2019 Summary Road Crash Report

Queensland Road Fatalities

updated July 2021

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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 2019.

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 fatalities during 2019

(Note: Data extracted 9 July 2021)

3.1   Long term trend

The Queensland road fatality rate for 2019 was 4.32 fatalities per 100,000 population, which is 11.7% lower than the rate for the previous year of 4.89. This is the lowest road fatality rate recorded for a calendar year since accurate records began in 1952. The second lowest Queensland road fatality rate of 4.72 occurred during 2014 and the third lowest road fatality rate of 4.89 occurred during 2018.

Figure 1: Fatalities per 100,000 population, Queensland, 1952 to 2019

Fatalities per 100,000 population, Queensland, 1952 to 2019
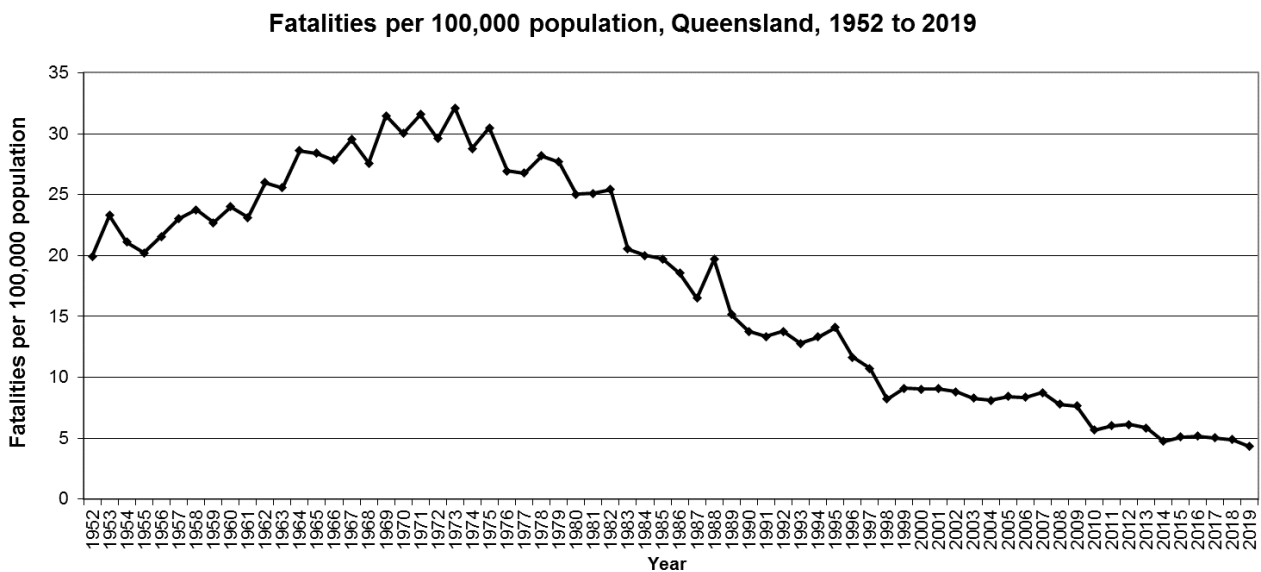
3.2 Queensland road fatalities

In 2019 there were 220 road fatalities within Queensland, which is 25 fatalities (or 10.2%) fewer than the previous year of 245 fatalities and 22 fatalities (or 9.0%) fewer than the previous five year average. This is the lowest number of road fatalities since records began in 1952 (n=251), with the second lowest being 223 fatalities in 2014.

3.3 Major characteristics and relative increases and decreases of road fatalities within Queensland

3.3.1 Major characteristics^

The major characteristics of road fatalities in Queensland during 2019 were:

- involving drivers/riders who disobey road rules – 126 fatalities (or 57.3%)
- alcohol/drug related crashes – 94 fatalities (or 42.7%)
- involving young adult drivers/riders (aged 16 to 24 years) – 69 fatalities (or 31.4%)
- involving senior adult drivers/riders (aged 60 years or over) – 67 fatalities (or 30.5%)
- unrestrained vehicle occupant fatalities – 28 fatalities (or 25.5%)
- involving speeding drivers/riders – 51 fatalities (or 23.2%).
- involving drink drivers/riders – 46 fatalities (or 20.9%)
- involving motorcycle/moped riders – 46 fatalities (or 20.9%).

^ *Please note that for the purposes of this report, major characteristics of fatalities within Queensland have been defined as characteristics representing at least 20% of all fatalities during 2019.*

3.3.2 Increases^

The major relative increases in the number of road fatalities in Queensland during 2019 compared with 2018 and the 2014 to 2018 average were:

- involving young adult drivers/riders (aged 16 to 24 years) – 69 fatalities (or 31.4%) which is eight (or 13.1%) greater than the previous year and eight (or 13.9%) greater than the previous five year average.

^ *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 2019 and increased when compared with the previous five year average (approximately 15%).*

3.3.3 Decreases^

The major relative decreases in the number of road fatalities in Queensland during 2019 compared with 2018 and the 2014 to 2018 average were:

- involving speeding drivers/riders – 51 fatalities (or 23.2%) which is equal to the previous year and eight (or 13.3%) fewer than the previous five year average
- involving heavy freight vehicles – 36 fatalities (or 16.4%) which is 17 (or 32.1%) fewer than the previous year and seven (or 16.7%) fewer than the previous five year average
- involving distracted/inattentive drivers/riders – 21 fatalities (or 9.5%) which is 12 (or 36.4%) fewer than the previous year and seven (or 23.9%) fewer than the previous five year average.

^ Please note that for the purpose of this report, relative decreases have been defined as characteristics that represent at least 10% of all fatalities during 2018 and decreased during 2019 when compared with the previous five year average (approximately 15%).

3.4   Interstate comparison – fatalities per 100,000 population

The Queensland road fatality rate for 2019 was 4.32 fatalities per 100,000 population, which is 11.7% lower than the 2018 fatality rate (4.89), and is third behind the Australian Capital Territory (1.41) and Victoria (4.03).

Table 1: Fatalities per 100,000 population by State, 2019 compared with 2018

State	2018			2019			Percentage difference in rate with the previous year
	Fatalities	Population ('000) as at Jun 2018	Fatalities per 100,000 population	Fatalities	Population ('000) as at Jun 2019	Fatalities per 100,000 population	
Queensland	245	5,009.4	4.89	220	5,093.9	4.32	-11.7%
New South Wales	328	7,980.2	4.11	353	8,087.4	4.36	6.2%
Victoria	213	6,462.0	3.30	266	6,596.9	4.03	22.3%
South Australia	80	1,736.5	4.61	114	1,752.7	6.50	41.2%
Western Australia	159	2,594.2	6.13	164	2,623.3	6.25	2.0%
Tasmania	33	528.3	6.25	29	534.6	5.42	-13.2%
Northern Territory	50	247.1	20.24	35	246.1	14.22	-29.7%
Australian Capital Territory	9	420.4	2.14	6	426.3	1.41	-34.3%
Rest of Australia	872	19,973.3	4.37	967	20,271.9	4.77	9.3%
Australian Total	1,117	24,982.7	4.47	1,187	25,365.7	4.68	4.7%

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 2019
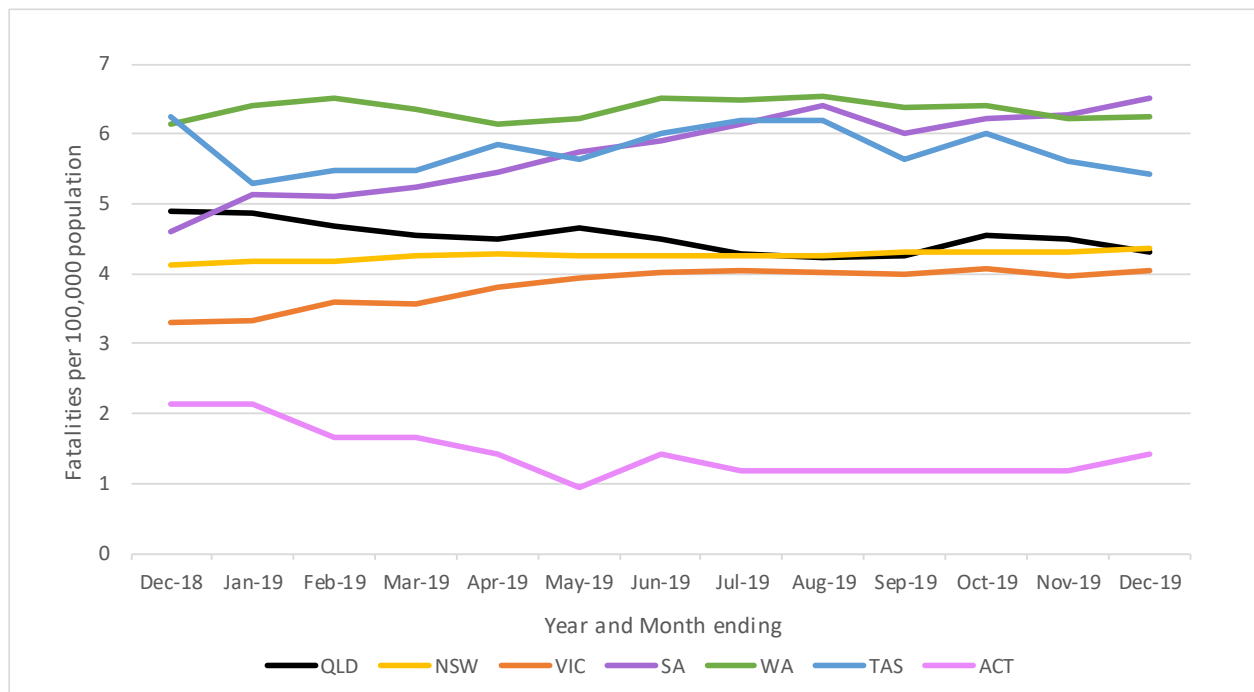
Appendix A

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, 2019 compared with 2018 and the 2014 to 2018 average

Gender	Age Group	2014 to 2018 Average		2018		2019		2019 v 2018		2019 v 2014 to 2018 Average	
		no.	%	no.	%	no.	%	no.	%	no.	%
Male^	0-16	6.4	3.5%	9	4.9%	8	4.6%	-1	-11.1%	1.6	25.0%
	17-24	34.4	18.9%	38	20.8%	49	28.0%	11	28.9%	14.6	42.4%
	25-59	97.0	53.4%	95	51.9%	80	45.7%	-15	-15.8%	-17.0	-17.5%
	60-74	24.6	13.5%	30	16.4%	19	10.9%	-11	-36.7%	-5.6	-22.8%
	75+	19.2	10.6%	11	6.0%	19	10.9%	8	72.7%	-0.2	-1.0%
Female^	0-16	2.6	4.4%	3	4.9%	6	13.3%	3	100.0%	3.4	130.8%
	17-24	9.2	15.4%	7	11.5%	4	8.9%	-3	-42.9%	-5.2	-56.5%
	25-59	30.2	50.7%	29	47.5%	18	40.0%	-11	-37.9%	-12.2	-40.4%
	60-74	8.6	14.4%	13	21.3%	12	26.7%	-1	-7.7%	3.4	39.5%
	75+	9.0	15.1%	9	14.8%	5	11.1%	-4	-44.4%	-4.0	-44.4%
All*	0-16	9.4	3.9%	12	4.9%	14	6.4%	2	16.7%	4.6	48.9%
	17-24	43.6	18.0%	45	18.4%	53	24.1%	8	17.8%	9.4	21.6%
	25-59	127.2	52.6%	124	50.8%	98	44.5%	-26	-21.0%	-29.2	-23.0%
	60-74	33.2	13.7%	43	17.6%	31	14.1%	-12	-27.9%	-2.2	-6.6%
	75+	28.2	11.7%	20	8.2%	24	10.9%	4	20.0%	-4.2	-14.9%

Note:

^ Where fatality age and gender were known

* Where fatality age was known. May include fatalities with an unknown gender

Table A.1.2: Fatalities by road user type, Queensland, 2019 compared with 2018 and the 2014 to 2018 average

Road User Type	2014 to 2018 Average		2018		2019		2019 v 2018		2019 v 2014 to 2018 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Driver	109.8	45.4%	121	49.4%	113	51.4%	-8	-6.6%	3.2	2.9%
Passenger	46.4	19.2%	41	16.7%	37	16.8%	-4	-9.8%	-9.4	-20.3%
Motorcycle/moped rider or pillion	49.2	20.3%	43	17.6%	45	20.5%	2	4.7%	-4.2	-8.5%
Bicycle rider or pillion	6.8	2.8%	5	2.0%	6	2.7%	1	20.0%	-0.8	-11.8%
Pedestrian	29.4	12.2%	35	14.3%	18	8.2%	-17	-48.6%	-11.4	-38.8%
Other^	0.2	0.1%	0	0.0%	1	0.5%	1	-	0.8	400.0%
Total	241.8	100.0%	245	100.0%	220	100.0%	-25	-10.2%	-21.8	-9.0%

Note:

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

Table A.1.3: Fatalities by month, Queensland, 2019 compared with 2018 and the 2014 to 2018 average

Month	2014 to 2018 Average		2018		2019		2019 v 2018		2019 v 2014 to 2018 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
January	19.6	8.1%	16	6.5%	15	6.8%	-1	-6.3%	-4.6	-23.5%
February	15.0	6.2%	19	7.8%	10	4.5%	-9	-47.4%	-5.0	-33.3%
March	20.2	8.4%	29	11.8%	23	10.5%	-6	-20.7%	2.8	13.9%
April	18.0	7.4%	16	6.5%	14	6.4%	-2	-12.5%	-4.0	-22.2%
May	20.6	8.5%	14	5.7%	22	10.0%	8	57.1%	1.4	6.8%
June	21.6	8.9%	23	9.4%	15	6.8%	-8	-34.8%	-6.6	-30.6%
July	24.6	10.2%	29	11.8%	19	8.6%	-10	-34.5%	-5.6	-22.8%
August	20.6	8.5%	26	10.6%	23	10.5%	-3	-11.5%	2.4	11.7%
September	21.8	9.0%	20	8.2%	22	10.0%	2	10.0%	0.2	0.9%
October	19.8	8.2%	11	4.5%	26	11.8%	15	136.4%	6.2	31.3%
November	19.2	7.9%	18	7.3%	15	6.8%	-3	-16.7%	-4.2	-21.9%
December	20.8	8.6%	24	9.8%	16	7.3%	-8	-33.3%	-4.8	-23.1%
Total	241.8	100.0%	245	100.0%	220	100.0%	-25	-10.2%	-21.8	-9.0%

Table A.1.4: Fatalities by reporting period, Queensland, 2014 to 2019

Period Type	Period	2014	2015	2016	2017	2018	2019	2015 to 2019 Daily Fatality Rate
		no.	no.	no.	no.	no.	no.	no.
Queensland School Holiday	Easter	8	17	12	7	9	6	0.59
	Winter	7	11	9	18	17	13	0.85
	Spring	10	16	11	20	7	14	0.81
	Summer*	21	31	39	25	28	14	0.61
Reporting Period	Easter	3	8	0	2	4	4	0.72
	Christmas*	4	7	6	10	13	1	0.62
Long Weekend	Anzac Day	2	-	2	-	-	-	0.67
	Australia Day	2	4	-	-	-	0	0.67
	Labour Day	1	1	2	2	2	1	0.53
	Queen's Birthday	3	3	3	4	2	5	1.13

Note:

* This period extends across two calendar years and is therefore listed under the year the period started. For example the 2019-20 Christmas period (December 2019 to January 2020) is listed under 2019.

Table A.1.5: Road crash reporting periods, Queensland, 2014 to 2019

Period Type	Period	2014	2015	2016	2017	2018	2019
Queensland School Holiday	Easter	5 to 21 April	3 to 19 April	25 March to 10 April	1 to 17 April	30 March to 16 April	6 to 22 April
	Winter	28 June to 13 July	27 June to 12 July	25 June to 10 July	24 June to 9 July	30 June to 15 July	29 June to 14 July
	Spring	20 September to 6 October	19 September to 5 October	17 September to 3 October	16 September to 2 October	22 September to 7 October	21 September to 7 October
	Summer*	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	15 December 2018 to 28 January 2019	14 December 2019 to 27 January 2020
Reporting Period	Easter	17 to 21 April	2 to 6 April	24 to 28 March	13 to 17 April	29 March to 2 April	18 to 22 April
	Christmas*^	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	23 December 2018 to 3 January 2019	23 December 2019 to 3 January 2020
Long Weekend	Anzac Day	25 to 27 April	-	23 to 25 April	-	-	-
	Australia Day	25 to 27 January	24 to 26 January	-	-	-	26 to 28 January
	Labour Day	4 to 6 October	3 to 5 October	30 April to 2 May	29 April to 1 May	5 to 7 May	4 to 6 May
	Queen's Birthday	7 to 9 June	6 to 8 June	1 to 3 October	30 September to 2 October	29 September to 1 October	5 to 7 October

Note:

* This period extends across two calendar years and is therefore listed under the year the period started. For example the 2019-20 Christmas period (December 2019 to January 2020) is listed under 2019.

^ 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, 2019 compared with 2018 and the 2014 to 2018 average
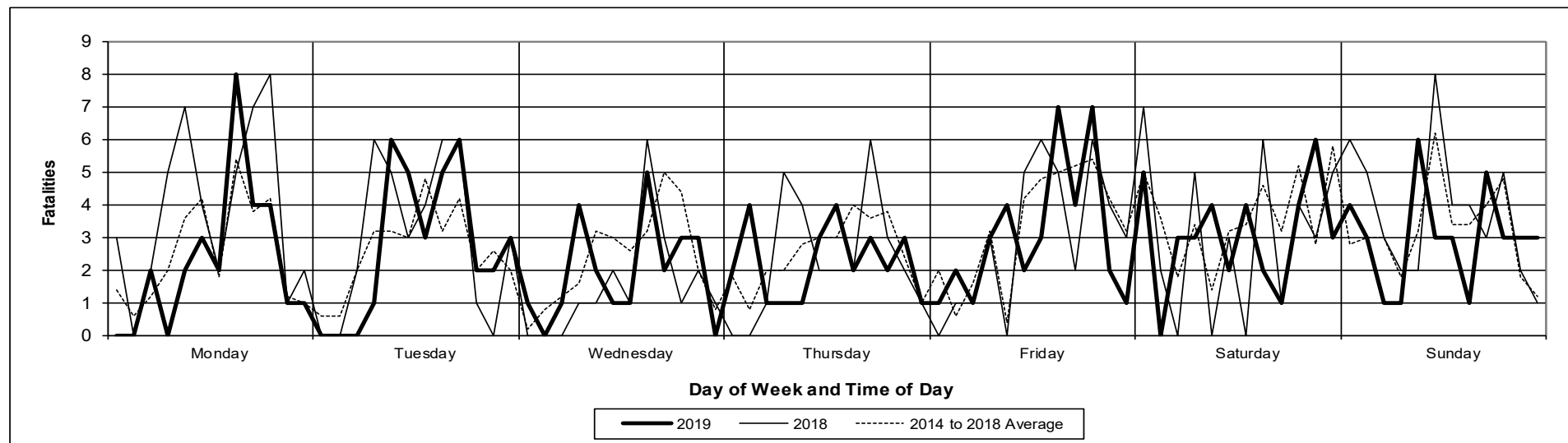
Table A.1.6: Fatalities by crash type and crash nature, Queensland, 2019 compared with 2018 and the 2014 to 2018 average

Crash Type	Crash Nature	2014 to 2018 Average		2018		2019		2019 v 2018		2019 v 2014 to 2018 Average	
		no.	%	no.	%	no.	%	no.	%	no.	%
Single Vehicle	Fall from vehicle	11.2	4.6%	10	4.1%	15	6.8%	5	50.0%	3.8	33.9%
	Hit object	92.2	38.1%	95	38.8%	83	37.7%	-12	-12.6%	-9.2	-10.0%
	Hit parked vehicle	4.2	1.7%	2	0.8%	4	1.8%	2	100.0%	-0.2	-4.8%
	Overturned	15.2	6.3%	13	5.3%	15	6.8%	2	15.4%	-0.2	-1.3%
Multi-Vehicle	Angle	31.6	13.1%	29	11.8%	25	11.4%	-4	-13.8%	-6.6	-20.9%
	Head-on	42.2	17.5%	46	18.8%	39	17.7%	-7	-15.2%	-3.2	-7.6%
	Rear-end	9.8	4.1%	12	4.9%	10	4.5%	-2	-16.7%	0.2	2.0%
	Sideswipe	6.2	2.6%	7	2.9%	9	4.1%	2	28.6%	2.8	45.2%
Hit Pedestrian	Hit pedestrian	26.4	10.9%	31	12.7%	17	7.7%	-14	-45.2%	-9.4	-35.6%
Other	Hit animal	2.0	0.8%	0	0.0%	2	0.9%	2	-	0.0	0.0%
	Other*	0.8	0.3%	0	0.0%	1	0.5%	1	-	0.2	25.0%
Total Fatalities		241.8	100.0%	245	100.0%	220	100.0%	-25	-10.2%	-21.8	-9.0%

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, 2019 compared with 2018 and the 2014 to 2018 average

Characteristic	2014 to 2018 Average		2018		2019		2019 v 2018		2019 v 2014 to 2018 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Roadway Feature										
Cross intersection	16.8	6.9%	20	8.2%	16	7.3%	-4	-20.0%	-0.8	-4.8%
T-Junction intersection	24.8	10.3%	28	11.4%	19	8.6%	-9	-32.1%	-5.8	-23.4%
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	2.2	0.9%	1	0.4%	4	1.8%	3	300.0%	1.8	81.8%
Roundabout	2.8	1.2%	2	0.8%	2	0.9%	0	0.0%	-0.8	-28.6%
Bridge/causeway	8.2	3.4%	4	1.6%	5	2.3%	1	25.0%	-3.2	-39.0%
Railway crossing	0.4	0.2%	0	0.0%	1	0.5%	1	-	0.6	150.0%
Median opening	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Merge lane	0.2	0.1%	0	0.0%	2	0.9%	2	-	1.8	900.0%
Forestry/National park road	0.6	0.2%	1	0.4%	1	0.5%	0	0.0%	0.4	66.7%
Bikeway	0.4	0.2%	0	0.0%	0	0.0%	0	-	-0.4	-100.0%
Other	7.0	2.9%	7	2.9%	6	2.7%	-1	-14.3%	-1.0	-14.3%
No roadway feature	178.4	73.8%	182	74.3%	164	74.5%	-18	-9.9%	-14.4	-8.1%
Traffic Control										
Police	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Road/Rail worker	0.8	0.3%	0	0.0%	0	0.0%	0	-	-0.8	-100.0%
Supervised school crossing	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Operating traffic lights	9.6	4.0%	13	5.3%	7	3.2%	-6	-46.2%	-2.6	-27.1%
Flashing amber lights	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Railway - lights only	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Railway - lights and boom gate	0.0	0.0%	0	0.0%	1	0.5%	1	-	1.0	-
Stop sign	3.8	1.6%	3	1.2%	4	1.8%	1	33.3%	0.2	5.3%
Give way sign	14.0	5.8%	14	5.7%	10	4.5%	-4	-28.6%	-4.0	-28.6%
Railway crossing sign	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian crossing sign	0.8	0.3%	1	0.4%	1	0.5%	0	0.0%	0.2	25.0%
School crossing - flags	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian operated lights	0.2	0.1%	1	0.4%	0	0.0%	-1	-100.0%	-0.2	-100.0%
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	212.6	87.9%	213	86.9%	197	89.5%	-16	-7.5%	-15.6	-7.3%

Table A.1.8: Fatalities by speed limit, Police region and ABS remoteness classification, Queensland, 2019 compared with 2018 and the 2014 to 2018 average

Characteristic	2014 to 2018 Average		2018		2019		2019 v 2018		2019 v 2014 to 2018 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Speed Limit*										
0 to 40 km/h	4.2	1.7%	2	0.8%	1	0.5%	-1	-50.0%	-3.2	-76.2%
50 km/h	19.4	8.0%	19	7.8%	11	5.0%	-8	-42.1%	-8.4	-43.3%
60 km/h	53.6	22.2%	53	21.6%	40	18.2%	-13	-24.5%	-13.6	-25.4%
70 km/h	12.6	5.2%	11	4.5%	12	5.5%	1	9.1%	-0.6	-4.8%
80 to 90 km/h	41.6	17.2%	40	16.3%	37	16.8%	-3	-7.5%	-4.6	-11.1%
100 to 110 km/h	109.8	45.5%	120	49.0%	119	54.1%	-1	-0.8%	9.2	8.4%
Police Region^										
Brisbane	29.4	18.1%	26	16.1%	25	16.1%	-1	-3.8%	-4.4	-15.0%
Central	31.6	19.5%	29	18.0%	32	20.6%	3	10.3%	0.4	1.3%
Far Northern	24.6	15.2%	25	15.5%	30	19.4%	5	20.0%	5.4	22.0%
North Coast	59.4	36.7%	64	39.8%	45	29.0%	-19	-29.7%	-14.4	-24.2%
Northern	17.0	10.5%	17	10.6%	23	14.8%	6	35.3%	6.0	35.3%
Remoteness Classification#										
Major Cities	77.4	32.0%	77	31.4%	54	24.5%	-23	-29.9%	-23.4	-30.2%
Inner Regional	75.2	31.1%	71	29.0%	74	33.6%	3	4.2%	-1.2	-1.6%
Outer Regional	62.4	25.8%	66	26.9%	60	27.3%	-6	-9.1%	-2.4	-3.8%
Remote	14.4	6.0%	16	6.5%	21	9.5%	5	31.3%	6.6	45.8%
Very Remote	12.4	5.1%	15	6.1%	11	5.0%	-4	-26.7%	-1.4	-11.3%

Note:

* Where speed limit was known

^ Where Police region was known

 # 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, 2019 compared with 2018 and the 2014 to 2018 average

Behaviour / Characteristic	2014 to 2018 Average		2018		2019		2019 v 2018		2019 v 2014 to 2018 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
All fatalities	241.8	-	245	-	220	-	-25	-10.2%	-21.8	-9.0%
Alcohol/drug related crashes	103.6	42.8%	118	48.2%	94	42.7%	-24	-20.3%	-9.6	-9.3%
Involving drink drivers/riders	50.4	20.8%	43	17.6%	46	20.9%	3	7.0%	-4.4	-8.7%
Involving speeding drivers/riders	58.8	24.3%	51	20.8%	51	23.2%	0	0.0%	-7.8	-13.3%
Fatigue related crashes involving motor vehicles	29.0	12.0%	30	12.2%	30	13.6%	0	0.0%	1.0	3.4%
Involving distracted/inattentive drivers/riders	27.6	11.4%	33	13.5%	21	9.5%	-12	-36.4%	-6.6	-23.9%
Involving drivers/riders who disobeyed road rules (all)	139.4	57.7%	153	62.4%	126	57.3%	-27	-17.6%	-13.4	-9.6%
Involving drivers/riders who disobeyed road rules (traffic lights/signs)	4.2	1.7%	4	1.6%	3	1.4%	-1	-25.0%	-1.2	-28.6%
Involving drivers/riders who disobeyed road rules (fail to giveway/stop)	12.0	5.0%	11	4.5%	14	6.4%	3	27.3%	2.0	16.7%
Involving young adult drivers/riders (aged 16 to 24 years)	60.6	25.1%	61	24.9%	69	31.4%	8	13.1%	8.4	13.9%
Involving senior adult drivers/riders (aged 60 years or over)	66.4	27.5%	74	30.2%	67	30.5%	-7	-9.5%	0.6	0.9%
Involving senior adult drivers/riders (aged 60 to 74 years)	47.6	19.7%	62	25.3%	46	20.9%	-16	-25.8%	-1.6	-3.4%
Involving senior adult drivers/riders (aged 75 years or over)	22.0	9.1%	18	7.3%	24	10.9%	6	33.3%	2.0	9.1%
Involving unlicensed drivers/riders	26.2	10.8%	26	10.6%	24	10.9%	-2	-7.7%	-2.2	-8.4%
Involving unregistered motor vehicles	14.4	6.0%	8	3.3%	10	4.5%	2	25.0%	-4.4	-30.6%
Involving vehicle defects	7.8	3.2%	7	2.9%	9	4.1%	2	28.6%	1.2	15.4%
Involving heavy freight vehicles	43.2	17.9%	53	21.6%	36	16.4%	-17	-32.1%	-7.2	-16.7%
Involving motorcycles/mopeds	49.8	20.6%	43	17.6%	46	20.9%	3	7.0%	-3.8	-7.6%
Involving motorcycles	49.2	20.3%	41	16.7%	44	20.0%	3	7.3%	-5.2	-10.6%
Involving mopeds	0.6	0.2%	2	0.8%	2	0.9%	0	0.0%	1.4	233.3%
Involving buses	4.2	1.7%	5	2.0%	0	0.0%	-5	-100.0%	-4.2	-100.0%
Involving atmospheric conditions	4.2	1.7%	2	0.8%	2	0.9%	0	0.0%	-2.2	-52.4%
Involving rain/wet/slippery conditions	16.6	6.9%	11	4.5%	10	4.5%	-1	-9.1%	-6.6	-39.8%
Involving road conditions	30.8	12.7%	30	12.2%	34	15.5%	4	13.3%	3.2	10.4%
Involving lighting conditions	18.6	7.7%	24	9.8%	20	9.1%	-4	-16.7%	1.4	7.5%
Alcohol/drug impaired pedestrian fatalities	11.4	4.7%	15	6.1%	6	2.7%	-9	-60.0%	-5.4	-47.4%
All vehicle occupant fatalities, where restraint use was known	116.4	48.1%	110	44.9%	110	50.0%	0	0.0%	-6.4	-5.5%
Unrestrained vehicle occupant fatalities, where restraint use was known^	30.2	25.9%	30	27.3%	28	25.5%	-2	-6.7%	-2.2	-7.3%

Note:

  ^ 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, 2014 to 2019

Unit Type	2014	2015	2016	2017	2018	2019
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	214	212	238	247	239	219
Motorcycle/Moped	37	58	69	51	43	46
Heavy Freight Vehicle	38	44	39	33	50	34
Bus	1	2	3	8	5	0
Special Purpose Vehicle	7	2	1	4	3	0
All Motor Vehicles	297	318	350	343	340	299

Table A.2.2: Motor vehicles on register (as at 30 June) by vehicle type, Queensland, 2014 to 2019

Unit Type	2014	2015	2016	2017	2018	2019
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	3,451,127	3,516,383	3,604,990	3,705,399	3,797,369	3,868,274
Motorcycle/Moped	186,440	192,053	198,468	207,138	211,038	213,181
Heavy Freight Vehicle	94,107	92,860	93,019	94,819	97,678	99,440
Bus	21,761	21,247	21,094	21,338	21,852	21,848
Other^	137,319	139,455	142,418	147,033	152,385	156,619
All Motor Vehicles	3,890,754	3,961,998	4,059,989	4,175,727	4,280,322	4,359,362

Note:

^ 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, 2014 to 2019

Unit Type	2014	2015	2016	2017	2018	2019
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	0.62	0.60	0.66	0.67	0.63	0.57
Motorcycle/Moped	1.98	3.02	3.48	2.46	2.04	2.16
Heavy Freight Vehicle	4.04	4.74	4.19	3.48	5.12	3.42
Bus	0.46	0.94	1.42	3.75	2.29	0.00

Table A.2.4: Licensed drivers and riders involved in fatal crashes by year, age group and licence type, Queensland, 2014 to 2019

Age Group	Licence Type	2014	2015	2016	2017	2018	2019
		no.	no.	no.	no.	no.	no.
16 to 24^	Learner (L)	2	2	3	6	4	4
	Provisional (P, P1, P2)	18	21	23	23	29	32
	Open (O)	11	15	22	28	17	16
	All (L, P, P1, P2, O)	31	38	48	57	50	52
25 to 59^	Learner (L)	0	1	1	2	3	3
	Provisional (P, P1, P2)	5	6	13	5	9	5
	Open (O)	156	158	176	153	153	135
	All (L, P, P1, P2, O)	161	165	190	160	165	143
60 to 74^	Learner (L)	0	0	0	0	0	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	32	33	49	51	54	44
	All (L, P, P1, P2, O)	32	33	49	51	54	44
75 and over^	Learner (L)	0	0	0	0	0	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	11	27	22	22	17	21
	All (L, P, P1, P2, O)	11	27	22	22	17	21
All*	Learner (L)	2	3	4	8	7	7
	Provisional (P, P1, P2)	23	27	36	28	38	37
	Open (O)	210	233	269	254	241	216
	All (L, P, P1, P2, O)	235	263	309	290	286	260

Note:

^ 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, 2014 to 2019

Age Group	Licence Type	2014	2015	2016	2017	2018	2019
		no.	no.	no.	no.	no.	no.
16 to 24	Learner (L)	131,518	131,989	131,455	132,201	140,751	135,468
	Provisional (P, P1, P2)	168,124	165,784	165,703	166,953	167,361	166,455
	Open (O)	172,462	178,053	184,509	188,361	191,427	193,980
	All (L, P, P1, P2, O)	472,104	475,826	481,667	487,515	499,539	495,903
25 to 59	Learner (L)	40,101	40,755	41,689	41,829	43,348	44,667
	Provisional (P, P1, P2)	35,673	34,730	37,246	36,881	35,000	35,375
	Open (O)	2,053,650	2,072,545	2,103,567	2,137,373	2,167,381	2,194,732
	All (L, P, P1, P2, O)	2,129,424	2,148,030	2,182,502	2,216,083	2,245,729	2,274,774
60 to 74	Learner (L)	1,135	1,268	1,467	1,467	1,602	1,792
	Provisional (P, P1, P2)	1,203	1,245	1,172	1,127	1,071	1,132
	Open (O)	602,029	623,015	645,764	668,196	691,577	712,981
	All (L, P, P1, P2, O)	604,367	625,528	648,403	670,790	694,250	715,905
75 and over	Learner (L)	53	61	77	73	91	100
	Provisional (P, P1, P2)	84	88	76	73	70	75
	Open (O)	178,239	182,638	192,981	206,302	217,964	233,009
	All (L, P, P1, P2, O)	178,376	182,787	193,134	206,448	218,125	233,184
All	Learner (L)	172,807	174,073	174,688	175,570	185,792	182,027
	Provisional (P, P1, P2)	205,084	201,847	204,197	205,034	203,502	203,037
	Open (O)	3,006,380	3,056,251	3,126,821	3,200,232	3,268,349	3,334,702
	All (L, P, P1, P2, O)	3,384,271	3,432,171	3,505,706	3,580,836	3,657,643	3,719,766

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, 2014 to 2019

Age Group	Licence Type	2014	2015	2016	2017	2018	2019
		no.	no.	no.	no.	no.	no.
16 to 24^	Learner (L)	1.52	1.52	2.28	4.54	2.84	2.95
	Provisional (P, P1, P2)	10.71	12.67	13.88	13.78	17.33	19.22
	Open (O)	6.38	8.42	11.92	14.87	8.88	8.25
	All (L, P, P1, P2, O)	6.57	7.99	9.97	11.69	10.01	10.49
25 to 59^	Learner (L)	0.00	2.45	2.40	4.78	6.92	6.72
	Provisional (P, P1, P2)	14.02	17.28	34.90	13.56	25.71	14.13
	Open (O)	7.60	7.62	8.37	7.16	7.06	6.15
	All (L, P, P1, P2, O)	7.56	7.68	8.71	7.22	7.35	6.29
60 to 74^	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)	5.32	5.30	7.59	7.63	7.81	6.17
	All (L, P, P1, P2, O)	5.29	5.28	7.56	7.60	7.78	6.15
75 and over^	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)	6.17	14.78	11.40	10.66	7.80	9.01
	All (L, P, P1, P2, O)	6.17	14.77	11.39	10.66	7.79	9.01
All*	Learner (L)	1.16	1.72	2.29	4.56	3.77	3.85
	Provisional (P, P1, P2)	11.21	13.38	17.63	13.66	18.67	18.22
	Open (O)	6.99	7.62	8.60	7.94	7.37	6.48
	All (L, P, P1, P2, O)	6.94	7.66	8.81	8.10	7.82	6.99

Note:

^ *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.