.7 | 7.4 | 4.4 |
| **2022** | 0.6 | 1.6 | 7.8 | 5.0 | 4.6 | 4.7 | 7.1 | 4.5 |
| **2023** | 0.6 | 1.6 | 7.9 | 5.1 | 4.7 | 5.6 | 7.4 | 4.7 |
| **2024** | 0.8 | 1.4 | 7.6 | 4.8 | 4.9 | 5.7 | 7.5 | 4.8 |
| **% change 2023-2024** | **36.2** | **-11.5** | **-4.5** | **-5.1** | **3.5** | **2.4** | **2.0** | **1.2** |

a Includes cases where age is unknown.
Sources ARDD 2025, ABS 2024a

**Figure 13 - Deaths by age group, with trends**





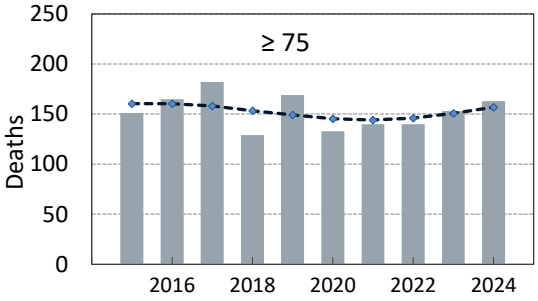




**Table 8 - Deaths by age group**

| Year | 0-7 years | 8-16 years | 17-25 years | 26-39 years | 40-64 years | 65-74 years | ≥ 75 years | Total[a] |
|---|---|---|---|---|---|---|---|---|
| **2015** | 19 | 45 | 227 | 272 | 373 | 119 | 151 | 1,206 |
| **2016** | 24 | 36 | 265 | 290 | 411 | 103 | 165 | 1,294 |
| **2017** | 22 | 27 | 244 | 237 | 391 | 120 | 182 | 1,223 |
| **2018** | 15 | 38 | 226 | 258 | 351 | 114 | 129 | 1,135 |
| **2019** | 16 | 28 | 237 | 257 | 371 | 106 | 169 | 1,186 |
| **2020** | 17 | 38 | 208 | 291 | 331 | 75 | 133 | 1,097 |
| **2021** | 22 | 43 | 212 | 243 | 352 | 113 | 140 | 1,130 |
| **2022** | 15 | 48 | 226 | 265 | 366 | 116 | 140 | 1,178 |
| **2023** | 14 | 48 | 242 | 280 | 381 | 138 | 153 | 1,258 |
| **2024** | 19 | 43 | 240 | 273 | 400 | 144 | 163 | 1,300 |
| **% change 2023-2024** | **35.7** | **-10.4** | **-0.8** | **-2.5** | **5.0** | **4.3** | **6.5** | **3.3** |

a Includes cases where age is unknown.
Sources ARDD 2025, ABS 2024a

**Figure 14 - Hospitalised injury rate per 100,000 population by age group, with trends**

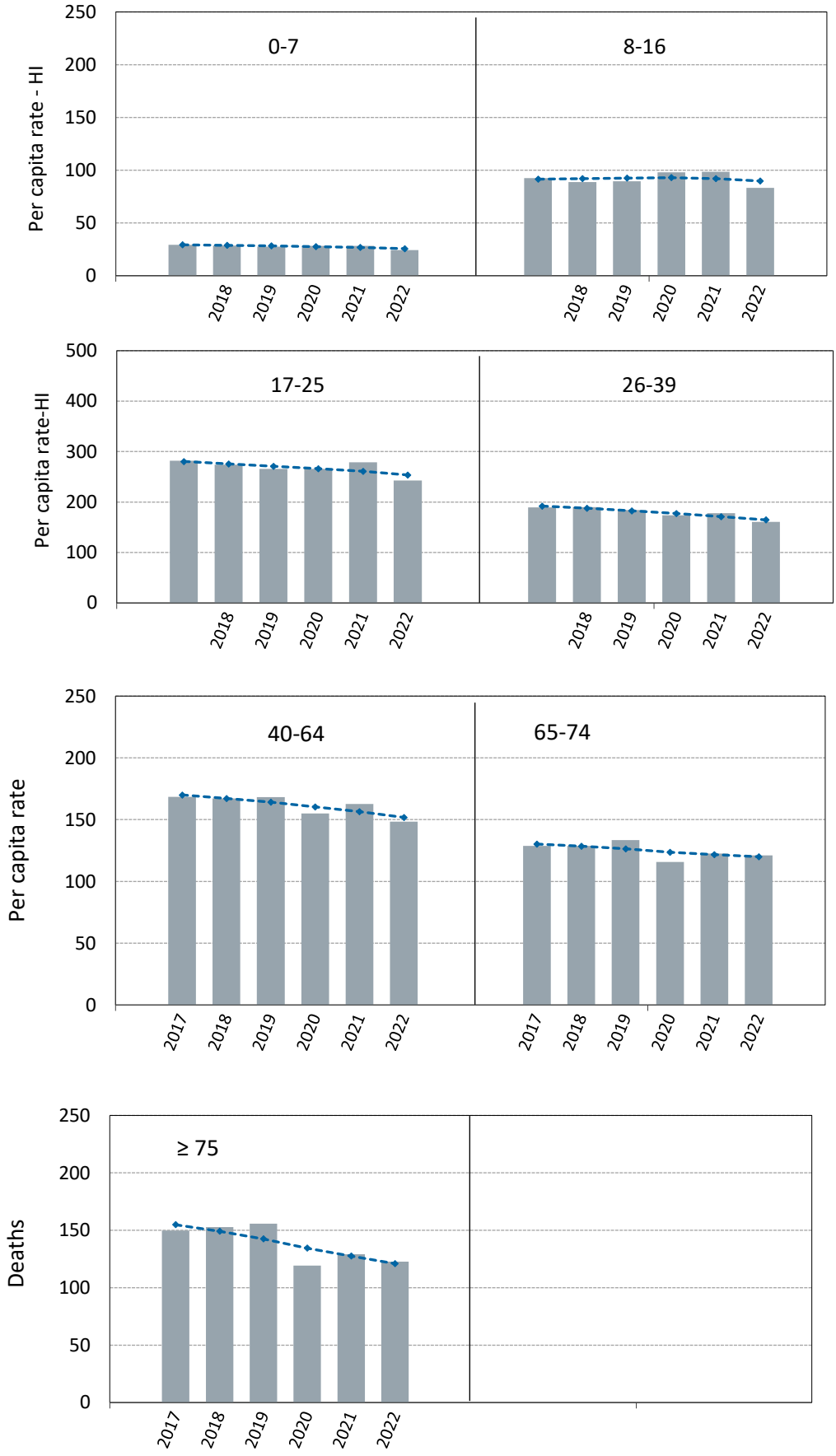


**Table 9 - Hospitalised injury rate per 100,000 population by age group**

| Year | 0-7 years | 8-16 years | 17-25 years | 26-39 years | 40-64 years | 65-74 years | ≥ 75 years | Total |
|---|---|---|---|---|---|---|---|---|
| **2017** | 29.2 | 92.6 | 282.0 | 189.7 | 168.5 | 128.8 | 149.7 | 159.2 |
| **2018** | 28.6 | 88.8 | 274.0 | 189.8 | 167.1 | 128.8 | 152.8 | 157.7 |
| **2019** | 27.7 | 89.5 | 265.6 | 184.1 | 168.3 | 133.4 | 155.8 | 156.5 |
| **2020** | 28.3 | 97.9 | 265.5 | 173.6 | 155.1 | 115.7 | 119.2 | 146.8 |
| **2021** | 28.3 | 98.6 | 278.8 | 178.1 | 162.6 | 122.6 | 129.1 | 152.3 |
| **2022** | 24.3 | 83.4 | 242.7 | 160.5 | 148.3 | 121.2 | 122.8 | 137.7 |
| **2023** | 29.2 | 92.6 | 282.0 | 189.7 | 168.5 | 128.8 | 149.7 | 159.2 |
| **2024** | 28.6 | 88.8 | 274.0 | 189.8 | 167.1 | 128.8 | 152.8 | 157.7 |
| **% change 2023-2024** | **-14.0** | **-15.4** | **-13.0** | **-9.9** | **-8.8** | **-1.2** | **-4.9** | **-9.6** |

Sources: AIHW 2025, ABS 2024a

**Figure 15 - Deaths by road user, with trends**

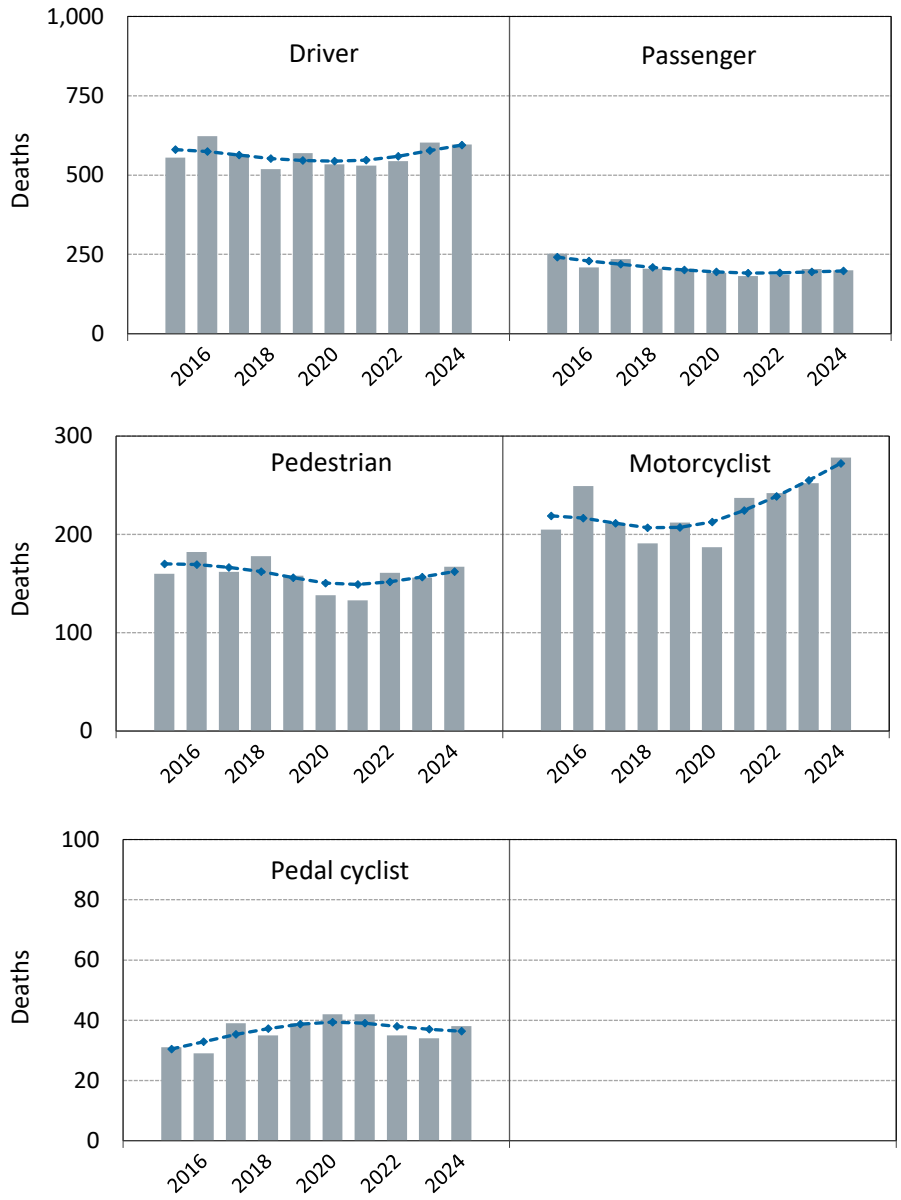


**Table 10 - Deaths by road user**

| Year | Driver | Passenger | Pedestrian | Motorcyclist | Pedal cyclist[a] | Total |
|---|---|---|---|---|---|---|
| **2015** | 555 | 252 | 160 | 205 | 31 | 1206 |
| **2016** | 623 | 209 | 182 | 249 | 29 | 1294 |
| **2017** | 566 | 235 | 162 | 211 | 39 | 1223 |
| **2018** | 519 | 205 | 178 | 191 | 35 | 1135 |
| **2019** | 569 | 205 | 158 | 212 | 39 | 1186 |
| **2020** | 534 | 192 | 138 | 187 | 42 | 1097 |
| **2021** | 530 | 182 | 133 | 237 | 42 | 1130 |
| **2022** | 544 | 186 | 161 | 242 | 35 | 1178 |
| **2023** | 602 | 204 | 156 | 252 | 34 | 1258 |
| **2024** | 596 | 200 | 167 | 278 | 38 | 1300 |
| **% change 2023-2024** | **-1.0** | **-2.0** | **7.1** | **10.3** | **11.8** | **3.3** |

a Includes pillion passengers.
Source ARDD 2025

**Figure 16 - Hospitalised injuries by road user, with trends**

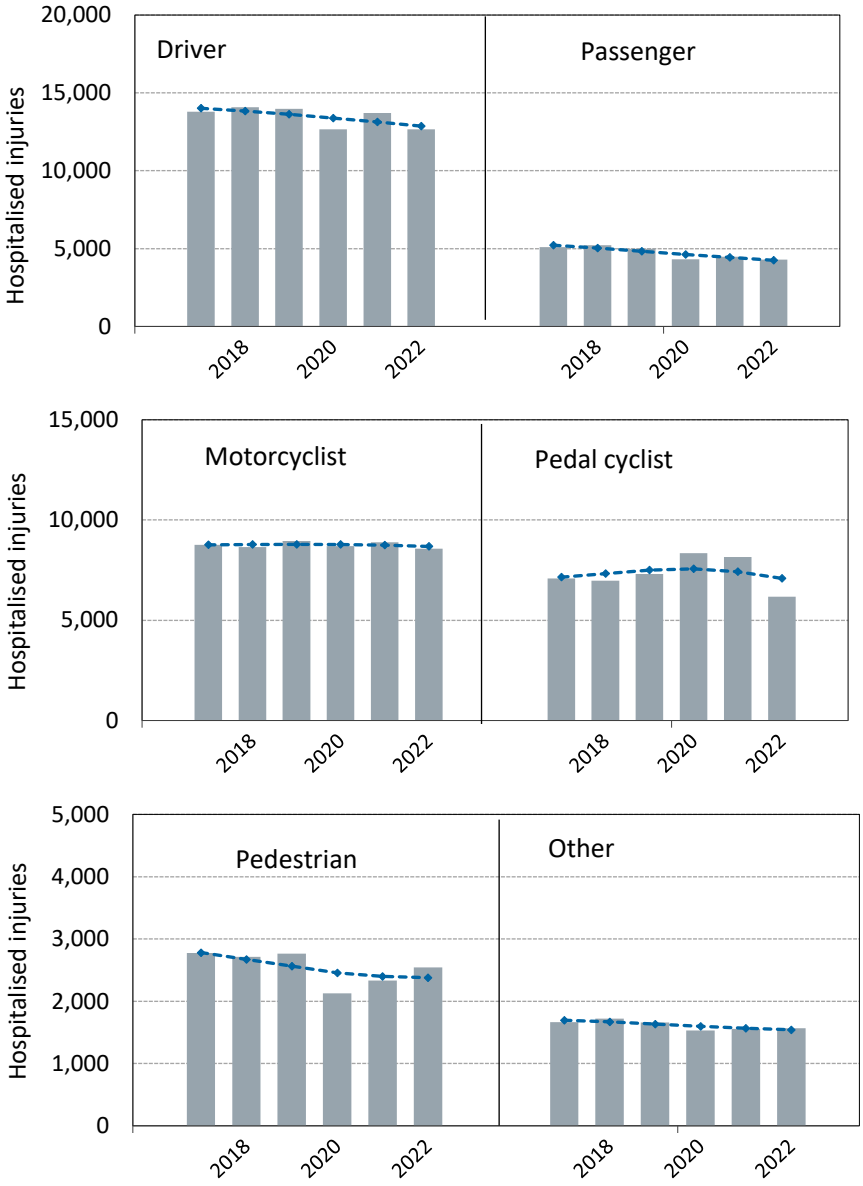


**Table 11 - Hospitalised injuries by road user**

| Year | Driver | Passenger | Pedestrian | Motorcyclist[a] | Pedal cyclist[a] | Other[b] | Total |
|---|---|---|---|---|---|---|---|
| **2017** | 13,781 | 5,087 | 2,773 | 8,764 | 7,085 | 1,665 | 39,155 |
| **2018** | 14,087 | 5,214 | 2,715 | 8,651 | 6,971 | 1,722 | 39,360 |
| **2019** | 13,971 | 4,985 | 2,763 | 8,954 | 7,309 | 1,661 | 39,643 |
| **2020** | 12,651 | 4,311 | 2,125 | 8,694 | 8,340 | 1,533 | 37,654 |
| **2021** | 13,710 | 4,468 | 2,334 | 8,882 | 8,161 | 1,557 | 39,112 |
| **2022** | 12,664 | 4,297 | 2,541 | 8,575 | 6,172 | 1,566 | 35,815 |
| **% change 2021-2022** | **-7.6** | **-3.8** | **8.9** | **-3.5** | **-24.4** | **0.6** | **-8.4** |

a Includes pillion passengers.
b Comprises passenger car—unknown position, heavy truck—unknown position, bus occupants, light commercial occupants and unknown.
Source ARDD 2025

**Figure 17 – Fatality rate per 100,000 population by age and gender, 2024**

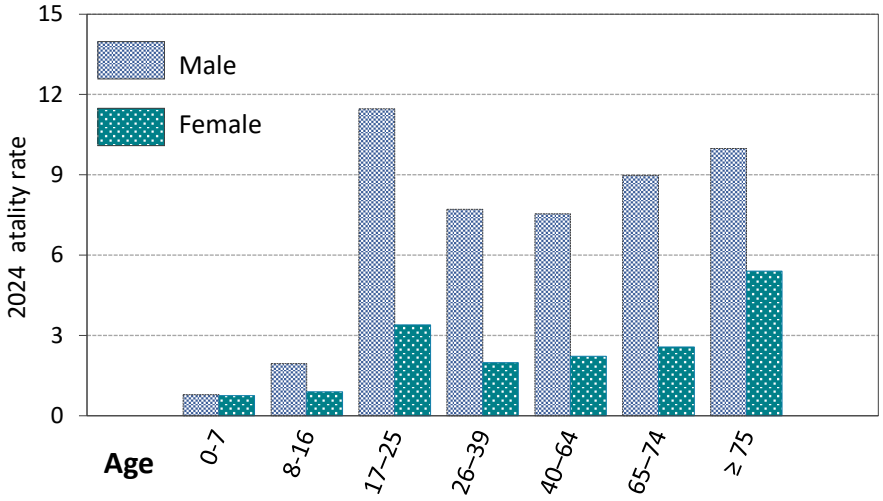



**Figure 18 - Deaths by age and gender, 2024**

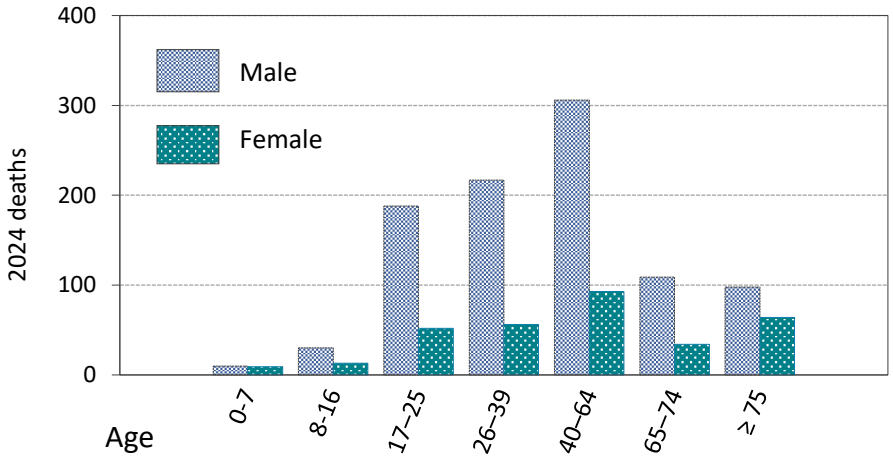



**Figure 19 - Deaths by road user and gender, 2024**

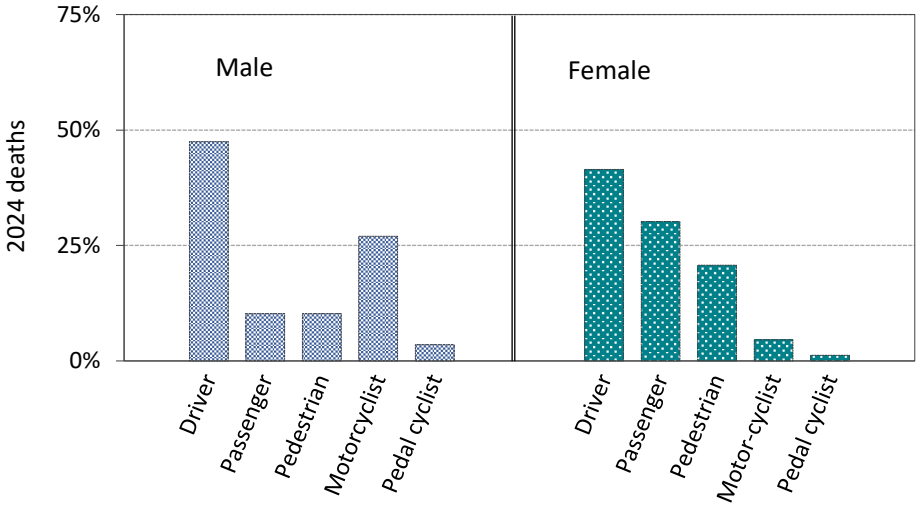


**Table 12 - Fatality rate per 100,000 population by age group, Males**

| Males, Year | 0-7 years | 8-16 years | 17-25 years | 26-39 years | 40-64 years | 65-74 years | ≥ 75 years | Total[a] |
|---|---|---|---|---|---|---|---|---|
| **2015** | 0.9 | 2.0 | 11.4 | 9.0 | 7.6 | 7.9 | 13.3 | 7.3 |
| **2016** | 1.2 | 1.9 | 13.4 | 9.3 | 8.5 | 6.4 | 15.7 | 8.0 |
| **2017** | 1.1 | 1.2 | 12.7 | 7.5 | 7.8 | 8.3 | 15.0 | 7.4 |
| **2018** | 0.8 | 1.8 | 11.2 | 8.0 | 6.9 | 7.4 | 11.3 | 6.8 |
| **2019** | 0.7 | 1.2 | 12.5 | 7.9 | 7.8 | 6.3 | 14.5 | 7.2 |
| **2020** | 0.3 | 1.6 | 9.9 | 8.4 | 6.8 | 4.3 | 10.3 | 6.2 |
| **2021** | 1.3 | 2.1 | 11.9 | 7.6 | 6.8 | 7.2 | 9.7 | 6.7 |
| **2022** | 0.9 | 2.3 | 10.9 | 7.9 | 7.0 | 7.5 | 10.1 | 6.7 |
| **2023** | 0.4 | 2.4 | 12.0 | 7.8 | 7.7 | 8.5 | 10.5 | 7.2 |
| **2024** | 0.8 | 1.9 | 11.5 | 7.7 | 7.6 | 9.0 | 10.0 | 7.2 |
| **% change 2023-2024** | 100.8 | -17.6 | -4.8 | -1.4 | -1.7 | 6.1 | -4.5 | -0.6 |
| **Ave. trend change p.a. (%)** | -5.3 | 3.4 | -0.9 | -1.4 | -0.9 | 1.3 | -4.9 | -0.9 |

a Includes cases where age is unknown.
Sources ARDD 2025 and ABS 2024a

**Table 13 - Fatality rate per 100,000 population by age group, Females**

| Females, Year | 0-7 years | 8-16 years | 17-25 years | 26-39 years | 40-64 years | 65-74 years | ≥ 75 years | Total[a] |
|---|---|---|---|---|---|---|---|---|
| **2015** | 0.7 | 1.5 | 3.9 | 2.5 | 2.4 | 4.0 | 7.0 | 2.8 |
| **2016** | 0.7 | 0.9 | 4.4 | 2.7 | 2.5 | 3.5 | 6.3 | 2.8 |
| **2017** | 0.6 | 0.8 | 3.5 | 2.0 | 2.5 | 2.9 | 8.2 | 2.6 |
| **2018** | 0.2 | 1.0 | 3.6 | 2.2 | 2.2 | 2.9 | 4.8 | 2.3 |
| **2019** | 0.6 | 0.8 | 2.8 | 2.0 | 1.9 | 3.1 | 5.9 | 2.2 |
| **2020** | 1.1 | 1.1 | 3.9 | 2.7 | 1.7 | 2.0 | 5.0 | 2.3 |
| **2021** | 0.5 | 0.9 | 2.8 | 1.7 | 2.2 | 2.2 | 5.6 | 2.1 |
| **2022** | 0.3 | 0.9 | 4.5 | 2.1 | 2.2 | 2.2 | 4.6 | 2.3 |
| **2023** | 0.7 | 0.8 | 3.5 | 2.4 | 1.8 | 2.9 | 4.8 | 2.3 |
| **2024** | 0.8 | 0.9 | 3.4 | 2.0 | 2.2 | 2.6 | 5.4 | 2.4 |
| **% change 2023-2024** | 0.3 | 7.0 | -3.6 | -17.4 | 23.9 | -10.0 | 11.6 | 5.4 |
| **Ave. trend change p.a. (%)** | 1.0 | -2.5 | -1.2 | -1.8 | -2.3 | -4.8 | -4.1 | -2.2 |

a Includes cases where age is unknown.
Sources ARDD 2025 and ABS 2024a

**Table 14 - Deaths per 100,000 population by age group, Males**

| Males, Year | 0-7 years | 8-16 years | 17-25 years | 26-39 years | 40-64 years | 65-74 years | ≥ 75 years | Total[a] |
|---|---|---|---|---|---|---|---|---|
| **2015** | 11 | 26 | 171 | 213 | 280 | 78 | 89 | 868 |
| **2016** | 15 | 25 | 202 | 224 | 316 | 66 | 108 | 956 |
| **2017** | 14 | 17 | 193 | 186 | 294 | 88 | 107 | 899 |
| **2018** | 11 | 25 | 173 | 202 | 263 | 81 | 84 | 842 |
| **2019** | 9 | 17 | 195 | 204 | 297 | 70 | 112 | 904 |
| **2020** | 4 | 23 | 151 | 220 | 262 | 50 | 83 | 793 |
| **2021** | 16 | 31 | 174 | 197 | 264 | 85 | 82 | 853 |
| **2022** | 11 | 35 | 163 | 207 | 275 | 88 | 90 | 870 |
| **2023** | 5 | 36 | 190 | 214 | 307 | 101 | 98 | 953 |
| **2024** | 10 | 30 | 188 | 217 | 306 | 109 | 98 | 967 |
| **% change 2023-2024** | 100.0 | -16.7 | -1.1 | 1.4 | -0.3 | 7.9 | 0.0 | 1.5 |
| **Ave. trend change p.a. (%)** | -5.6 | 5.2 | -0.4 | 0.2 | 0.1 | 3.6 | -0.6 | 0.4 |

a Includes cases where age is unknown.
Sources ARDD 2025 and ABS 2024a

**Table 15 - Deaths per 100,000 population by age group, Females**

| Females, Year | 0-7 years | 8-16 years | 17-25 years | 26-39 years | 40-64 years | 65-74 years | ≥ 75 years | Total[a] |
|---|---|---|---|---|---|---|---|---|
| **2015** | 8 | 19 | 56 | 59 | 93 | 41 | 62 | 338 |
| **2016** | 8 | 11 | 63 | 66 | 95 | 37 | 57 | 337 |
| **2017** | 8 | 10 | 51 | 51 | 97 | 32 | 75 | 324 |
| **2018** | 3 | 13 | 53 | 56 | 88 | 33 | 45 | 292 |
| **2019** | 7 | 11 | 42 | 53 | 74 | 36 | 57 | 282 |
| **2020** | 13 | 15 | 57 | 71 | 69 | 25 | 50 | 300 |
| **2021** | 6 | 12 | 38 | 46 | 88 | 28 | 58 | 276 |
| **2022** | 4 | 13 | 63 | 57 | 91 | 28 | 50 | 307 |
| **2023** | 9 | 12 | 52 | 66 | 74 | 37 | 55 | 305 |
| **2024** | 9 | 13 | 52 | 56 | 93 | 34 | 64 | 328 |
| **% change 2023-2024** | 0.0 | 8.3 | 0.0 | -15.2 | 25.7 | -8.1 | 16.4 | 7.5 |
| **Ave. trend change p.a. (%)** | 0.7 | -0.9 | -1.0 | -0.1 | -1.3 | -1.9 | -0.8 | -0.8 |

a Includes cases where age is unknown.
Sources ARDD 2025 and ABS 2024a

**Table 16 - Deaths by road user, Males**

| Males, Year | Driver | Passenger | Pedestrian | Motor-cyclist | Pedal cyclist | Total[a] |
|---|---|---|---|---|---|---|
| **2015** | 423 | 119 | 105 | 189 | 29 | 868 |
| **2016** | 475 | 99 | 121 | 233 | 26 | 956 |
| **2017** | 432 | 121 | 108 | 198 | 34 | 899 |
| **2018** | 400 | 107 | 119 | 184 | 30 | 842 |
| **2019** | 455 | 105 | 106 | 202 | 34 | 904 |
| **2020** | 398 | 94 | 89 | 174 | 34 | 793 |
| **2021** | 409 | 90 | 86 | 226 | 37 | 853 |
| **2022** | 389 | 109 | 105 | 229 | 32 | 870 |
| **2023** | 458 | 113 | 104 | 240 | 33 | 953 |
| **2024** | 459 | 99 | 99 | 261 | 34 | 967 |
| **% change 2023-2024** | 0.2 | -12.4 | -4.8 | 8.8 | 3.0 | 1.5 |
| **Ave. trend change p.a. (%)** | -0.1 | -1.1 | -1.7 | 2.6 | 2.1 | 0.4 |

a Includes cases where road user is unknown.
Source ARDD 2025

**Table 17 - Deaths by road user, Females**

| Females, Year | Driver | Passenger | Pedestrian | Motor-cyclist | Pedal cyclist | Total[a] |
|---|---|---|---|---|---|---|
| **2015** | 132 | 133 | 55 | 16 | 2 | 338 |
| **2016** | 148 | 109 | 61 | 16 | 3 | 337 |
| **2017** | 134 | 114 | 54 | 13 | 5 | 324 |
| **2018** | 119 | 97 | 59 | 7 | 5 | 292 |
| **2019** | 114 | 100 | 52 | 10 | 5 | 282 |
| **2020** | 136 | 98 | 45 | 13 | 8 | 300 |
| **2021** | 121 | 91 | 47 | 11 | 5 | 276 |
| **2022** | 155 | 77 | 56 | 12 | 3 | 307 |
| **2023** | 144 | 91 | 52 | 12 | 1 | 305 |
| **2024** | 136 | 99 | 68 | 15 | 4 | 328 |
| **% change 2023-2024** | -5.6 | 8.8 | 30.8 | 25.0 | 300.0 | 7.5 |
| **Ave. trend change p.a. (%)** | 0.6 | -3.6 | 0.1 | -0.8 | -2.1 | -0.8 |

a Includes cases where road user is unknown.
Source ARDD 2025

# Section 2: Safe roads

**Figure 20 - Fatality rate per 100,000 population by Remoteness Area, with trends**

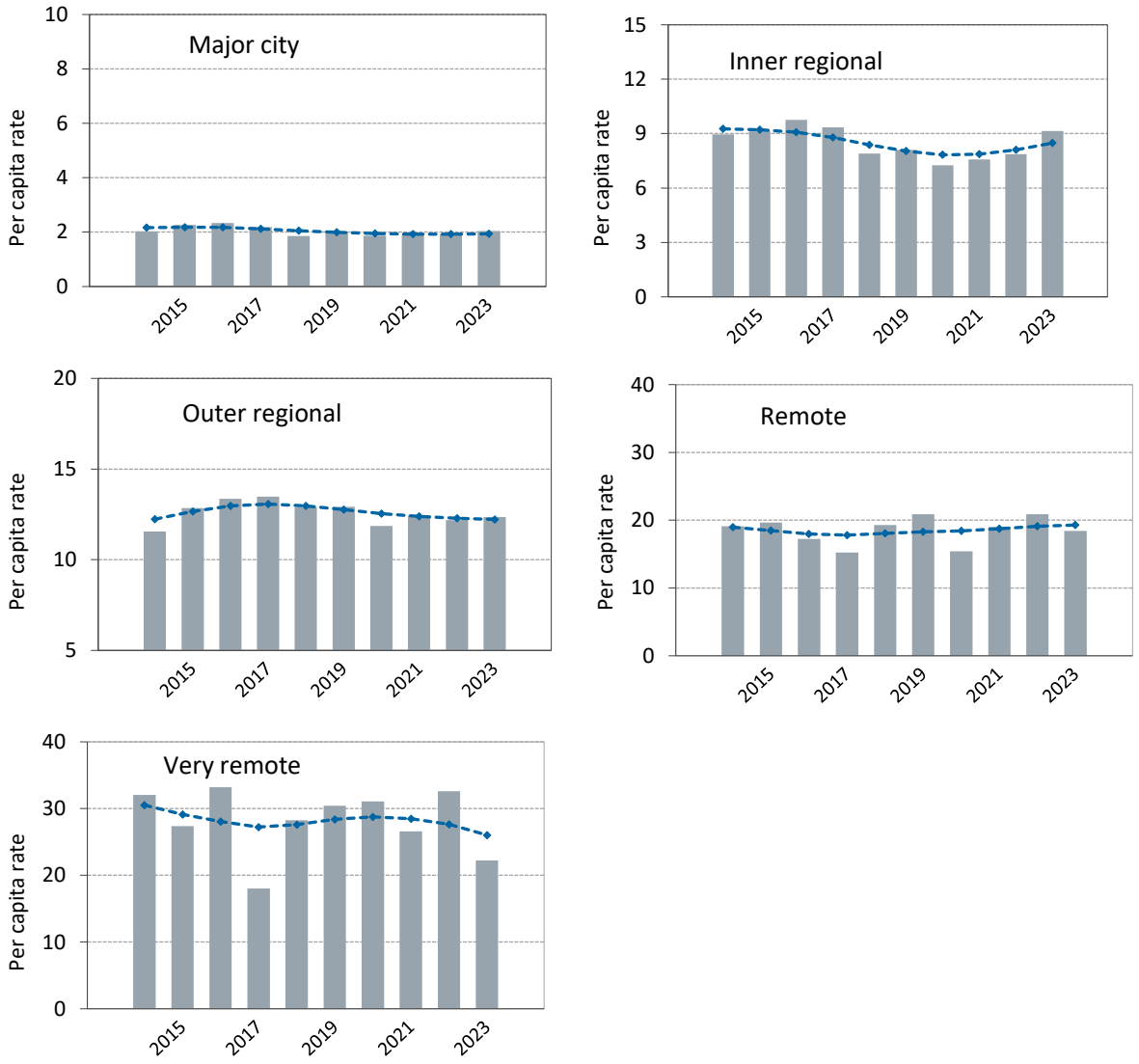


**Table 18 - Fatality rate per 100,000 by Remoteness Area**

| Year | Major cities | Inner regional | Outer regional | Remote | Very remote | Australia |
|---|---|---|---|---|---|---|
| **2014** | 2.0 | 8.9 | 11.6 | 19.1 | 32.0 | 4.6 |
| **2015** | 2.3 | 9.1 | 12.9 | 19.7 | 27.4 | 4.8 |
| **2016** | 2.3 | 9.8 | 13.4 | 17.2 | 33.2 | 5.0 |
| **2017** | 2.2 | 9.4 | 13.5 | 15.2 | 18.0 | 4.7 |
| **2018** | 1.9 | 7.9 | 12.9 | 19.3 | 28.3 | 4.3 |
| **2019** | 2.0 | 8.1 | 12.9 | 20.9 | 30.4 | 4.4 |
| **2020** | 1.9 | 7.2 | 11.9 | 15.4 | 31.1 | 4.0 |
| **2021** | 1.9 | 7.6 | 12.4 | 19.0 | 26.6 | 4.2 |
| **2022** | 1.9 | 7.9 | 12.2 | 20.9 | 32.6 | 4.3 |
| **2023** | 2.0 | 9.1 | 12.4 | 18.4 | 22.2 | 4.5 |
| **% change 2022-2023** | **6.3** | **16.1** | **1.4** | **-11.8** | **-75.2** | **4.1** |

Sources ABS 2024b, NRRD 2025

**Figure 21 - Deaths by Remoteness Area, with trends**

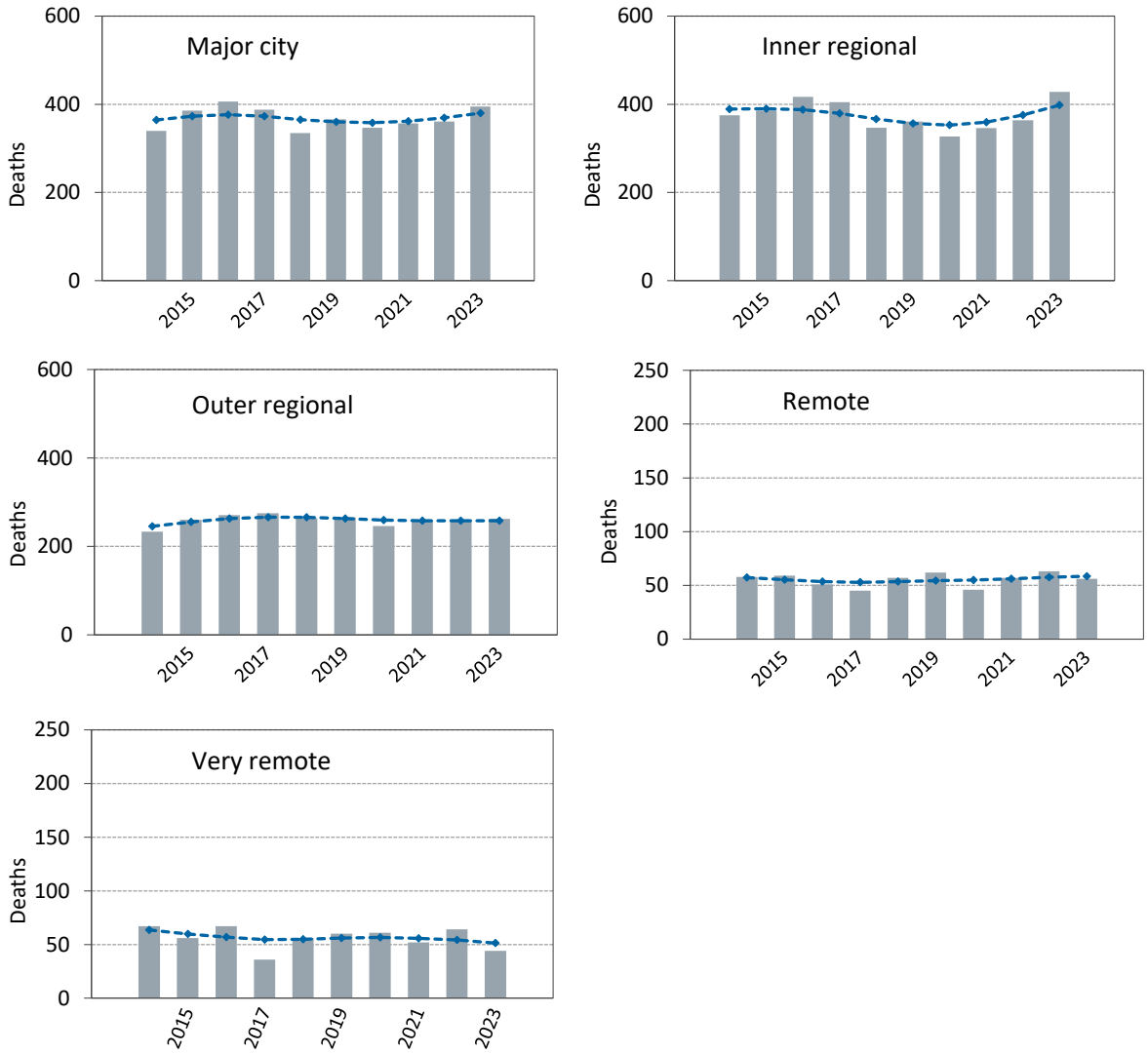


**Table 19 - Deaths by Remoteness Area**

| Year | Major cities | Inner regional | Outer regional | Remote | Very remote | Australia |
|---|---|---|---|---|---|---|
| **2014** | 340 | 375 | 233 | 58 | 67 | 1,087 |
| **2015** | 386 | 386 | 260 | 59 | 56 | 1,151 |
| **2016** | 406 | 417 | 271 | 51 | 67 | 1,219 |
| **2017** | 388 | 405 | 275 | 45 | 36 | 1,157 |
| **2018** | 335 | 347 | 264 | 57 | 56 | 1,063 |
| **2019** | 366 | 361 | 266 | 62 | 60 | 1,119 |
| **2020** | 347 | 327 | 246 | 46 | 61 | 1,034 |
| **2021** | 357 | 346 | 259 | 57 | 52 | 1,080 |
| **2022** | 361 | 364 | 256 | 63 | 64 | 1,112 |
| **2023** | 395 | 428 | 262 | 56 | 44 | 1,186 |
| **% change 2022-2023** | **9.4** | **17.6** | **2.3** | **-11.1** | **-31.3** | **6.7** |

Sources ABS 2024b, NRRD 2025

**Figure 22 - Hospitalised injury rate per 100,000 population by Remoteness Area, with trends**

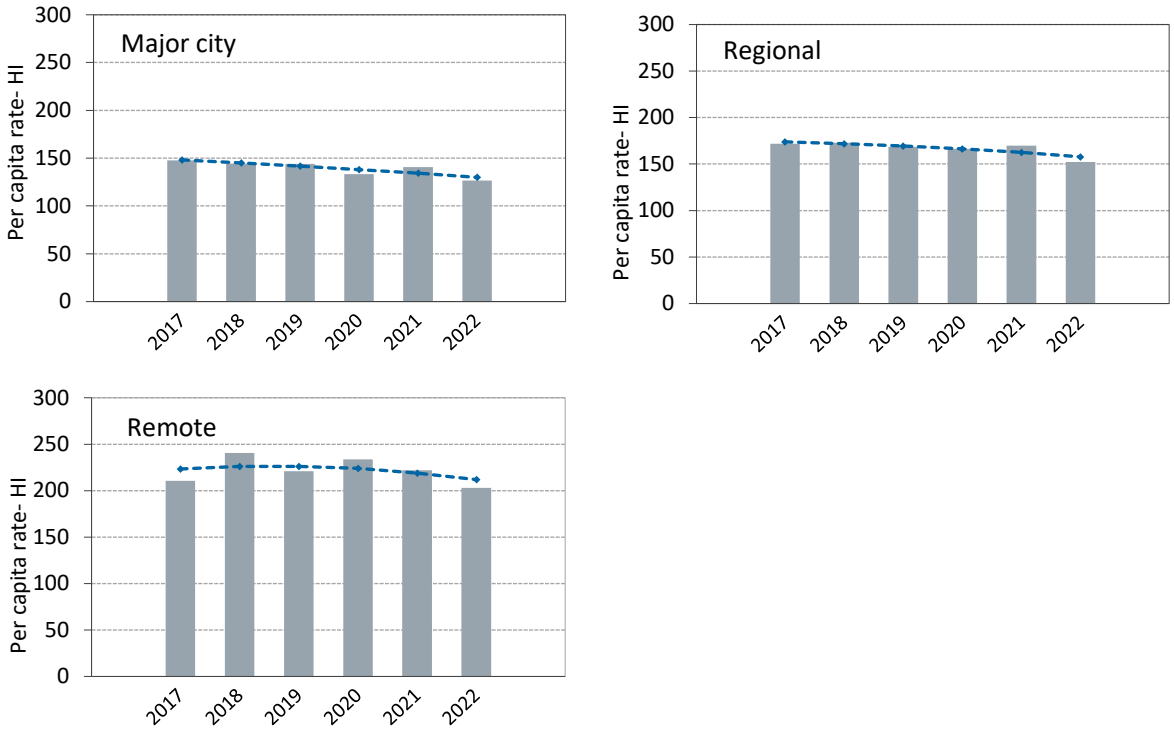



**Table 20 - Hospitalised injury rate per 100,000 population by Remoteness Area**

| Year | Major cities | Regional | Remote | Australia[a] |
|---|---|---|---|---|
| **2017** | 147.7 | 172.0 | 210.6 | 159.2 |
| **2018** | 144.3 | 173.0 | 240.5 | 157.7 |
| **2019** | 144.1 | 168.5 | 220.7 | 156.5 |
| **2020** | 133.2 | 166.4 | 233.5 | 146.8 |
| **2021** | 140.7 | 169.9 | 221.8 | 152.3 |
| **2022** | 126.7 | 152.1 | 203.0 | 137.7 |
| **% change 2022-2023** | -9.9 | -10.5 | -8.5 | -9.6 |
| **Ave. trend change p.a. (%)** | -2.6 | -1.9 | -1.1 | -2.5 |

a Includes cases where Remoteness area is unknown.
Sources AIHW 2025, ABS 2024b
Note Hospitalised injury data is only available in the three Remoteness groups shown.

**Figure 23 - Hospitalised injuries by Remoteness Area, with trends**

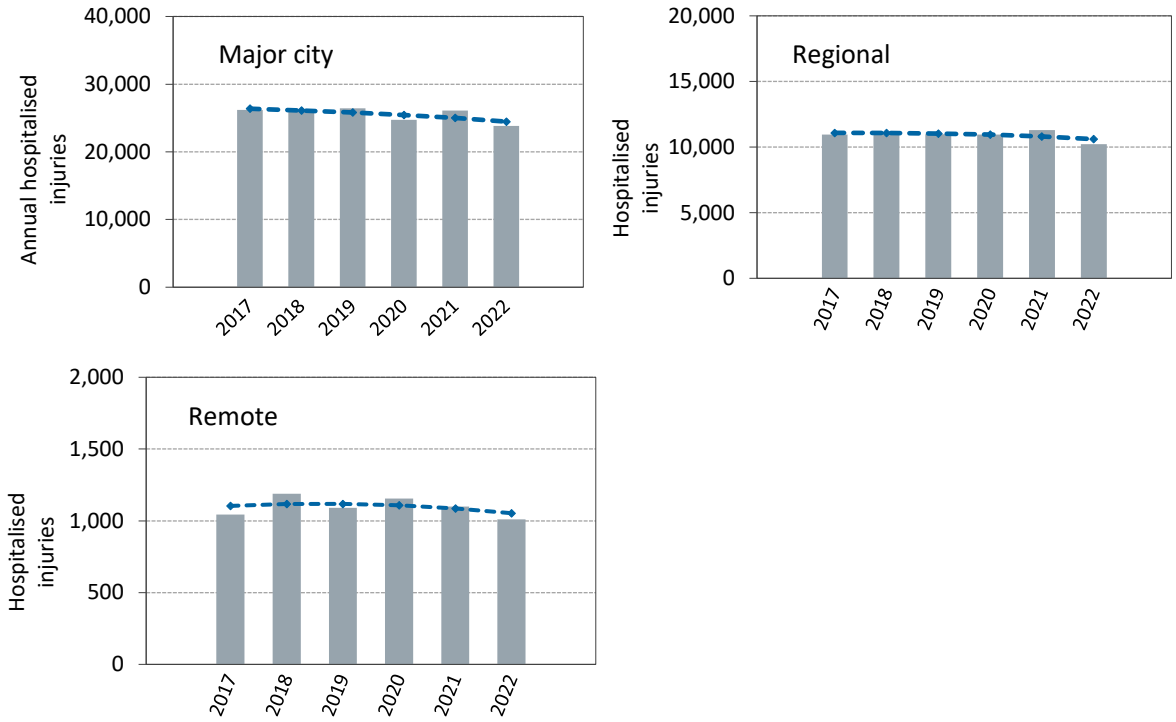



**Table 21 - Hospitalised injuries by Remoteness Area**

| Year | Major cities | Regional | Remote | Australia[a] |
|---|---|---|---|---|
| **2017** | 26,179 | 10,958 | 1,043 | 39,155 |
| **2018** | 26,013 | 11,142 | 1,188 | 39,360 |
| **2019** | 26,409 | 10,974 | 1,090 | 39,643 |
| **2020** | 24,732 | 10,952 | 1,155 | 37,654 |
| **2021** | 26,096 | 11,294 | 1,099 | 39,112 |
| **2022** | 23,818 | 10,226 | 1,011 | 35,815 |
| **% change 2021-2022** | **-8.7** | **-9.5** | **-8.0** | **-8.4** |

a Includes cases where Remoteness area is unknow.n.
Sources AIHW 2025, ABS 2024b
Note Hospitalised injury data is only available in the three Remoteness groups shown.

**Figure 24 - Deaths by posted speed limit (last 5 years)**

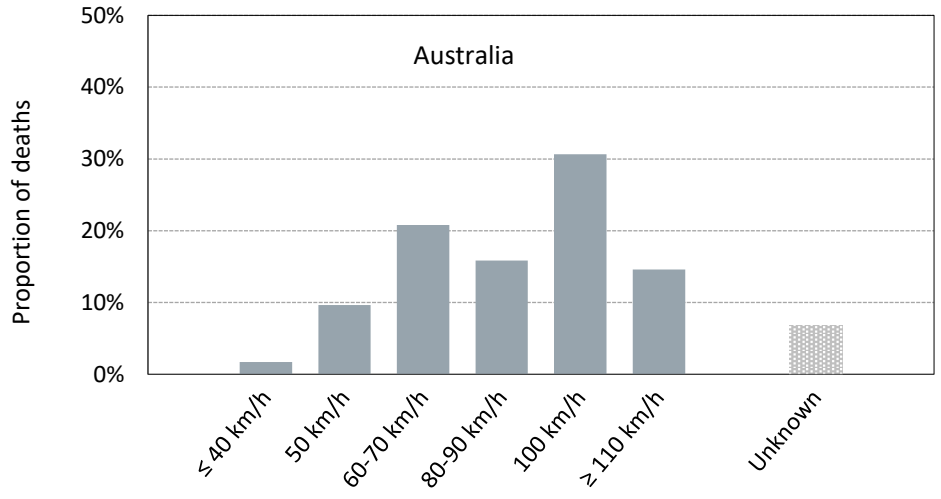



**Table 22 - Deaths by posted speed limit**

| Year | ≤ 40 km/h | 50 km/h | 60-70 km/h | 80-90 km/h | 100 km/h | ≥110 km/h | Total[a] |
|---|---|---|---|---|---|---|---|
| **2014** | 15 | 95 | 237 | 169 | 381 | 174 | 1,150 |
| **2015** | 17 | 104 | 264 | 197 | 382 | 166 | 1,205 |
| **2016** | 18 | 120 | 247 | 224 | 396 | 202 | 1,296 |
| **2017** | 30 | 131 | 250 | 183 | 376 | 177 | 1,222 |
| **2018** | 13 | 115 | 221 | 158 | 359 | 180 | 1,135 |
| **2019** | 20 | 107 | 211 | 187 | 374 | 207 | 1,186 |
| **2020** | 13 | 102 | 214 | 192 | 351 | 151 | 1,097 |
| **2021** | 18 | 116 | 244 | 166 | 351 | 166 | 1,131 |
| **2022** | 19 | 102 | 281 | 178 | 354 | 158 | 1,184 |
| **2023** | 30 | 137 | 268 | 204 | 365 | 172 | 1,256 |
| **% change 2022-2023** | **57.9** | **34.3** | **-4.6** | **14.6** | **3.1** | **8.9** | **6.1** |

a Includes cases where posted speed limit is unknown.
Source NRRD 2025

**Figure 25 - Distribution of deaths by posted speed limit and Remoteness Area (last 5 years)**

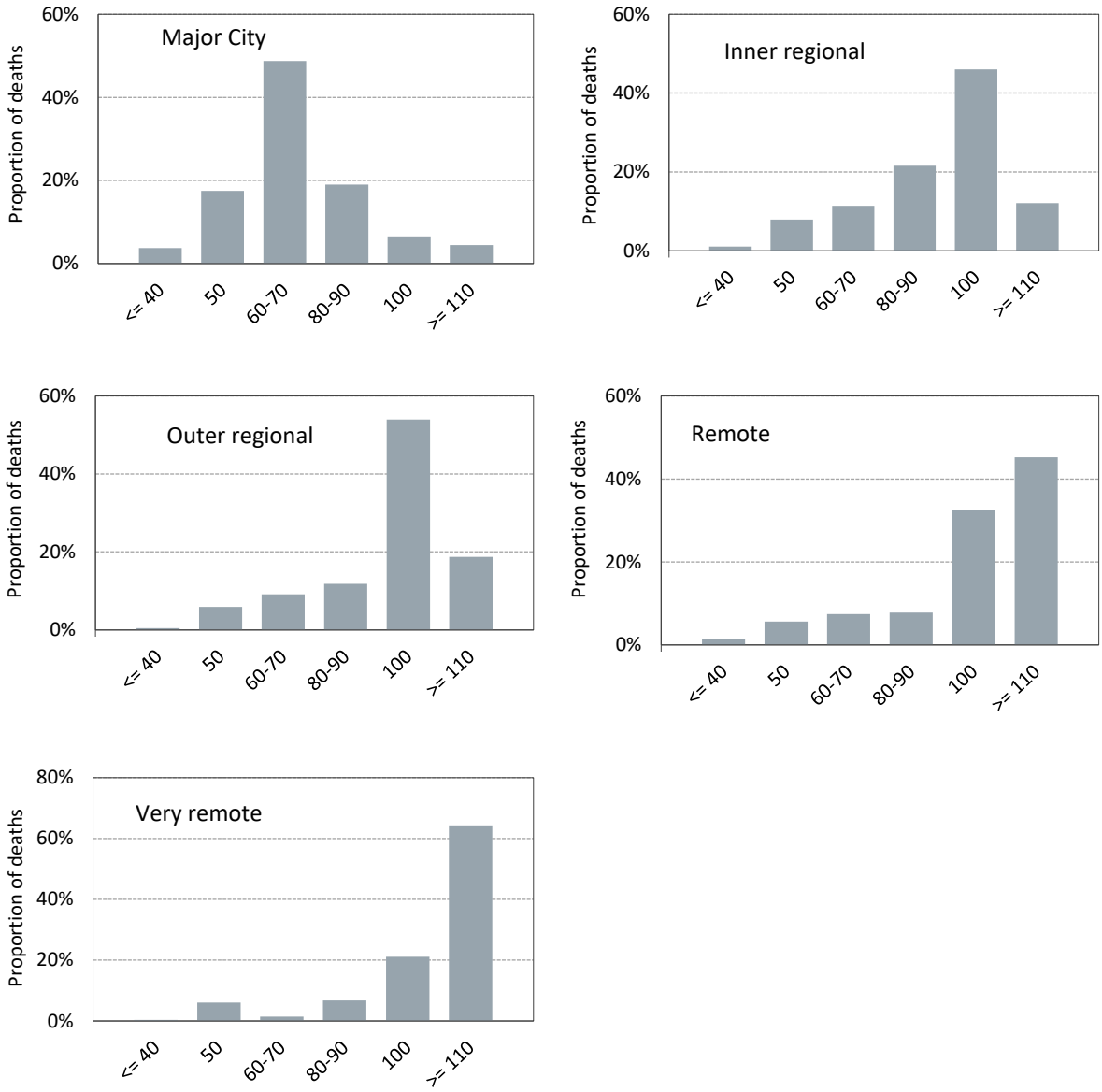



**Figure 26 - Deaths by crash type, with trend**

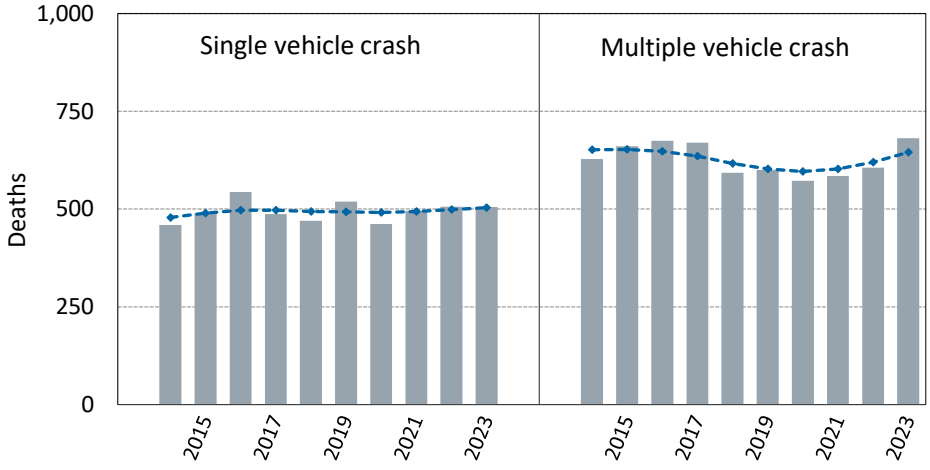


**Table 23 - Deaths by crash type**

| Year | Single vehicle crash | Multiple vehicle crash | Total |
|---|---|---|---|
| **2014** | 459 | 628 | 1,087 |
| **2015** | 490 | 661 | 1,151 |
| **2016** | 544 | 675 | 1,219 |
| **2017** | 487 | 670 | 1,157 |
| **2018** | 470 | 593 | 1,063 |
| **2019** | 519 | 600 | 1,119 |
| **2020** | 462 | 572 | 1,034 |
| **2021** | 495 | 585 | 1,080 |
| **2022** | 506 | 606 | 1,112 |
| **2023** | 505 | 681 | 1,186 |
| **% change 2022-2023** | 2.2 | 3.6 | 3.0 |
| **Ave. trend change p.a. (%)** | 0.3 | -1.6 | -0.8 |

Source NRDD 2025.
Note Includes cases where the number of vehicles involved is unknown.

**Figure 27 - Deaths by common crash sub-types, with trends**

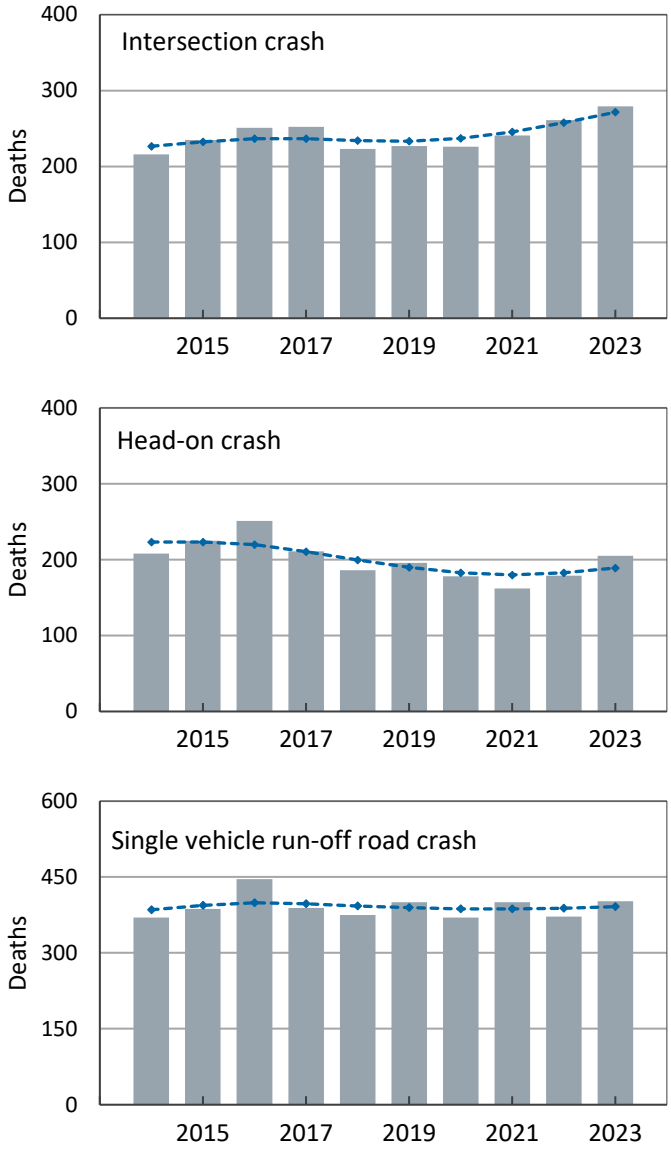


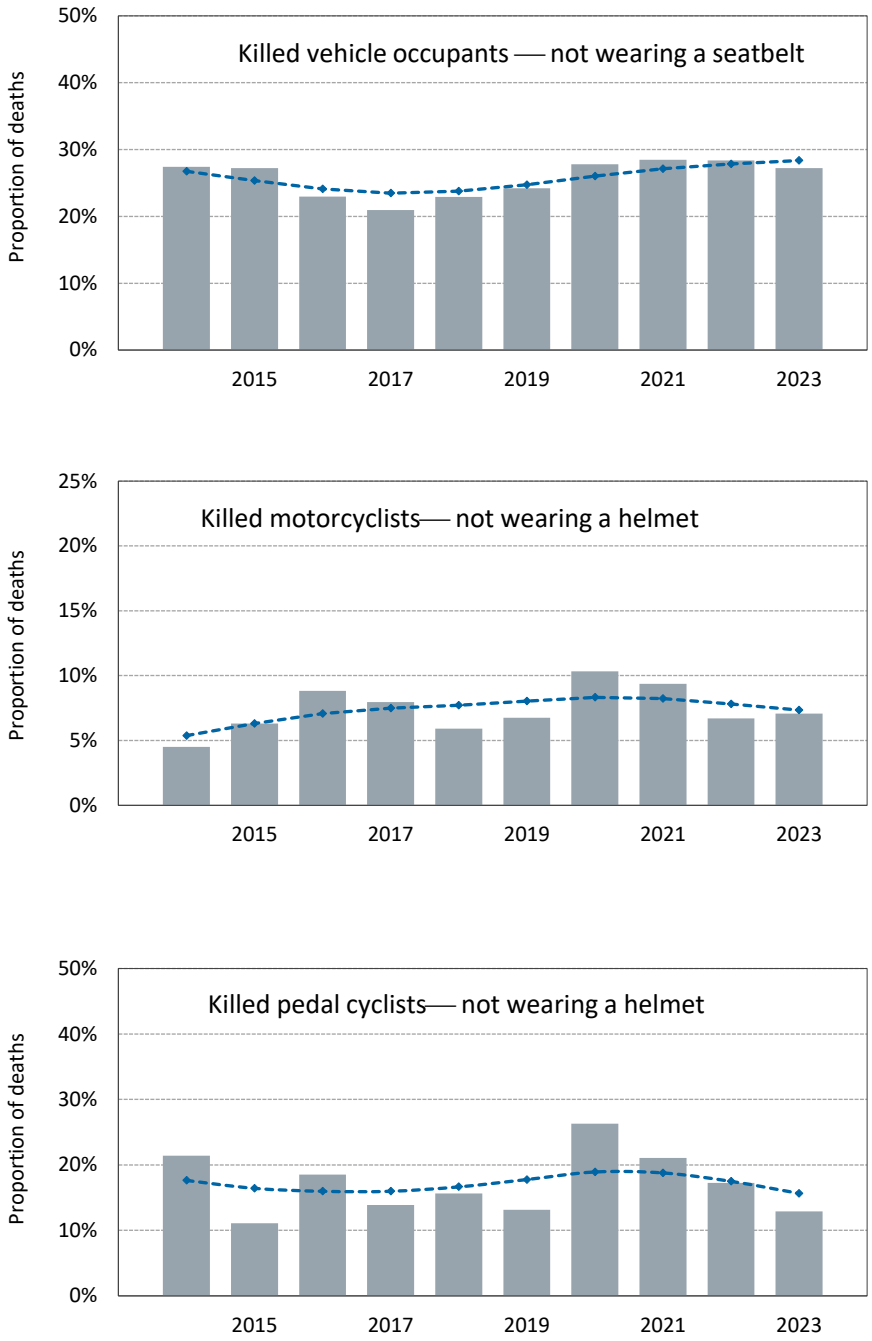
**Table 24 - Deaths by common crash sub-types**

| Year | Intersection | Head-on | Single vehicle run-off road |
|---|---|---|---|
| **2014** | 216 | 208 | 370 |
| **2015** | 235 | 225 | 387 |
| **2016** | 251 | 251 | 446 |
| **2017** | 252 | 211 | 389 |
| **2018** | 223 | 186 | 375 |
| **2019** | 227 | 196 | 400 |
| **2020** | 226 | 178 | 370 |
| **2021** | 241 | 162 | 400 |
| **2022** | 261 | 179 | 372 |
| **2023** | 279 | 205 | 402 |
| **% change 2022-2023** | **6.9** | **14.5** | **8.1** |

Source NRDD 2025
Note Categories not mutually exclusive.

# Section 3: Safe road use

**Figure 28 - Proportion of killed persons not using safety device**




Note Proportion shown is of all cases with known usage of the safety device.
For vehicle occupants, unknown cases account for 20% of the total.

**Table 25 - Safety device wearing rates for killed road users**

| Vehicle occupant | Restraint used | Restraint not used | Unknown | Total |
|---|---|---|---|---|
| **2014** | 408 | 154 | 199 | 761 |
| **2015** | 452 | 169 | 187 | 808 |
| **2016** | 507 | 151 | 174 | 832 |
| **2017** | 483 | 128 | 187 | 798 |
| **2018** | 410 | 122 | 193 | 725 |
| **2019** | 416 | 133 | 221 | 770 |
| **2020** | 395 | 152 | 179 | 726 |
| **2021** | 377 | 150 | 179 | 706 |
| **2022** | 389 | 154 | 188 | 732 |
| **2023** | 417 | 156 | 235 | 808 |
| **% change 2022-2023** | **7.2** | **1.3** | **25.0** | **10.4** |

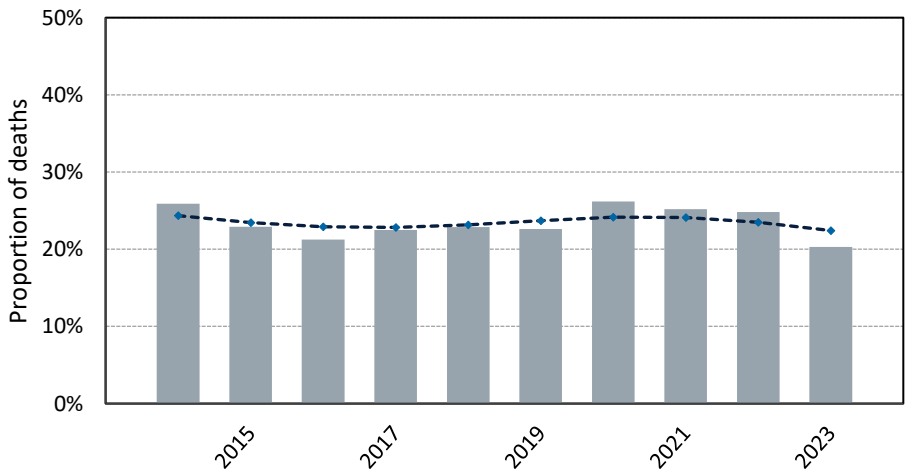
| Motorcyclist[a] | Helmet used | Helmet not used | Unknown | Total |
|---|---|---|---|---|
| **2014** | 170 | 8 | 11 | 214 |
| **2015** | 178 | 12 | 7 | 191 |
| **2016** | 217 | 21 | 10 | 201 |
| **2017** | 185 | 16 | 10 | 251 |
| **2018** | 175 | 11 | 3 | 212 |
| **2019** | 193 | 14 | 7 | 191 |
| **2020** | 165 | 19 | 4 | 214 |
| **2021** | 203 | 21 | 15 | 190 |
| **2022** | 209 | 15 | 21 | 241 |
| **2023** | 223 | 17 | 12 | 249 |
| **% change 2022-2023** | **6.7** | **13.3** | **-42.9** | **3.3** |

a Includes pillion passengers.

| Pedal cyclist[a] | Helmet used | Helmet not used | Unknown | Total |
|---|---|---|---|---|
| **2014** | 33 | 9 | 2 | 50 |
| **2015** | 24 | 3 | 3 | 44 |
| **2016** | 22 | 5 | 3 | 30 |
| **2017** | 31 | 5 | 3 | 30 |
| **2018** | 27 | 5 | 3 | 39 |
| **2019** | 33 | 5 | 1 | 35 |
| **2020** | 28 | 10 | 3 | 39 |
| **2021** | 30 | 8 | 6 | 42 |
| **2022** | 24 | 5 | 6 | 44 |
| **2023** | 27 | 4 | 2 | 35 |
| **% change 2022-2023** | **12.5** | **-20.0** | **-66.7** | **-20.5** |

a Includes pillion passengers.
Source NRRD 2025.

**Figure 29 - Proportion of deaths in crashes that involved alcohol, with trend[a]**



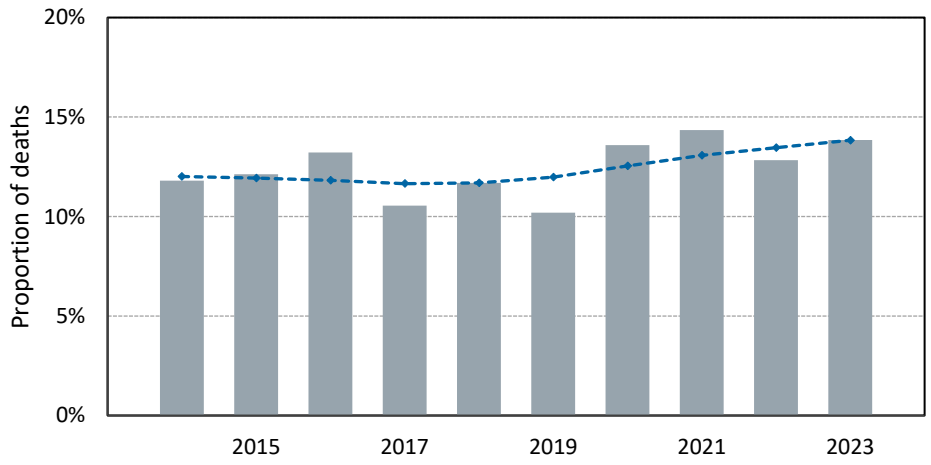

a Proportion shown is of all cases with known alcohol in the crash.

**Table 26 - Alcohol involvement in fatal crashes**

| | Alcohol involved | Alcohol not involved | Unknown | Total |
|---|---|---|---|---|
| **2014** | 200 | 572 | 315 | 1,184 |
| **2015** | 172 | 579 | 400 | 1,150 |
| **2016** | 161 | 596 | 462 | 1,205 |
| **2017** | 174 | 599 | 384 | 1,295 |
| **2018** | 162 | 546 | 355 | 1,223 |
| **2019** | 165 | 564 | 390 | 1,135 |
| **2020** | 166 | 468 | 400 | 1,187 |
| **2021** | 169 | 502 | 409 | 1,097 |
| **2022** | 166 | 503 | 443 | 1,131 |
| **2023** | 150 | 589 | 447 | 1,186 |
| **% change 2022-2023** | **17.1** | **-9.6** | **0.9** | **4.9** |

Source: NRRD 2025.

**Figure 30 - Proportion of deaths from crashes involving an operator with invalid or no license, with trend**




Note Proportion shown is of all cases with *known* validity of operators' licenses in the crash.

**Table 27 - Deaths by validity of operators' licences**

| | All operators valid license | Any operators without valid license | Unknown | Total |
|---|---|---|---|---|
| **2014** | 717 | 96 | 337 | 1,150 |
| **2015** | 775 | 107 | 323 | 1,205 |
| **2016** | 814 | 124 | 358 | 1,296 |
| **2017** | 840 | 99 | 283 | 1,222 |
| **2018** | 839 | 111 | 185 | 1,135 |
| **2019** | 881 | 100 | 205 | 1,186 |
| **2020** | 788 | 124 | 185 | 1,097 |
| **2021** | 824 | 138 | 169 | 1,131 |
| **2022** | 903 | 133 | 148 | 1,184 |
| **2023** | 865 | 139 | 252 | 1,256 |
| **% change 2022-2023** | **-4.2** | **4.5** | **70.3** | **6.1** |

Source NRRD 2025.
Note 'Operators' comprises Drivers and Motorcycle riders.

# Section 4: Safe vehicles

**Figure 31 - Deaths and type of vehicle involved, with trends**

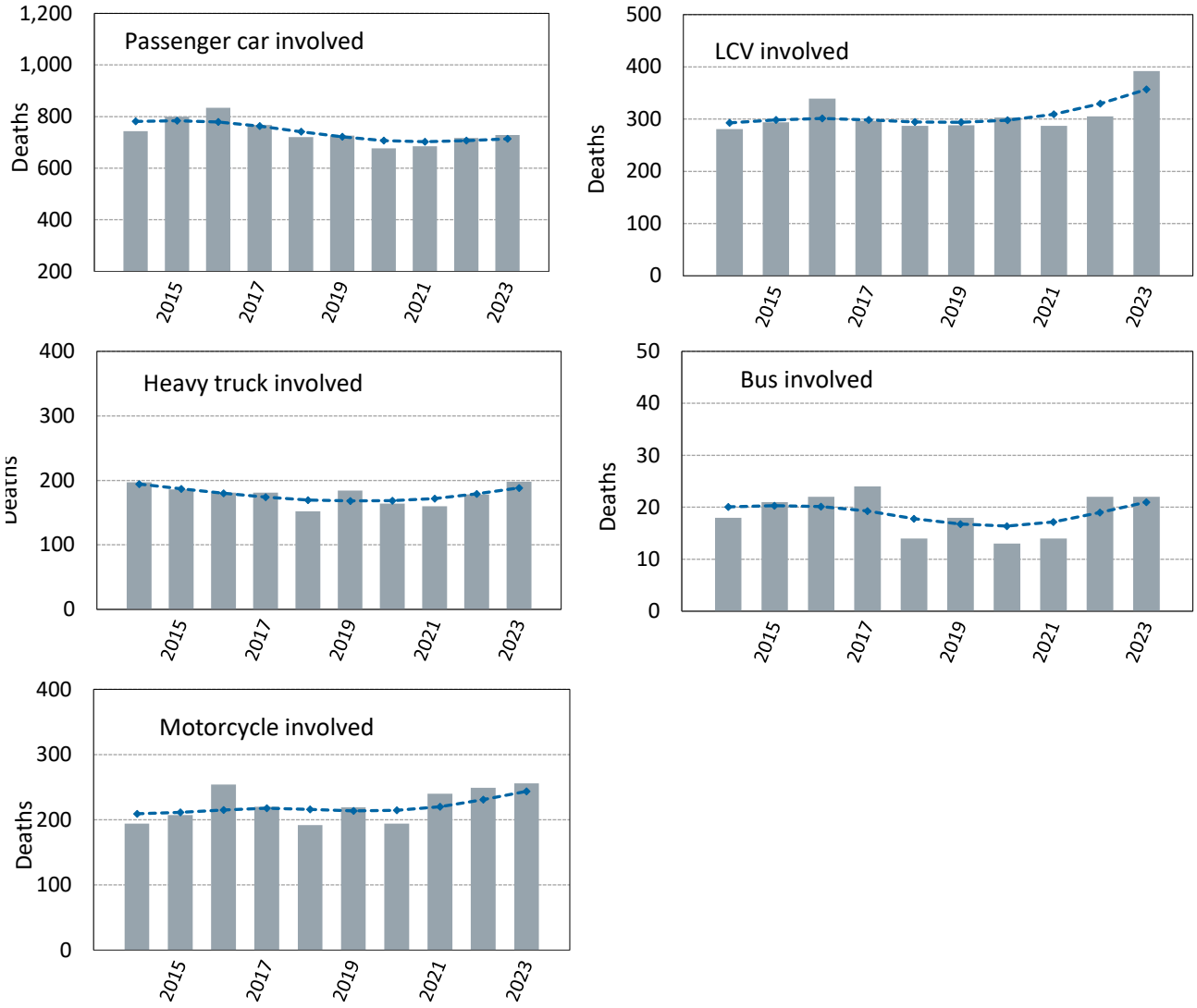


**Table 28 - Deaths and type of vehicle involved**

| | In crashes involving a passenger car | In crashes involving a light commercial vehicle | In crashes involving a heavy truck | In crashes involving a Bus | In crashes involving a motorcycle | All deaths |
|---|---|---|---|---|---|---|
| **2014** | 743 | 281 | 197 | 18 | 194 | 1,150 |
| **2015** | 800 | 294 | 186 | 21 | 207 | 1,205 |
| **2016** | 834 | 339 | 181 | 22 | 254 | 1,296 |
| **2017** | 767 | 297 | 181 | 24 | 220 | 1,222 |
| **2018** | 721 | 287 | 152 | 14 | 192 | 1,135 |
| **2019** | 726 | 288 | 184 | 18 | 219 | 1,186 |
| **2020** | 677 | 303 | 164 | 13 | 194 | 1,097 |
| **2021** | 685 | 287 | 160 | 14 | 240 | 1,131 |
| **2022** | 717 | 305 | 178 | 22 | 249 | 1,184 |
| **2023** | 729 | 392 | 198 | 22 | 256 | 1,256 |
| **% change 2022-2023** | **1.7** | **28.5** | **11.2** | **0.0** | **2.8** | **6.1** |

Source NRRD 2025.
Notes Columns are not mutually exclusive.
Killed persons are not necessarily the occupants of the vehicle type stated.

**Table 29 - Road user type of killed person - by vehicle type involved**

| Passenger car involved | Passenger car occupant | Other vehicle occupant | Pedestrian | Motorcyclist | Pedal cyclist | Other | All deaths |
|---|---|---|---|---|---|---|---|
| **2014** | 566 | 15 | 84 | 66 | 12 | 0 | 743 |
| **2015** | 608 | 27 | 97 | 57 | 9 | 2 | 800 |
| **2016** | 604 | 23 | 117 | 82 | 7 | 1 | 834 |
| **2017** | 578 | 31 | 74 | 70 | 11 | 3 | 767 |
| **2018** | 528 | 29 | 102 | 50 | 8 | 4 | 721 |
| **2019** | 547 | 20 | 85 | 59 | 14 | 1 | 726 |
| **2020** | 524 | 17 | 63 | 55 | 16 | 2 | 677 |
| **2021** | 503 | 17 | 73 | 73 | 17 | 2 | 685 |
| **2022** | 515 | 19 | 95 | 76 | 10 | 2 | 717 |
| **2023** | 516 | 40 | 79 | 76 | 9 | 9 | 729 |
| **% change 2022-2023** | **0.2** | **110.5** | **-16.8** | **0.0** | **-10.0** | | **1.7** |

| Light commercial vehicle (LCV) involved | LCV occupant | Other vehicle occupant | Pedestrian | Motorcyclist | Pedal cyclist | Other | All deaths |
|---|---|---|---|---|---|---|---|
| **2014** | 144 | 74 | 21 | 30 | 9 | 3 | 281 |
| **2015** | 153 | 86 | 26 | 26 | 3 | 0 | 294 |
| **2016** | 185 | 70 | 39 | 41 | 3 | 1 | 339 |
| **2017** | 167 | 64 | 33 | 23 | 10 | 0 | 297 |
| **2018** | 153 | 70 | 41 | 21 | 2 | 0 | 287 |
| **2019** | 162 | 65 | 23 | 35 | 3 | 0 | 288 |
| **2020** | 160 | 74 | 34 | 26 | 9 | 0 | 303 |
| **2021** | 152 | 70 | 22 | 37 | 5 | 1 | 287 |
| **2022** | 162 | 70 | 36 | 28 | 5 | 4 | 305 |
| **2023** | 215 | 92 | 36 | 45 | 4 | 0 | 392 |
| **% change 2022-2023** | **32.7** | **31.4** | **0.0** | **60.7** | **-20.0** | **-100.0** | **28.5** |

| Heavy truck involved | Heavy truck occupant | Other vehicle occupant | Pedestrian | Motorcyclist | Pedal cyclist | Other | All deaths |
|---|---|---|---|---|---|---|---|
| **2014** | 35 | 123 | 11 | 20 | 7 | 1 | 197 |
| **2015** | 35 | 121 | 9 | 12 | 9 | 0 | 186 |
| **2016** | 35 | 116 | 7 | 17 | 6 | 0 | 181 |
| **2017** | 31 | 112 | 17 | 17 | 4 | 0 | 181 |
| **2018** | 36 | 87 | 8 | 11 | 10 | 0 | 152 |
| **2019** | 52 | 92 | 12 | 18 | 10 | 0 | 184 |
| **2020** | 31 | 99 | 14 | 11 | 8 | 1 | 164 |
| **2021** | 41 | 85 | 15 | 12 | 7 | 0 | 160 |
| **2022** | 40 | 98 | 8 | 22 | 10 | 0 | 178 |
| **2023** | 47 | 118 | 9 | 17 | 3 | 4 | 198 |
| **% change 2022-2023** | **17.5** | **20.4** | **12.5** | **-22.7** | **-70.0** | **-** | **11.2** |

| Bus involved | Bus occupant | Other vehicle occupant | Pedestrian | Motorcyclist | Pedal cyclist | Other | All deaths |
|---|---|---|---|---|---|---|---|
| **2014** | 5 | 5 | 4 | 1 | 3 | 0 | 18 |
| **2015** | 4 | 13 | 1 | 2 | 0 | 0 | 21 |
| **2016** | 3 | 8 | 8 | 3 | 0 | 0 | 22 |
| **2017** | 12 | 6 | 4 | 1 | 1 | 0 | 24 |
| **2018** | 0 | 6 | 4 | 2 | 2 | 0 | 14 |
| **2019** | 2 | 6 | 6 | 2 | 1 | 0 | 18 |
| **2020** | 1 | 5 | 3 | 4 | 1 | 0 | 13 |
| **2021** | 2 | 6 | 3 | 1 | 2 | 0 | 14 |
| **2022** | 5 | 8 | 6 | 3 | 0 | 0 | 22 |
| **2023** | 13 | 4 | 4 | 1 | 0 | 0 | 22 |
| **% change 2022-2023** | **160.0** | **-50.0** | **-33.3** | **-66.7** | **0.0** | **0.0** | **0.0** |

| Motorcycle involved | Motorcycle occupant | Other vehicle occupant | Pedestrian | Motorcyclist | Pedal cyclist | Other | All deaths |
|---|---|---|---|---|---|---|---|
| **2014** | 189 | 0 | 2 | 0 | 3 | 194 | 189 |
| **2015** | 196 | 5 | 1 | 1 | 4 | 207 | 196 |
| **2016** | 247 | 2 | 1 | 1 | 3 | 254 | 247 |
| **2017** | 210 | 1 | 7 | 1 | 1 | 220 | 210 |
| **2018** | 187 | 0 | 3 | 0 | 2 | 192 | 187 |
| **2019** | 214 | 1 | 3 | 0 | 1 | 219 | 214 |
| **2020** | 188 | 1 | 3 | 0 | 2 | 194 | 188 |
| **2021** | 237 | 0 | 0 | 1 | 2 | 240 | 237 |
| **2022** | 244 | 1 | 3 | 0 | 1 | 249 | 244 |
| **2023** | 250 | 4 | 0 | 2 | 0 | 256 | 250 |
| **% change 2022-2023** | **160.0** | **-50.0** | **-33.3** | **-66.7** | **0.0** | **0.0** | **160.0** |

Source NRRD 2025.
Note Tables are not mutually exclusive as other vehicles may be involved in crash.

# Section 5: Heavy vehicles

**Table 30 - Deaths in crashes involving a heavy vehicle by jurisdiction**

| Articulated truck involved | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|---|---|---|---|---|---|---|---|---|
| **2015** | 34 | 21 | 28 | 15 | 13 | 3 | 0 | 1 | 115 |
| **2016** | 26 | 22 | 25 | 11 | 11 | 5 | 5 | 1 | 106 |
| **2017** | 49 | 20 | 19 | 6 | 10 | 2 | 0 | 0 | 106 |
| **2018** | 26 | 14 | 29 | 6 | 12 | 2 | 2 | 0 | 91 |
| **2019** | 23 | 22 | 18 | 23 | 11 | 4 | 0 | 1 | 102 |
| **2020** | 28 | 23 | 35 | 4 | 10 | 2 | 1 | 0 | 103 |
| **2021** | 27 | 18 | 40 | 10 | 8 | 3 | 1 | 0 | 107 |
| **2022** | 19 | 17 | 29 | 1 | 9 | 0 | 4 | 0 | 79 |
| **2023** | 31 | 34 | 25 | 2 | 5 | 3 | 7 | 0 | 107 |
| **2024** | 39 | 10 | 32 | 3 | 4 | 3 | 0 | 0 | 91 |
| **% change 2023-2024** | **25.8** | **-70.6** | **28.0** | **50.0** | **-20.0** | **0.0** | **-100** | **0.0** | **-15.0** |

| Heavy rigid truck involved | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|---|---|---|---|---|---|---|---|---|
| **2015** | 25 | 20 | 16 | 3 | 11 | 5 | 1 | 0 | 81 |
| **2016** | 32 | 19 | 13 | 7 | 12 | 1 | 0 | 0 | 84 |
| **2017** | 35 | 20 | 11 | 5 | 16 | 5 | 0 | 0 | 92 |
| **2018** | 29 | 10 | 20 | 5 | 6 | 2 | 0 | 1 | 73 |
| **2019** | 34 | 24 | 16 | 5 | 9 | 1 | 1 | 0 | 90 |
| **2020** | 29 | 12 | 11 | 5 | 10 | 1 | 0 | 0 | 68 |
| **2021** | 26 | 18 | 9 | 3 | 8 | 3 | 1 | 0 | 68 |
| **2022** | 21 | 19 | 24 | 2 | 23 | 8 | 1 | 0 | 98 |
| **2023** | 25 | 19 | 26 | 1 | 17 | 3 | 1 | 0 | 92 |
| **2024** | 14 | 17 | 16 | 0 | 21 | 6 | 4 | 1 | 79 |
| **% change 2023-2024** | **-44.0** | **-10.5** | **-38.5** | **-100** | **23.5** | **100** | **300** | **-** | **-14.1** |

| Bus involved | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|---|---|---|---|---|---|---|---|---|
| **2015** | 5 | 7 | 2 | 1 | 2 | 1 | 3 | 1 | 22 |
| **2016** | 10 | 2 | 3 | 3 | 3 | 1 | 2 | 0 | 24 |
| **2017** | 6 | 10 | 10 | 0 | 3 | 1 | 2 | 0 | 32 |
| **2018** | 7 | 5 | 5 | 0 | 4 | 1 | 0 | 1 | 23 |
| **2019** | 10 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 16 |
| **2020** | 4 | 1 | 3 | 2 | 1 | 3 | 0 | 0 | 14 |
| **2021** | 3 | 1 | 3 | 3 | 3 | 0 | 1 | 0 | 14 |
| **2022** | 9 | 1 | 4 | 0 | 2 | 0 | 2 | 0 | 18 |
| **2023** | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| **2024** | 9 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 20 |
| **% change 2023-2024** | **-40.0** | **0.0** | **166** | **0.0** | **-** | **0.0** | **0.0** | **0.0** | **11.1** |

Source: ARDD 2025

**Table 31 - Deaths in crashes involving a heavy vehicle by Remoteness area**

| Articulated truck involved | Major city | Inner Regional | Outer Regional | Remote | Very remote | Total |
|---|---|---|---|---|---|---|
| **2014** | 16 | 48 | 37 | 5 | 5 | 112 |
| **2015** | 18 | 49 | 32 | 6 | 5 | 110 |
| **2016** | 21 | 31 | 41 | 8 | 6 | 107 |
| **2017** | 22 | 37 | 38 | 2 | 5 | 104 |
| **2018** | 13 | 32 | 36 | 4 | 3 | 88 |
| **2019** | 18 | 36 | 29 | 9 | 7 | 99 |
| **2020** | 12 | 36 | 37 | 4 | 7 | 97 |
| **2021** | 22 | 32 | 33 | 4 | 13 | 104 |
| **2022** | 16 | 28 | 28 | 3 | 16 | 91 |
| **2023** | 16 | 42 | 38 | 11 | 8 | 115 |
| **% change 2022-2023** | **-27.3** | **-12.5** | **-15.2** | **-25.0** | **23.1** | **-12.5** |

| Heavy rigid truck involved | Major city | Inner Regional | Outer Regional | Remote | Very remote | Total |
|---|---|---|---|---|---|---|
| **2014** | 34 | 30 | 20 | 1 | 1 | 86 |
| **2015** | 29 | 24 | 20 | 5 | 1 | 79 |
| **2016** | 34 | 28 | 13 | 1 | 2 | 79 |
| **2017** | 35 | 26 | 15 | 7 | 2 | 85 |
| **2018** | 31 | 18 | 19 | 2 | 2 | 72 |
| **2019** | 36 | 30 | 15 | 4 | 4 | 89 |
| **2020** | 29 | 18 | 19 | 1 | 0 | 69 |
| **2021** | 24 | 20 | 12 | 2 | 1 | 59 |
| **2022** | 26 | 36 | 20 | 3 | 6 | 91 |
| **2023** | 23 | 45 | 15 | 2 | 3 | 88 |
| **% change 2022-2023** | **-11.5** | **25.0** | **-25.0** | **-33.3** | **-50.0** | **-3.3** |

| Bus involved | Major city | Inner Regional | Outer Regional | Remote | Very remote | Total |
|---|---|---|---|---|---|---|
| **2014** | 8 | 0 | 5 | 0 | 5 | 18 |
| **2015** | 9 | 4 | 8 | 0 | 0 | 21 |
| **2016** | 16 | 2 | 2 | 0 | 2 | 22 |
| **2017** | 12 | 6 | 5 | 0 | 1 | 24 |
| **2018** | 7 | 4 | 2 | 1 | 0 | 14 |
| **2019** | 11 | 3 | 4 | 0 | 0 | 18 |
| **2020** | 5 | 5 | 2 | 1 | 0 | 13 |
| **2021** | 5 | 6 | 1 | 1 | 1 | 14 |
| **2022** | 14 | 5 | 2 | 1 | 0 | 22 |
| **2023** | 7 | 14 | 1 | 0 | 0 | 22 |
| **% change 2022-2023** | **-50.0** | **180.0** | **-50.0** | **-100.0** | **0.0** | **0.0** |

Source NRRD 2025

**Figure 32 - Distribution of deaths in crashes involving a heavy vehicle by posted speed limit (last 5 years)**

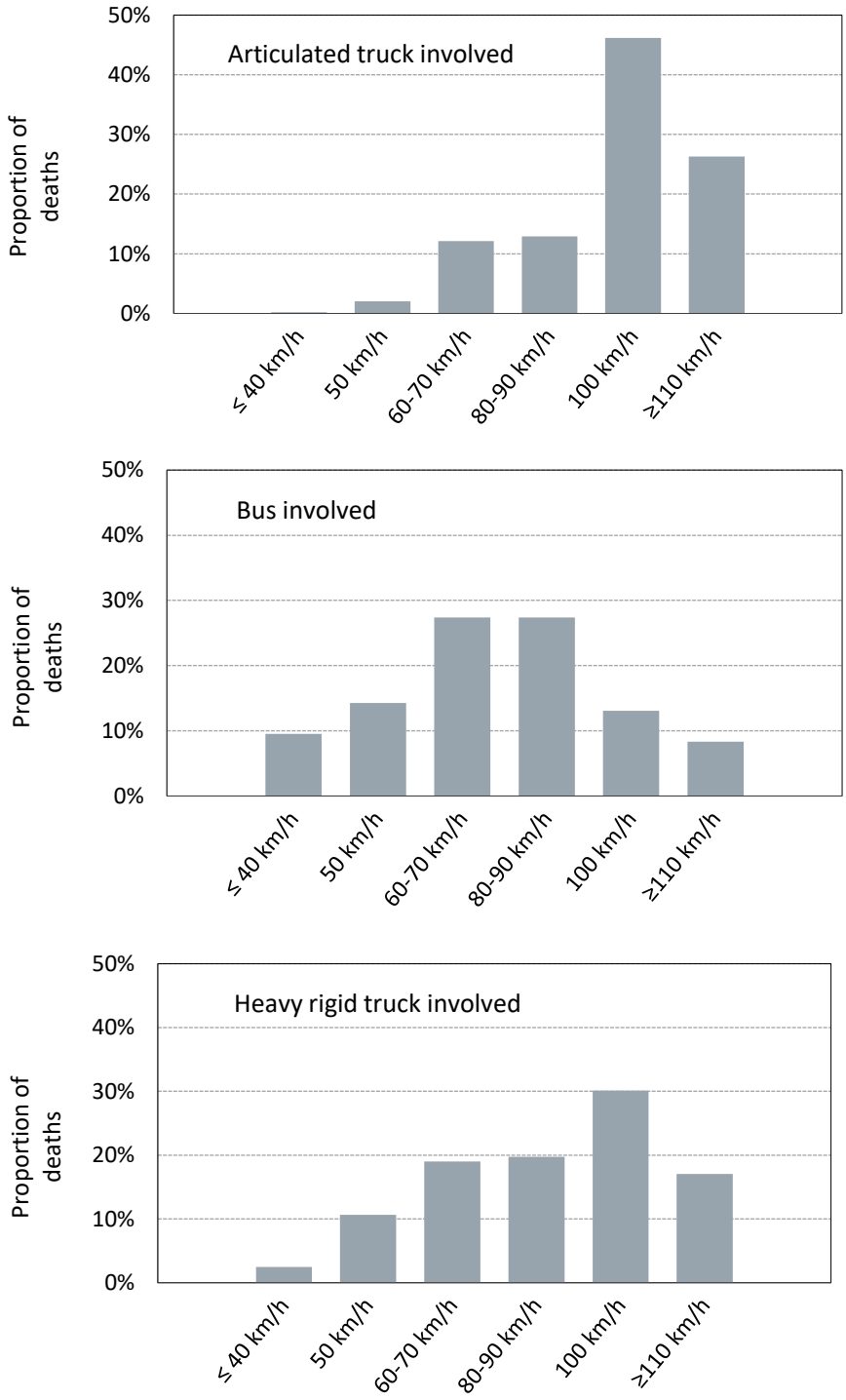


**Table 32 - Deaths in crashes involving a heavy vehicle by posted speed limit**

| Articulated truck involved | ≤ 40 km/h | 50 km/h | 60-70 km/h | 80-90 km/h | 100 km/h | ≥110 km/h | Total[a] |
|---|---|---|---|---|---|---|---|
| **2015** | 1 | 3 | 19 | 11 | 53 | 28 | 115 |
| **2016** | 1 | 3 | 6 | 20 | 46 | 30 | 106 |
| **2017** | 5 | 4 | 9 | 17 | 42 | 29 | 106 |
| **2018** | 0 | 2 | 11 | 10 | 40 | 27 | 91 |
| **2019** | 1 | 5 | 9 | 9 | 41 | 36 | 102 |
| **2020** | 0 | 2 | 12 | 13 | 56 | 19 | 103 |
| **2021** | 0 | 3 | 15 | 15 | 46 | 28 | 107 |
| **2022** | 0 | 3 | 8 | 10 | 42 | 16 | 79 |
| **2023** | 1 | 1 | 15 | 10 | 40 | 40 | 107 |
| **2024** | 0 | 1 | 9 | 15 | 41 | 25 | 91 |
| **% change 2023-2024** | **-100.0** | **0.0** | **-40.0** | **50.0** | **2.5** | **-37.5** | **-15.0** |

| Heavy rigid truck involved | ≤ 40 km/h | 50 km/h | 60-70 km/h | 80-90 km/h | 100 km/h | ≥110 km/h | Total[a] |
|---|---|---|---|---|---|---|---|
| **2015** | 2 | 4 | 19 | 16 | 32 | 6 | 81 |
| **2016** | 1 | 5 | 20 | 19 | 26 | 13 | 84 |
| **2017** | 3 | 13 | 18 | 16 | 30 | 11 | 92 |
| **2018** | 1 | 5 | 22 | 11 | 25 | 9 | 73 |
| **2019** | 1 | 10 | 11 | 18 | 32 | 16 | 90 |
| **2020** | 1 | 8 | 14 | 15 | 21 | 8 | 68 |
| **2021** | 1 | 14 | 14 | 7 | 22 | 10 | 68 |
| **2022** | 3 | 7 | 17 | 19 | 31 | 21 | 98 |
| **2023** | 3 | 8 | 16 | 21 | 30 | 14 | 92 |
| **2024** | 2 | 6 | 16 | 18 | 18 | 16 | 79 |
| **% change 2023-2024** | **-33.3** | **-25.0** | **0.0** | **-14.3** | **-40.0** | **14.3** | **-14.1** |

| Bus involved | ≤ 40 km/h | 50 km/h | 60-70 km/h | 80-90 km/h | 100 km/h | ≥110 km/h | Total[a] |
|---|---|---|---|---|---|---|---|
| **2015** | 1 | 0 | 9 | 4 | 5 | 3 | 22 |
| **2016** | 1 | 6 | 11 | 1 | 2 | 1 | 24 |
| **2017** | 4 | 6 | 8 | 4 | 10 | 0 | 32 |
| **2018** | 2 | 4 | 3 | 3 | 5 | 5 | 23 |
| **2019** | 2 | 4 | 3 | 2 | 3 | 2 | 16 |
| **2020** | 3 | 2 | 3 | 3 | 2 | 1 | 14 |
| **2021** | 0 | 4 | 5 | 2 | 2 | 1 | 14 |
| **2022** | 2 | 1 | 6 | 5 | 3 | 1 | 18 |
| **2023** | 1 | 3 | 2 | 11 | 1 | 0 | 18 |
| **2024** | 2 | 2 | 7 | 2 | 3 | 4 | 20 |
| **% change 2023-2024** | **100.0** | **-33.3** | **250.0** | **-81.8** | **200.0** | **-** | **11.1** |

a Includes cases where posted speed limit is unknown.
Source ARDD 2025.

**Table 33 - Deaths in crashes involving a heavy vehicle by crash type**

| Articulated truck involved | Single vehicle crash | Multiple vehicle crash | Total[a] |
|---|---|---|---|
| **2015** | 27 | 88 | 115 |
| **2016** | 14 | 92 | 106 |
| **2017** | 16 | 90 | 106 |
| **2018** | 17 | 74 | 91 |
| **2019** | 22 | 80 | 102 |
| **2020** | 25 | 78 | 103 |
| **2021** | 26 | 81 | 107 |
| **2022** | 15 | 64 | 79 |
| **2023** | 25 | 82 | 107 |
| **2024** | 17 | 74 | 91 |
| **% change 2023-2024** | **66.7** | **28.1** | **35.4** |

| Heavy rigid truck involved | Single vehicle crash | Multiple vehicle crash | Total[a] |
|---|---|---|---|
| **2015** | 12 | 69 | 81 |
| **2016** | 13 | 71 | 84 |
| **2017** | 20 | 72 | 92 |
| **2018** | 15 | 58 | 73 |
| **2019** | 28 | 62 | 90 |
| **2020** | 11 | 57 | 68 |
| **2021** | 19 | 49 | 68 |
| **2022** | 24 | 74 | 98 |
| **2023** | 37 | 55 | 92 |
| **2024** | 29 | 50 | 79 |
| **% change 2023-2024** | **54.2** | **-25.7** | **-6.1** |

| Bus involved | Single vehicle crash | Multiple vehicle crash | Total[a] |
|---|---|---|---|
| **2015** | 2 | 20 | 22 |
| **2016** | 9 | 15 | 24 |
| **2017** | 14 | 18 | 32 |
| **2018** | 9 | 14 | 23 |
| **2019** | 5 | 11 | 16 |
| **2020** | 4 | 10 | 14 |
| **2021** | 4 | 10 | 14 |
| **2022** | 7 | 11 | 18 |
| **2023** | 15 | 3 | 18 |
| **2024** | 5 | 15 | 20 |
| **% change 2023-2024** | **114.3** | **-72.7** | **0.0** |

a Includes cases where posted speed limit is unknown.
Source ARDD 2025.

**Figure 33 - Hospitalised injuries in crashes involving a heavy vehicle by Remoteness area**

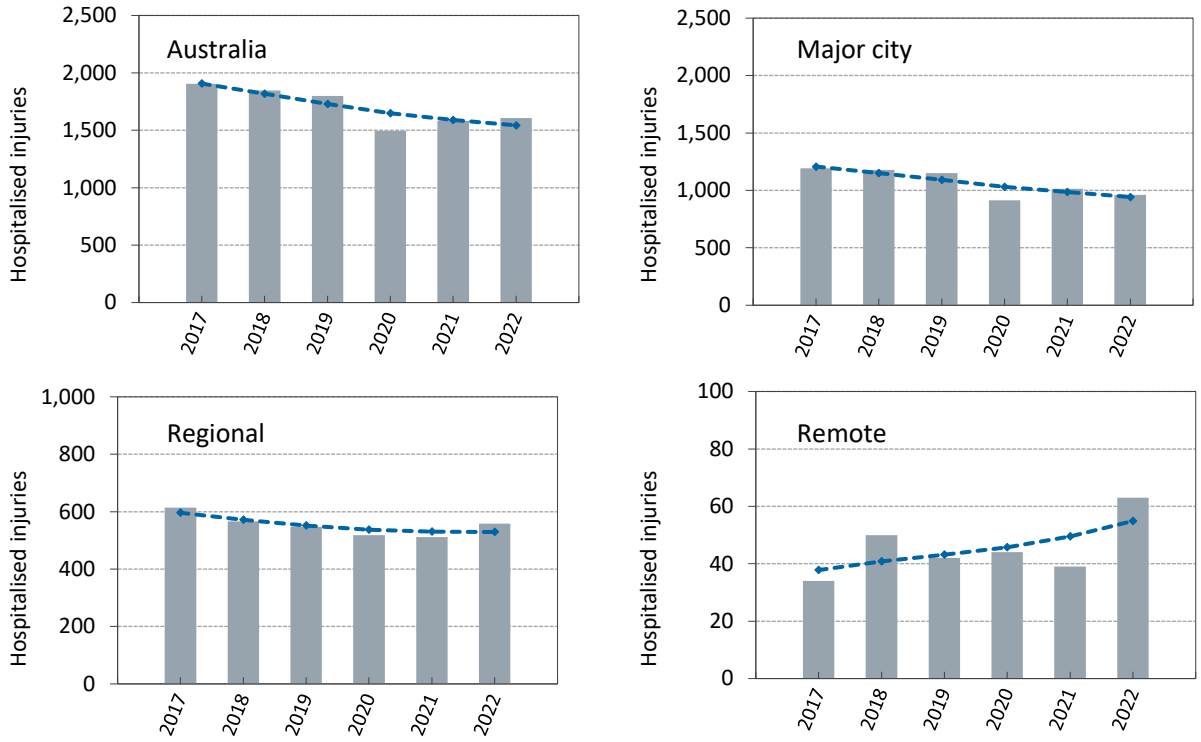



**Table 34 - Hospitalised injuries in crashes involving a heavy vehicle[a] by Remoteness area**

| Bus involved | Major city | Regional | Remote | Australia |
|---|---|---|---|---|
| **2017** | 1,192 | 614 | 34 | 1,906 |
| **2018** | 1,179 | 566 | 50 | 1,846 |
| **2019** | 1,151 | 547 | 42 | 1,798 |
| **2020** | 913 | 518 | 44 | 1,496 |
| **2021** | 1,015 | 511 | 39 | 1,583 |
| **2022** | 961 | 558 | 63 | 1,607 |
| **% change 2021-2022** | **-5.3** | **9.2** | **61.5** | **1.5** |

a Available injury data is only available with three heavy vehicle types aggregated, and five Remoteness classes grouped into three.

Source AIHW 2025.

# 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 fields.

| | |
|---|---|
| *Alcohol involvement* | A crash is categorised as involving alcohol if at least one vehicle operator was recorded as having tested with an illegal concentration of alcohol. |
| *Road 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. |
| *Fatal road crash* | A crash for which there is at least one death. |
| *Hospitalised injury* | A person admitted to hospital from a crash occurring 'in traffic'. Traffic areas exclude off-road and unknown locations. |
| *Per capita rate* | A rate calculated by dividing the number of events (fatalities) over a 12-month time period and dividing by the population at the midpoint of the period. This is usually multiplied by 100,000 to match standard public health rates. The population data used are based on residence, not crash location. |
| *Population* | Estimated residential population (ABS 2024a and ABS 2024b). |
| *Remoteness area* | ABS Remoteness Areas divide Australia into 5 classes of remoteness on the basis of a measure of relative access to services. See ABS 2024b. |
| *Road death or fatality* | A person who dies within 30 days of a crash as a result of injuries received in that crash. |
| *Trend changes* | The 'average trend changes 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. Note: The occurrence of a zero in the original series precludes trend estimation by this method. |
| *Trend lines* | Trend lines are estimated by Whittaker-Henderson methodology. The R package 'pracma' is used to perform the smoothing. |

# References


ARDD 2025 — Australian Road Deaths Database, Reference period December 2024 https://www.bitre.gov.au/statistics/safety/fatal_road_crash_database

ABS 2023 — Australian Bureau of Statistics 2023, Custom report provided for the Bureau of Infrastructure, Transport and Research Economics (BITRE)

ABS 2024a — Australian Bureau of Statistics, National, state and territory population, Reference period June 2024 https://www.abs.gov.au/statistics/people/population/national-state-and-territory-population/latest-release

ABS 2024b — Australian Bureau of Statistics 2024, Regional population, Population estimates by LGA, Significant Urban Area, Remoteness Area and electoral division, 2001 to 2023 https://www.abs.gov.au/statistics/people/population/regional-population/latest-release

AIHW 2025 — Australian Institute of Health and Welfare 2025, Custom report provided for the Road Safety Data Hub, Bureau of Infrastructure, Transport and Research Economics (BITRE)

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NRRD 2025 — National Research and Reporting Database, Reference period 2023