

# 2017 Summary Road Crash Report

## Queensland Road Fatalities

May 2018

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# 1. Purpose

The purpose of this report is to provide a summary of the characteristics of road fatalities and motor vehicles/controllers involved in fatal crashes during 2017.

# 2. Data

## 2.1 Definition of a road traffic crash

The road traffic crash data presented within this report has been extracted from the Department of Transport and Main Roads' (TMR) RoadCrash database. A road traffic crash, for the purpose of the RoadCrash database and reporting, is a crash reported to the Queensland Police Service (QPS), which resulted from the movement of at least one road vehicle on a public road or road related area and resulted in a person being killed or injured.

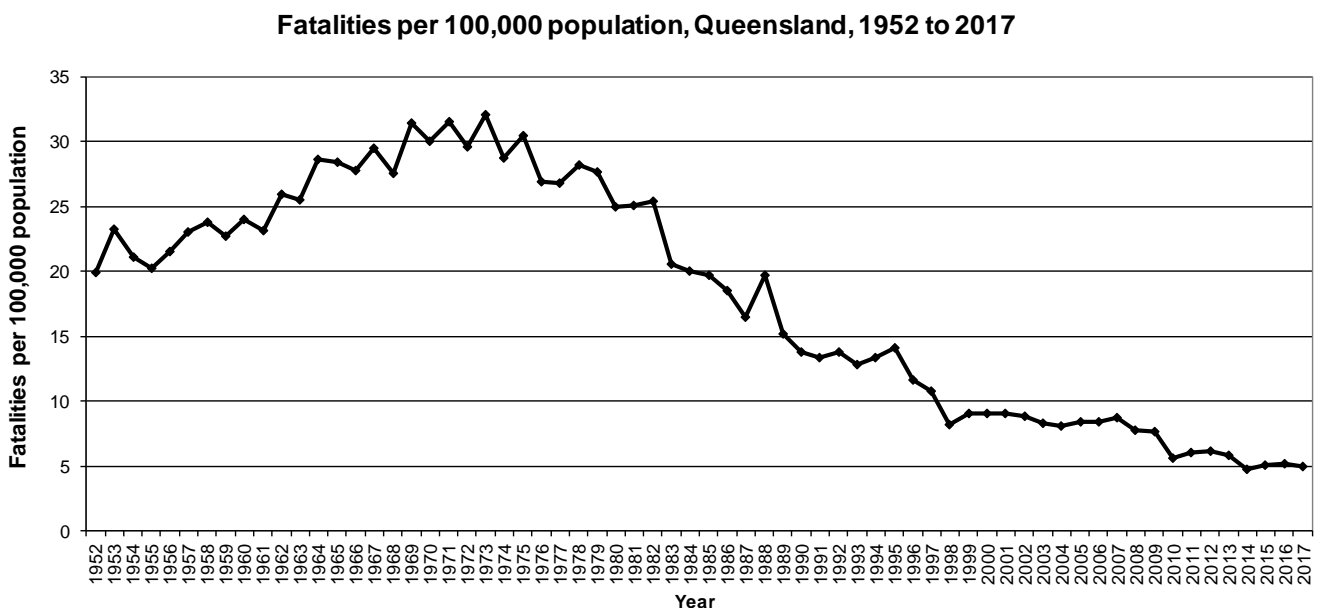
# 3. Queensland road toll for 2017

(Note: Data extracted 22 May 2018)

## 3.1 Long term trend

The Queensland road fatality rate for 2017 was 5.01 fatalities per 100,000 population, which is 3.2% less than the rate for the previous year of 5.18. This is the second lowest road fatality rate recorded for a calendar year since accurate records began in 1952. The lowest Queensland road fatality rate of 4.72 occurred during 2014 and the third lowest road fatality rate of 5.08 occurred during 2015.

**Figure 1: Fatalities per 100,000 population, Queensland, 1952 to 2017**



## 3.2 Queensland road toll

The Queensland road toll for 2017 was 247 fatalities, which is four fatalities (or 1.6%) fewer than the previous year of 251 fatalities and seven fatalities (or 2.6%) fewer than the previous five year average. This is the third lowest road toll since records began in 1952 (n=251) with the lowest being 223 fatalities in 2014.

## 3.3 Major characteristics and relative increases and decreases of the Queensland road toll

### 3.3.1 Major characteristics<sup>^</sup>

The major characteristics of the Queensland road toll during 2017 were:

- involving drivers/riders who disobey road rules - 156 fatalities (or 63.2%)
- alcohol/drug related crashes - 107 fatalities (or 43.3%)
- involving senior adult drivers/riders (aged 60 years or over) - 78 fatalities (or 31.6%)
- involving young adult drivers/riders (aged 16 to 24 years) - 71 fatalities (or 28.7%)
- involving drink drivers/riders – 63 fatalities (or 25.5%)
- unrestrained vehicle occupant fatalities - 31 fatalities (or 25.2%\*).

<sup>^</sup> Please note that for the purposes of this report, major characteristics of fatalities within Queensland have been defined as characteristics representing at least 25% of all fatalities during 2017.

\*Unrestrained vehicle occupant fatalities are calculated as a percentage of all vehicle occupant fatalities, where restraint use was known.

### 3.3.2 Increases<sup>^</sup>

The major relative increases of the Queensland road toll during 2017 compared with 2016 and the 2012 to 2016 average were:

- involving drink drivers/riders – 63 fatalities (or 25.5%) which is 17 (or 37.0%) greater than the previous year and 12 (or 23.5%) greater than the previous five year average
- involving drivers/riders who disobeyed road rules (all) – 156 fatalities (or 63.2%) which is 25 (or 19.1%) greater than the previous year and 12 (or 8.2%) greater than the previous five year average
- involving senior adult drivers/riders (aged 60 to 74 years) – 58 fatalities (or 23.5%) which is 11 (or 23.4%) greater than the previous year and 15 (or 36.2%) greater than the previous five year average
- involving young adult drivers/riders (aged 16 to 24) – 71 fatalities (or 28.7%) which is 10 (or 16.4%) greater than the previous year and six (or 9.9%) greater than the previous five year average
- unrestrained vehicle occupant fatalities – 31 fatalities (or 25.2%\*) which is 13 (or 72.2%) greater than the previous year and two (or 5.4%) greater than the previous five year average.

<sup>^</sup> Please note that for the purpose of this report, relative increases have been defined as characteristics that represent at least 20% of all fatalities during 2017 and increased when compared with the previous year or previous five year average (approximately 15%).

\*Unrestrained vehicle occupant fatalities are calculated as a percentage of all vehicle occupant fatalities, where restraint use was known.

### 3.3.3 Decreases<sup>^</sup>

The major relative decreases of the Queensland road toll during 2017 compared with 2016 and the 2012 to 2016 average were:

- involving speeding drivers/riders – 50 fatalities (or 20.2%) which is 14 (or 21.9%) fewer than the previous year and nine (or 15.8%) fewer than the previous five year average
- involving motorcycles/mopeds – 51 fatalities (or 20.6%) which is 13 (or 20.3%) fewer than the previous year and one (or 1.9%) fewer than the previous five year average.

<sup>^</sup> Please note that for the purpose of this report, relative decreases have been defined as characteristics that represent at least 20% of all fatalities during 2016 and decreased during 2017 when compared with the previous year or previous five year average (approximately 15%).

## 3.4 Interstate comparison – fatalities per 100,000 population

The Queensland road fatality rate for 2017 was 5.01 fatalities per 100,000 population, which is 3.2% less than the 2016 fatality rate (5.18), and is fourth behind the Australian Capital Territory (1.22), Victoria (4.08) and New South Wales (4.99).

**Table 1: Fatalities per 100,000 population by State, 2017 compared with 2016**

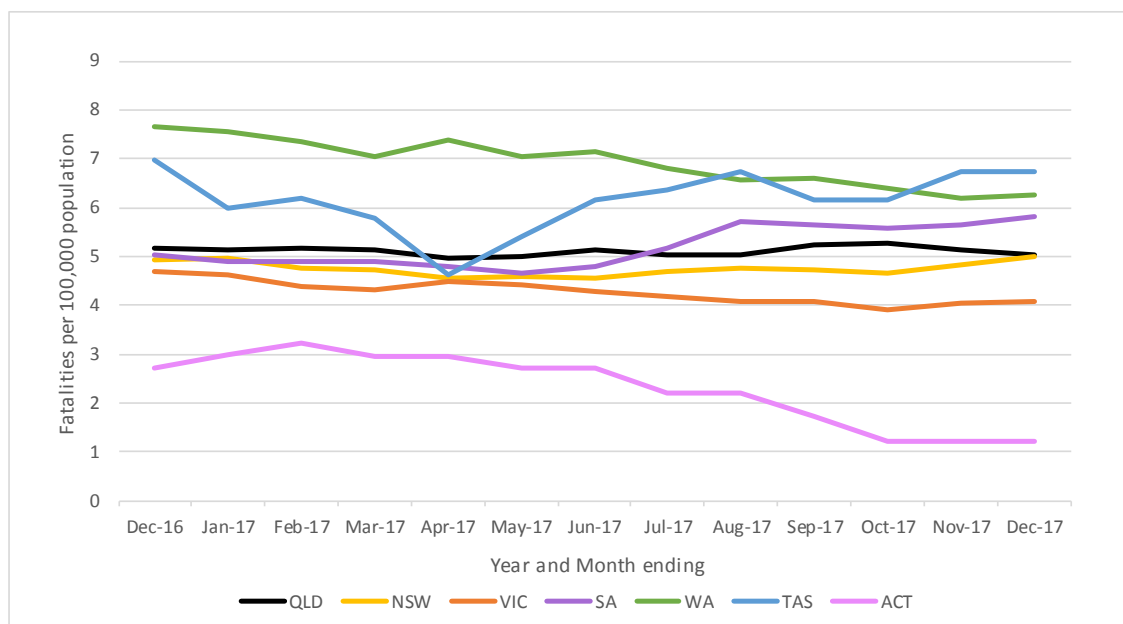
State	2016			2017			Percentage difference in rate with the previous year
	Fatalities	Population	Fatalities	Fatalities	Population	Fatalities	
		('000) as at Jun 2016	per 100,000 population		('000) as at Jun 2017	per 100,000 population	
Queensland	251	4,848.9	5.18	247	4,928.5	5.01	-3.2%
New South Wales	380	7,739.3	4.91	392	7,861.1	4.99	1.6%
Victoria	290	6,179.2	4.69	258	6,323.6	4.08	-13.1%
South Australia	86	1,713.1	5.02	100	1,723.5	5.80	15.6%
Western Australia	196	2,559.0	7.66	161	2,580.4	6.24	-18.5%
Tasmania	36	517.6	6.96	35	520.9	6.72	-3.4%
Northern Territory	45	245.7	18.31	31	246.1	12.60	-31.2%
Australian Capital Territory	11	403.5	2.73	5	410.3	1.22	-55.3%
Rest of Australia	1,044	19,361.9	5.39	982	19,670.5	4.99	-7.4%
Australian Total	1,295	24,210.8	5.35	1,229	24,598.9	5.00	-6.6%

Data source:

Population: Australian Bureau of Statistics - Catalog 3101.0

Interstate Road Toll: Relevant State Authority

**Figure 2: Fatalities per 100,000 population, by State, 12 months ending December 2017**



## Appendix A

The terms **crash**, **casualty** and **vehicles involved** are used within the Appendix. To assist with the explanation of these terms, the following example has been provided. If two motor vehicles collide, then one road traffic crash has taken place which involved two vehicles/controllers. If there were three people injured in one of the motor vehicles and two people injured in the other motor vehicle, then this one crash has resulted in five casualties.

### A.1 Fatalities as a result of crashes

A **fatality** is recorded when a person dies within 30 days as a result of injuries sustained in a road traffic crash.

**Table A.1.1: Fatalities by gender and age group, Queensland, 2017 compared with 2016 and the 2012 to 2016 average**

Gender	Age Group	2012 to 2016 Average		2016		2017		2017 v 2016		2017 v 2012 to 2016 Average	
		no.	%	no.	%	no.	%	no.	%	no.	%
Male <sup>^</sup>	0-16	7.6	4.0%	6	3.0%	4	2.3%	-2	-33.3%	-3.6	-47.4%
	17-24	35.2	18.5%	35	17.6%	33	19.0%	-2	-5.7%	-2.2	-6.3%
	25-59	105.0	55.1%	106	53.3%	91	52.3%	-15	-14.2%	-14.0	-13.3%
	60-74	23.4	12.3%	24	12.1%	24	13.8%	0	0.0%	0.6	2.6%
	75+	19.4	10.2%	28	14.1%	22	12.6%	-6	-21.4%	2.6	13.4%
Female <sup>^</sup>	0-16	5.4	8.7%	1	2.0%	2	2.7%	1	100.0%	-3.4	-63.0%
	17-24	12.2	19.6%	10	19.6%	14	19.2%	4	40.0%	1.8	14.8%
	25-59	29.2	46.8%	26	51.0%	35	47.9%	9	34.6%	5.8	19.9%
	60-74	7.6	12.2%	5	9.8%	9	12.3%	4	80.0%	1.4	18.4%
	75+	8.0	12.8%	9	17.6%	13	17.8%	4	44.4%	5.0	62.5%
All <sup>*</sup>	0-16	13.6	5.4%	8	3.2%	6	2.4%	-2	-25.0%	-7.6	-55.9%
	17-24	47.4	18.7%	45	17.9%	47	19.0%	2	4.4%	-0.4	-0.8%
	25-59	134.2	52.9%	132	52.6%	126	51.0%	-6	-4.5%	-8.2	-6.1%
	60-74	31.0	12.2%	29	11.6%	33	13.4%	4	13.8%	2.0	6.5%
	75+	27.4	10.8%	37	14.7%	35	14.2%	-2	-5.4%	7.6	27.7%

Note:

<sup>^</sup> Where fatality age and gender were known

<sup>\*</sup> Where fatality age was known. May include fatalities with an unknown gender



**Table A.1.2: Fatalities by road user type, Queensland, 2017 compared with 2016 and the 2012 to 2016 average**

Road User Type	2012 to 2016 Average		2016		2017		2017 v 2016		2017 v 2012 to 2016 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Driver	117.4	46.3%	105	41.8%	101	40.9%	-4	-3.8%	-16.4	-14.0%
Passenger	50.8	20.0%	39	15.5%	52	21.1%	13	33.3%	1.2	2.4%
Motorcycle/moped rider or pillion	51.6	20.3%	62	24.7%	50	20.2%	-12	-19.4%	-1.6	-3.1%
Bicycle rider or pillion	8.8	3.5%	8	3.2%	8	3.2%	0	0.0%	-0.8	-9.1%
Pedestrian	25.0	9.9%	37	14.7%	35	14.2%	-2	-5.4%	10.0	40.0%
Other^	0.0	0.0%	0	0.0%	1	0.4%	1	-	1.0	-
<b>Total</b>	<b>253.6</b>	<b>100.0%</b>	<b>251</b>	<b>100.0%</b>	<b>247</b>	<b>100.0%</b>	<b>-4</b>	<b>-1.6%</b>	<b>-6.6</b>	<b>-2.6%</b>

Note:

^ Includes other fatalities such as horse riders and train drivers and passengers.

**Table A.1.3: Fatalities by month, Queensland, 2017 compared with 2016 and the 2012 to 2016 average**

Month	2012 to 2016 Average		2016		2017		2017 v 2016		2017 v 2012 to 2016 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
January	23.2	9.1%	25	10.0%	23	9.3%	-2	-8.0%	-0.2	-0.9%
February	15.8	6.2%	16	6.4%	18	7.3%	2	12.5%	2.2	13.9%
March	18.4	7.3%	15	6.0%	14	5.7%	-1	-6.7%	-4.4	-23.9%
April	22.4	8.8%	21	8.4%	12	4.9%	-9	-42.9%	-10.4	-46.4%
May	25.2	9.9%	21	8.4%	24	9.7%	3	14.3%	-1.2	-4.8%
June	18.4	7.3%	20	8.0%	27	10.9%	7	35.0%	8.6	46.7%
July	21.2	8.4%	28	11.2%	23	9.3%	-5	-17.9%	1.8	8.5%
August	23.6	9.3%	17	6.8%	17	6.9%	0	0.0%	-6.6	-28.0%
September	23.0	9.1%	18	7.2%	29	11.7%	11	61.1%	6.0	26.1%
October	21.6	8.5%	20	8.0%	22	8.9%	2	10.0%	0.4	1.9%
November	21.4	8.4%	20	8.0%	14	5.7%	-6	-30.0%	-7.4	-34.6%
December	19.4	7.6%	30	12.0%	24	9.7%	-6	-20.0%	4.6	23.7%
<b>Total</b>	<b>253.6</b>	<b>100.0%</b>	<b>251</b>	<b>100.0%</b>	<b>247</b>	<b>100.0%</b>	<b>-4</b>	<b>-1.6%</b>	<b>-6.6</b>	<b>-2.6%</b>

**Table A.1.4: Fatalities by reporting period, Queensland, 2012 to 2017**

Period Type	Period	2012	2013	2014	2015	2016	2017	2013 to 2017
		no.	no.	no.	no.	no.	no.	Daily Fatality Rate no.
Queensland School Holiday	Easter	12	13	8	17	12	7	0.67
	Winter	9	16	7	11	9	18	0.76
	Spring	14	16	10	16	11	20	0.86
	Summer*	40	29	21	31	39	26	0.65
Reporting Period	Easter	1	4	3	8	0	2	0.68
	Christmas*	6	4	4	7	6	10	0.52
Long Weekend	Anzac Day	-	-	2	-	2	-	0.67
	Australia Day	-	4	2	4	-	-	1.11
	Labour Day	5	2	1	1	2	2	0.53
	Queen's Birthday	5	2	3	3	3	4	1.00

Note:

\* This period extends across two calendar years and is therefore listed under the year the period started. For example the 2017-18 Christmas period (December 2017 to January 2018) is listed under 2017.

**Table A.1.5: Road crash reporting periods, Queensland, 2012 to 2017**

Period Type	Period	2012	2013	2014	2015	2016	2017
Queensland School Holiday	Easter	31 March to 15 April	29 March to 14 April	5 to 21 April	3 to 19 April	25 March to 10 April	1 to 17 April
	Winter	23 June to 8 July	22 June to 7 July	28 June to 13 July	27 June to 12 July	25 June to 10 July	24 June to 9 July
	Spring	22 September to 7 October	21 September to 7 October	20 September to 6 October	19 September to 5 October	17 September to 3 October	16 September to 2 October
	Summer*	15 December 2012 to 28 January 2013	14 December 2013 to 27 January 2014	13 December 2014 to 26 January 2015	12 December 2015 to 26 January 2016	10 December 2016 to 22 January 2017	9 December 2017 to 21 January 2018
Reporting Period	Easter	5 to 9 April	28 March to 1 April	17 to 21 April	2 to 6 April	24 to 28 March	13 to 17 April
	Christmas*^	23 December 2012 to 3 January 2013	23 December 2013 to 3 January 2014	23 December 2014 to 3 January 2015	23 December 2015 to 3 January 2016	23 December 2016 to 3 January 2017	23 December 2017 to 3 January 2018
Long Weekend	Anzac Day	-	-	25 to 27 April	-	23 to 25 April	-
	Australia Day	-	26 to 28 January	25 to 27 January	24 to 26 January	-	-
	Labour Day	5 to 7 May	5 to 7 October	4 to 6 October	3 to 5 October	30 April to 2 May	29 April to 1 May
	Queen's Birthday	29 September to 1 October	8 to 10 June	7 to 9 June	6 to 8 June	1 to 3 October	30 September to 2 October

Note:

\* This period extends across two calendar years and is therefore listed under the year the period started. For example the 2017-18 Christmas period (December 2017 to January 2018) is listed under 2017.

^ During 2011, ANZPAA, a joint initiative of the Australian and New Zealand Police, along with the Department of Infrastructure and Transport and the New Zealand Ministry of Transport established a fixed Christmas/New Year reporting period (23 December to 3 January).

Figure A.1.1: Fatalities by day of week and time of day, Queensland, 2017 compared with 2016 and the 2012 to 2016 average

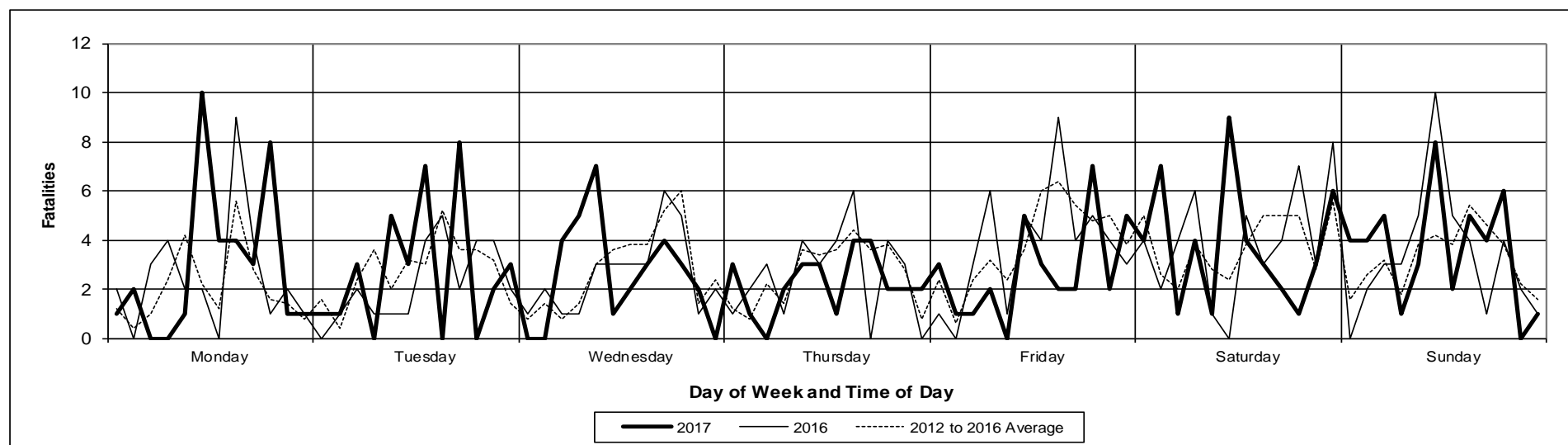


Table A.1.6: Fatalities by crash type and crash nature, Queensland, 2017 compared with 2016 and the 2012 to 2016 average

Crash Type	Crash Nature	2012 to 2016 Average		2016		2017		2017 v 2016		2017 v 2012 to 2016 Average	
		no.	%	no.	%	no.	%	no.	%	no.	%
Single Vehicle	Fall from vehicle	11.6	4.6%	8	3.2%	14	5.7%	6	75.0%	2.4	20.7%
	Hit object	91.8	36.2%	96	38.2%	89	36.0%	-7	-7.3%	-2.8	-3.1%
	Hit parked vehicle	4.2	1.7%	3	1.2%	6	2.4%	3	100.0%	1.8	42.9%
	Overtaken	19.6	7.7%	14	5.6%	16	6.5%	2	14.3%	-3.6	-18.4%
Multi-Vehicle	Angle	32.8	12.9%	32	12.7%	37	15.0%	5	15.6%	4.2	12.8%
	Head-on	49.8	19.6%	41	16.3%	36	14.6%	-5	-12.2%	-13.8	-27.7%
	Rear-end	11.8	4.7%	14	5.6%	6	2.4%	-8	-57.1%	-5.8	-49.2%
	Sideswipe	5.2	2.1%	6	2.4%	11	4.5%	5	83.3%	5.8	111.5%
Hit Pedestrian	Hit pedestrian	23.0	9.1%	35	13.9%	31	12.6%	-4	-11.4%	8.0	34.8%
Other	Hit animal	3.0	1.2%	2	0.8%	0	0.0%	-2	-100.0%	-3.0	-100.0%
	Other*	0.8	0.3%	0	0.0%	1	0.4%	1	-	0.2	25.0%
Total Fatalities		253.6	100.0%	251	100.0%	247	100.0%	-4	-1.6%	-6.6	-2.6%

Note:

\* Includes miscellaneous crash natures such as struck by internal load, collision crash miscellaneous and non-collision crash miscellaneous.

**Table A.1.7: Fatalities by roadway feature and traffic control, Queensland, 2017 compared with 2016 and the 2012 to 2016 average**

Characteristic	2012 to 2016 Average		2016		2017		2017 v 2016		2017 v 2012 to 2016 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
<b>Roadway Feature</b>										
Cross intersection	14.6	5.8%	14	5.6%	19	7.7%	5	35.7%	4.4	30.1%
T-Junction intersection	26.2	10.3%	32	12.7%	29	11.7%	-3	-9.4%	2.8	10.7%
Y-Junction intersection	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Multiple road intersection	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Interchange	2.4	0.9%	4	1.6%	3	1.2%	-1	-25.0%	0.6	25.0%
Roundabout	4.0	1.6%	3	1.2%	1	0.4%	-2	-66.7%	-3.0	-75.0%
Bridge/causeway	9.8	3.9%	8	3.2%	5	2.0%	-3	-37.5%	-4.8	-49.0%
Railway crossing	0.6	0.2%	0	0.0%	0	0.0%	0	-	-0.6	-100.0%
Median opening	0.4	0.2%	0	0.0%	0	0.0%	0	-	-0.4	-100.0%
Merge lane	0.6	0.2%	0	0.0%	1	0.4%	1	-	0.4	66.7%
Forestry/National park road	1.4	0.6%	0	0.0%	1	0.4%	1	-	-0.4	-28.6%
Bikeway	0.4	0.2%	1	0.4%	0	0.0%	-1	-100.0%	-0.4	-100.0%
Other	3.8	1.5%	9	3.6%	9	3.6%	0	0.0%	5.2	136.8%
No roadway feature	189.4	74.7%	180	71.7%	179	72.5%	-1	-0.6%	-10.4	-5.5%
<b>Traffic Control</b>										
Police	0.0	0.0%	0	0.0%	3	1.2%	3	-	3.0	-
Road/Rail worker	0.4	0.2%	0	0.0%	2	0.8%	2	-	1.6	400.0%
Supervised school crossing	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Operating traffic lights	8.2	3.2%	14	5.6%	10	4.0%	-4	-28.6%	1.8	22.0%
Flashing amber lights	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Railway - lights only	0.2	0.1%	0	0.0%	0	0.0%	0	-	-0.2	-100.0%
Railway - lights and boom gate	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Stop sign	5.0	2.0%	2	0.8%	6	2.4%	4	200.0%	1.0	20.0%
Give way sign	11.8	4.7%	15	6.0%	14	5.7%	-1	-6.7%	2.2	18.6%
Railway crossing sign	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian crossing sign	0.2	0.1%	1	0.4%	2	0.8%	1	100.0%	1.8	900.0%
School crossing - flags	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian operated lights	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Local area traffic management device	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Other	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
No traffic control	227.8	89.8%	219	87.3%	210	85.0%	-9	-4.1%	-17.8	-7.8%

**Table A.1.8: Fatalities by speed limit, Police region and ABS remoteness classification, Queensland, 2017 compared with 2016 and the 2012 to 2016 average**

Characteristic	2012 to 2016 Average		2016		2017		2017 v 2016		2017 v 2012 to 2016 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
<b>Speed Limit*</b>										
0 to 40 km/h	3.8	1.5%	2	0.8%	6	2.4%	4	200.0%	2.2	57.9%
50 km/h	17.4	6.9%	14	5.6%	28	11.3%	14	100.0%	10.6	60.9%
60 km/h	58.6	23.2%	59	23.5%	51	20.6%	-8	-13.6%	-7.6	-13.0%
70 km/h	11.0	4.3%	18	7.2%	19	7.7%	1	5.6%	8.0	72.7%
80 to 90 km/h	44.0	17.4%	38	15.1%	47	19.0%	9	23.7%	3.0	6.8%
100 to 110 km/h	118.2	46.7%	120	47.8%	96	38.9%	-24	-20.0%	-22.2	-18.8%
<b>Police Region<sup>^</sup></b>										
Northern	40.4	15.9%	40	15.9%	43	17.4%	3	7.5%	2.6	6.4%
Central	84.4	33.3%	79	31.5%	76	30.8%	-3	-3.8%	-8.4	-10.0%
Southern	66.8	26.3%	69	27.5%	54	21.9%	-15	-21.7%	-12.8	-19.2%
South Eastern	31.6	12.5%	24	9.6%	38	15.4%	14	58.3%	6.4	20.3%
Brisbane	30.4	12.0%	39	15.5%	36	14.6%	-3	-7.7%	5.6	18.4%
<b>Remoteness Classification<sup>#</sup></b>										
Major cities	75.2	29.7%	79	31.5%	90	36.4%	11	13.9%	14.8	19.7%
Inner regional	87.0	34.3%	90	35.9%	67	27.1%	-23	-25.6%	-20.0	-23.0%
Outer regional	64.2	25.3%	63	25.1%	66	26.7%	3	4.8%	1.8	2.8%
Remote	15.2	6.0%	12	4.8%	16	6.5%	4	33.3%	0.8	5.3%
Very remote	12.0	4.7%	7	2.8%	8	3.2%	1	14.3%	-4.0	-33.3%

Note:

\* Where speed limit was known

<sup>^</sup> Where Police region was known

<sup>#</sup> Where remoteness classification was known. These figures were extracted using the Australian Bureau of Statistics (ABS) Australian Standard Geographical Classification (ASGC) Remoteness Classification.

**Table A.1.9: Fatalities by behaviour/characteristic, Queensland, 2017 compared with 2016 and the 2012 to 2016 average**

Behaviour / Characteristic	2012 to 2016 Average		2016		2017		2017 v 2016		2017 v 2012 to 2016 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
All fatalities	253.6	-	251	-	247	-	-4	-1.6%	-6.6	-2.6%
Alcohol/drug related crashes	93.8	37.0%	103	41.0%	107	43.3%	4	3.9%	13.2	14.1%
Involving drink drivers/riders	51.0	20.1%	46	18.3%	63	25.5%	17	37.0%	12.0	23.5%
Involving speeding drivers/riders	59.4	23.4%	64	25.5%	50	20.2%	-14	-21.9%	-9.4	-15.8%
Fatigue related crashes involving motor vehicles	36.2	14.3%	33	13.1%	23	9.3%	-10	-30.3%	-13.2	-36.5%
Involving distracted/inattentive drivers/riders	18.8	7.4%	28	11.2%	34	13.8%	6	21.4%	15.2	80.9%
Involving drivers/riders who disobeyed road rules (all)	144.2	56.9%	131	52.2%	156	63.2%	25	19.1%	11.8	8.2%
Involving drivers/riders who disobeyed road rules (traffic lights/signs)	7.2	2.8%	8	3.2%	4	1.6%	-4	-50.0%	-3.2	-44.4%
Involving drivers/riders who disobeyed road rules (fail to giveaway/stop)	14.2	5.6%	9	3.6%	20	8.1%	11	122.2%	5.8	40.8%
Involving young adult drivers/riders (aged 16 to 24 years)	64.6	25.5%	61	24.3%	71	28.7%	10	16.4%	6.4	9.9%
Involving senior adult drivers/riders (aged 60 years or over)	63.0	24.8%	67	26.7%	78	31.6%	11	16.4%	15.0	23.8%
Involving senior adult drivers/riders (aged 60 to 74 years)	42.6	16.8%	47	18.7%	58	23.5%	11	23.4%	15.4	36.2%
Involving senior adult drivers/riders (aged 75 years or over)	22.0	8.7%	26	10.4%	24	9.7%	-2	-7.7%	2.0	9.1%
Involving unlicensed drivers/riders	27.6	10.9%	24	9.6%	20	8.1%	-4	-16.7%	-7.6	-27.5%
Involving unregistered motor vehicles	15.8	6.2%	29	11.6%	12	4.9%	-17	-58.6%	-3.8	-24.1%
Involving vehicle defects	8.2	3.2%	9	3.6%	6	2.4%	-3	-33.3%	-2.2	-26.8%
Involving heavy freight vehicles	51.2	20.2%	40	15.9%	33	13.4%	-7	-17.5%	-18.2	-35.5%
Involving motorcycles/mopeds	52.0	20.5%	64	25.5%	51	20.6%	-13	-20.3%	-1.0	-1.9%
Involving motorcycles	51.2	20.2%	64	25.5%	50	20.2%	-14	-21.9%	-1.2	-2.3%
Involving mopeds	0.8	0.3%	0	0.0%	1	0.4%	1	-	0.2	25.0%
Involving buses	3.8	1.5%	3	1.2%	10	4.0%	7	233.3%	6.2	163.2%
Involving atmospheric conditions	6.6	2.6%	4	1.6%	3	1.2%	-1	-25.0%	-3.6	-54.5%
Involving rain/wet/slippery conditions	20.6	8.1%	11	4.4%	21	8.5%	10	90.9%	0.4	1.9%
Involving road conditions	30.8	12.1%	25	10.0%	36	14.6%	11	44.0%	5.2	16.9%
Involving lighting conditions	13.4	5.3%	20	8.0%	24	9.7%	4	20.0%	10.6	79.1%
Alcohol/drug impaired pedestrian fatalities	10.4	4.1%	16	6.4%	11	4.5%	-5	-31.3%	0.6	5.8%
All vehicle occupant fatalities, where restraint use was known	115.8	45.7%	117	46.6%	123	49.8%	6	5.1%	7.2	6.2%
Unrestrained vehicle occupant fatalities, where restraint use was known <sup>^</sup>	29.4	25.4%	18	15.4%	31	25.2%	13	72.2%	1.6	5.4%

Note:

<sup>^</sup> Unrestrained vehicle occupant fatalities are calculated as a percentage of all vehicle occupant fatalities, where restraint use was known

## A.2 Motor vehicles/controllers involved in fatal crashes

A **motor vehicle** is a unit type grouping that includes the following vehicle (unit) types: car, station wagon, utility, panel van, rigid truck, articulated truck, bus, motorcycle, moped, road train/B-Double/B-Triple and special purpose vehicle. Pedestrians, bicycles, towed devices, wheeled recreational devices (WRD), personal mobility devices (PMD, e.g. Segway) and animals are NOT considered motor vehicles.

A **special purpose vehicle** refers to plant, machinery and equipment (eg grader, excavator, road roller, motorised road sweeper, farm machinery etc) and any other special purpose vehicle such as ambulance, hearse, fire engine, tow truck, mobile crane, truck with machinery mounted, motorised camper, motorised wheelchair, garbage collection vehicle, concrete mixer, mobile home, golf buggy and motorised go-kart. Vehicles must be capable of exceeding 10km/hr.

A **motorcycle** refers to mechanically or electrically propelled two, three or four wheeled bikes including motorcycles with or without side-cars or trailers, motor scooters, trail bikes, mini bikes, and mopeds.

*Please note that some vehicle (unit) types are not reportable individually.*

**Table A.2.1: Motor vehicles involved in fatal crashes by vehicle type, Queensland, 2012 to 2017**

Unit Type	2012	2013	2014	2015	2016	2017
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	258	248	214	212	238	247
Motorcycle/Moped	62	47	37	58	69	51
Heavy Freight Vehicle	68	44	38	44	39	33
Bus	7	5	1	2	3	8
Special Purpose Vehicle	6	7	7	2	1	4
All Motor Vehicles	401	351	297	318	350	343

**Table A.2.2: Motor vehicles on register (as at 30 June) by vehicle type, Queensland, 2012 to 2017**

Unit Type	2012	2013	2014	2015	2016	2017
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	3,272,273	3,373,885	3,452,689	3,517,413	3,606,062	3,706,478
Motorcycle/Moped	170,259	179,005	186,440	192,053	198,468	207,138
Heavy Freight Vehicle	91,277	93,312	94,157	92,892	93,019	94,819
Bus	20,696	21,140	21,241	21,269	21,118	21,364
Other <sup>^</sup>	125,246	131,329	136,227	138,371	141,322	145,928
All Motor Vehicles	3,679,751	3,798,671	3,890,754	3,961,998	4,059,989	4,175,727

Note:

<sup>^</sup> Includes vehicles types such as conditionally registered vehicles, campervans, motorhomes, mobile machinery and motorised wheelchairs. Dealer plates are not included.

**Table A.2.3: Motor vehicles involved in fatal crashes per 10,000 motor vehicles on register (as at 30 June) by vehicle type, Queensland, 2012 to 2017**

Unit Type	2012	2013	2014	2015	2016	2017
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	0.79	0.74	0.62	0.60	0.66	0.67
Motorcycle/Moped	3.64	2.63	1.98	3.02	3.48	2.46
Heavy Freight Vehicle	7.45	4.72	4.04	4.74	4.19	3.48
Bus	3.38	2.37	0.47	0.94	1.42	3.74



**Table A.2.4: Licensed drivers and riders involved in fatal crashes by year, age group and licence type, Queensland, 2012 to 2017**

Age Group	Licence Type	2012	2013	2014	2015	2016	2017
		no.	no.	no.	no.	no.	no.
16 to 24 <sup>^</sup>	Learner (L)	10	5	2	2	3	6
	Provisional (P, P1, P2)	37	29	18	21	23	22
	Open (O)	15	16	11	15	22	28
	All (L, P, P1, P2, O)	62	50	31	38	48	56
25 to 59 <sup>^</sup>	Learner (L)	6	5	0	1	1	2
	Provisional (P, P1, P2)	3	4	5	6	13	5
	Open (O)	196	180	156	158	176	153
	All (L, P, P1, P2, O)	205	189	161	165	190	160
60 to 74 <sup>^</sup>	Learner (L)	0	0	0	0	0	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	46	39	32	33	49	51
	All (L, P, P1, P2, O)	46	39	32	33	49	51
75 and over <sup>^</sup>	Learner (L)	0	0	0	0	0	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	16	19	11	27	22	22
	All (L, P, P1, P2, O)	16	19	11	27	22	22
All*	Learner (L)	16	10	2	3	4	8
	Provisional (P, P1, P2)	40	33	23	27	36	27
	Open (O)	273	254	210	233	269	254
	All (L, P, P1, P2, O)	329	297	235	263	309	289

Note:

<sup>^</sup> Where controller age and licence level were known.

\* Where controller licence level was known. May include controllers with an unknown age.

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.

**Table A.2.5: Licences on record (as at 30 June) by year, age group and licence type, Queensland, 2012 to 2017**

Age Group	Licence Type	2012	2013	2014	2015	2016	2017
		no.	no.	no.	no.	no.	no.
16 to 24	Learner (L)	133,868	134,139	131,518	131,989	131,455	132,201
	Provisional (P, P1, P2)	162,134	169,270	168,124	165,784	165,703	166,953
	Open (O)	170,642	170,508	172,462	178,054	184,509	188,361
	All (L, P, P1, P2, O)	466,644	473,917	472,104	475,827	481,667	487,515
25 to 59	Learner (L)	40,655	42,115	40,101	40,755	41,689	41,829
	Provisional (P, P1, P2)	31,780	33,273	35,673	34,730	37,246	36,881
	Open (O)	2,035,121	2,066,905	2,053,650	2,072,545	2,103,567	2,137,373
	All (L, P, P1, P2, O)	2,107,556	2,142,293	2,129,424	2,148,030	2,182,502	2,216,083
60 to 74	Learner (L)	1,044	1,149	1,135	1,268	1,467	1,467
	Provisional (P, P1, P2)	1,011	981	1,203	1,245	1,172	1,127
	Open (O)	564,789	587,726	602,029	623,015	645,764	668,196
	All (L, P, P1, P2, O)	566,844	589,856	604,367	625,528	648,403	670,790
75 and over	Learner (L)	50	55	53	61	77	73
	Provisional (P, P1, P2)	72	72	84	88	76	73
	Open (O)	159,838	168,631	178,239	182,637	192,981	206,302
	All (L, P, P1, P2, O)	159,960	168,758	178,376	182,786	193,134	206,448
All	Learner (L)	175,617	177,458	172,807	174,073	174,688	175,570
	Provisional (P, P1, P2)	194,997	203,596	205,084	201,847	204,197	205,034
	Open (O)	2,930,390	2,993,770	3,006,380	3,056,251	3,126,821	3,200,232
	All (L, P, P1, P2, O)	3,301,004	3,374,824	3,384,271	3,432,171	3,505,706	3,580,836

Note:

*In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.*

**Table A.2.6: Licensed drivers and riders involved in fatal crashes per 100,000 licences on record (as at 30 June) by year, age group and licence type, Queensland, 2012 to 2017**

Age Group	Licence Type	2012	2013	2014	2015	2016	2017
		no.	no.	no.	no.	no.	no.
16 to 24 <sup>^</sup>	Learner (L)	7.47	3.73	1.52	1.52	2.28	4.54
	Provisional (P, P1, P2)	22.82	17.13	10.71	12.67	13.88	13.18
	Open (O)	8.79	9.38	6.38	8.42	11.92	14.87
	All (L, P, P1, P2, O)	13.29	10.55	6.57	7.99	9.97	11.49
25 to 59 <sup>^</sup>	Learner (L)	14.76	11.87	0.00	2.45	2.40	4.78
	Provisional (P, P1, P2)	9.44	12.02	14.02	17.28	34.90	13.56
	Open (O)	9.63	8.71	7.60	7.62	8.37	7.16
	All (L, P, P1, P2, O)	9.73	8.82	7.56	7.68	8.71	7.22
60 to 74 <sup>^</sup>	Learner (L)	0.00	0.00	0.00	0.00	0.00	0.00
	Provisional (P, P1, P2)	0.00	0.00	0.00	0.00	0.00	0.00
	Open (O)	8.14	6.64	5.32	5.30	7.59	7.63
	All (L, P, P1, P2, O)	8.12	6.61	5.29	5.28	7.56	7.60
75 and over <sup>^</sup>	Learner (L)	0.00	0.00	0.00	0.00	0.00	0.00
	Provisional (P, P1, P2)	0.00	0.00	0.00	0.00	0.00	0.00
	Open (O)	10.01	11.27	6.17	14.78	11.40	10.66
	All (L, P, P1, P2, O)	10.00	11.26	6.17	14.77	11.39	10.66
All*	Learner (L)	9.11	5.64	1.16	1.72	2.29	4.56
	Provisional (P, P1, P2)	20.51	16.21	11.21	13.38	17.63	13.17
	Open (O)	9.32	8.48	6.99	7.62	8.60	7.94
	All (L, P, P1, P2, O)	9.97	8.80	6.94	7.66	8.81	8.07

Note:

<sup>^</sup> Where controller age and licence level were known.

\* Where controller licence level was known. May include controllers with an unknown age.

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.