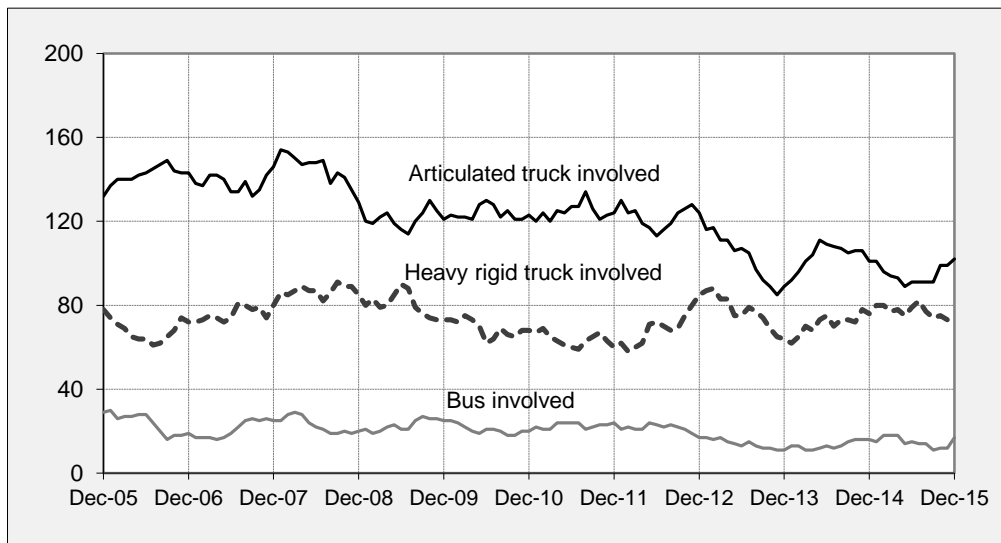




Fatal crashes involving heavy vehicles, Australia — moving annual total

(Each point shows the number of fatal crashes during the preceding 12 months)



Key features

- During the 12 months to the end of December 2015, 210 people died from 187 fatal crashes involving heavy trucks or buses. These included:
 - 115 deaths from 102 crashes involving articulated trucks
 - 79 deaths from 72 crashes involving heavy rigid trucks
 - 20 deaths from 17 crashes involving buses^a.
- Fatal crashes involving articulated trucks:
 - increased by 1.0 per cent compared with the corresponding period one year earlier
 - decreased by an average of 4.5 per cent per year over the three years to December 2015.
- Fatal crashes involving heavy rigid trucks:
 - decreased by 5.3 per cent compared with the corresponding period one year earlier
 - decreased by an average of 3.2 per cent per year over the three years to December 2015.

^a Figures sum to more than the total because some crashes involved more than one type of heavy vehicle.

ARTICULATED TRUCK INVOLVEMENT

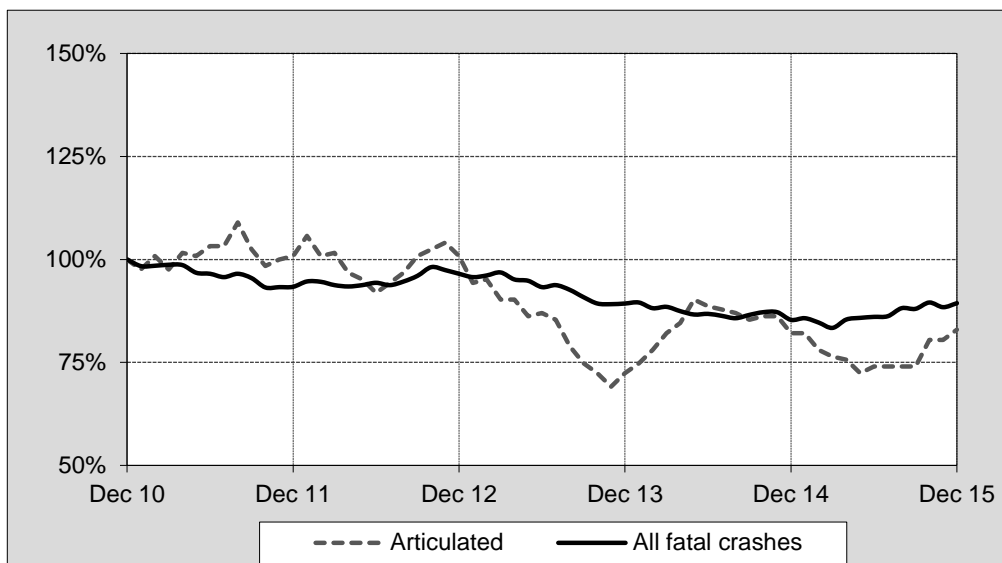
Table I Fatal crashes involving articulated trucks by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|------|-------|-------|------|------|-------|----|-------|-----------|
| Calendar Years | | | | | | | | | |
| 2011 | 43 | 21 | 32 | 12 | 11 | 2 | 3 | 0 | 124 |
| 2012 | 39 | 29 | 35 | 9 | 7 | 3 | 2 | 0 | 124 |
| 2013 | 30 | 12 | 26 | 8 | 8 | 2 | 3 | 0 | 89 |
| 2014 | 28 | 25 | 26 | 10 | 6 | 4 | 0 | 2 | 101 |
| 2015 | 31 | 20 | 24 | 12 | 11 | 3 | 0 | 1 | 102 |
| Quarters | | | | | | | | | |
| 2013 | | | | | | | | | |
| December | 7 | 4 | 7 | 3 | 2 | 1 | 1 | 0 | 25 |
| 2014 | | | | | | | | | |
| March | 11 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 30 |
| June | 8 | 9 | 6 | 4 | 1 | 0 | 0 | 1 | 29 |
| September | 5 | 4 | 3 | 2 | 3 | 4 | 0 | 0 | 21 |
| December | 4 | 6 | 7 | 1 | 2 | 0 | 0 | 1 | 21 |
| 2015 | | | | | | | | | |
| March | 7 | 6 | 5 | 3 | 2 | 0 | 0 | 0 | 23 |
| June | 8 | 7 | 6 | 2 | 2 | 1 | 0 | 0 | 26 |
| September | 6 | 2 | 6 | 2 | 2 | 2 | 0 | 1 | 21 |
| December | 10 | 5 | 7 | 5 | 5 | 0 | 0 | 0 | 32 |
| 12 Months ended | | | | | | | | | |
| December 2014 | 28 | 25 | 26 | 10 | 6 | 4 | 0 | 2 | 101 |
| December 2015 | 31 | 20 | 24 | 12 | 11 | 3 | 0 | 1 | 102 |
| % change | 10.7 | -20.0 | -7.7 | 20.0 | 83.3 | -25.0 | - | -50.0 | 1.0 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Dec 2013 | | | | | | | | | |
| to 12 mths end Dec 2015 | -7.3 | -3.7 | -10.7 | 11.5 | 11.3 | 7.2 | - | - | -4.5 |

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

Index of fatal crashes involving articulated trucks in Australia — five years ended December 2015

Each point shows the number of fatal crashes in the preceding 12 months expressed as a percentage of the corresponding number of fatal crashes in the 12 months to the end of December 2010.



ARTICULATED TRUCK INVOLVEMENT

Table 2 Deaths from crashes involving articulated trucks by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|-------|-------|-------|------|-------|-------|----|-------|-----------|
| Calendar Years | | | | | | | | | |
| 2011 | 47 | 23 | 39 | 13 | 13 | 2 | 3 | 0 | 140 |
| 2012 | 50 | 30 | 45 | 10 | 8 | 3 | 2 | 0 | 148 |
| 2013 | 32 | 14 | 35 | 11 | 11 | 2 | 4 | 0 | 109 |
| 2014 | 31 | 27 | 32 | 12 | 6 | 5 | 0 | 2 | 115 |
| 2015 | 34 | 20 | 29 | 15 | 12 | 4 | 0 | 1 | 115 |
| Quarters | | | | | | | | | |
| 2013 | | | | | | | | | |
| December | 8 | 6 | 7 | 3 | 2 | 1 | 1 | 0 | 28 |
| 2014 | | | | | | | | | |
| March | 11 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 30 |
| June | 9 | 9 | 7 | 5 | 1 | 0 | 0 | 1 | 32 |
| September | 6 | 6 | 5 | 2 | 3 | 5 | 0 | 0 | 27 |
| December | 5 | 6 | 10 | 2 | 2 | 0 | 0 | 1 | 26 |
| 2015 | | | | | | | | | |
| March | 8 | 6 | 6 | 5 | 2 | 0 | 0 | 0 | 27 |
| June | 9 | 7 | 7 | 2 | 2 | 1 | 0 | 0 | 28 |
| September | 6 | 2 | 7 | 3 | 2 | 3 | 0 | 1 | 24 |
| December | 11 | 5 | 9 | 5 | 6 | 0 | 0 | 0 | 36 |
| 12 Months ended | | | | | | | | | |
| December 2014 | 31 | 27 | 32 | 12 | 6 | 5 | 0 | 2 | 115 |
| December 2015 | 34 | 20 | 29 | 15 | 12 | 4 | 0 | 1 | 115 |
| % change | 9.7 | -25.9 | -9.4 | 25.0 | 100.0 | -20.0 | - | -50.0 | 0.0 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Dec 2013 | | | | | | | | | |
| to 12 mths end Dec 2015 | -11.2 | -5.4 | -13.1 | 13.9 | 6.3 | 19.5 | - | - | -6.8 |

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

Table 3 Deaths from crashes involving articulated trucks by State/Territory and road user — 12 months ended December 2015

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|-----------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Drivers ^a | 22 | 15 | 21 | 9 | 10 | 3 | 0 | 1 | 81 |
| Passengers ^a | 4 | 2 | 6 | 4 | 1 | 1 | 0 | 0 | 18 |
| Pedestrians | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| Motor cyclists ^b | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| Pedal cyclists ^b | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| All road users ^c | 34 | 20 | 29 | 15 | 12 | 4 | 0 | 1 | 115 |

a Includes drivers/passengers of light and heavy vehicles.

b Includes pillion passengers.

c Includes road users not separately specified.

Table 4 Deaths from crashes involving articulated trucks by State/Territory and crash type — 12 months ended December 2015

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|--------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Single vehicle crashes | 5 | 2 | 10 | 1 | 1 | 0 | 0 | 0 | 19 |
| Multiple vehicle crashes | 24 | 16 | 17 | 14 | 11 | 4 | 0 | 1 | 87 |
| Pedestrian crashes | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| All crash types | 34 | 20 | 29 | 15 | 12 | 4 | 0 | 1 | 115 |

HEAVY RIGID TRUCK INVOLVEMENT

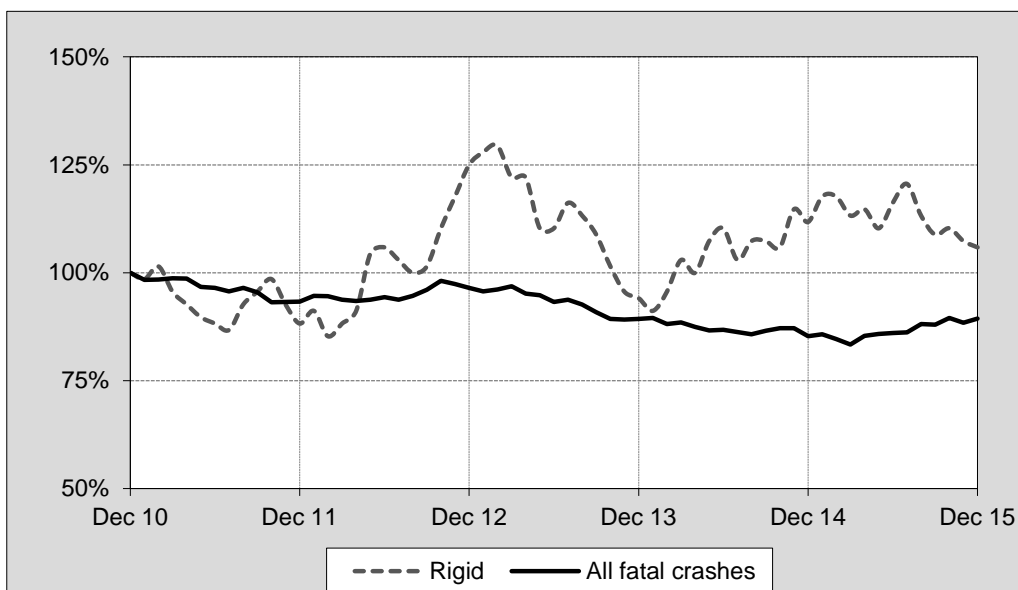
Table 5 Fatal crashes involving heavy rigid trucks by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|------|-------|-------|-------|-------|------|----|-----|-----------|
| Calendar Years | | | | | | | | | |
| 2011 | 15 | 14 | 13 | 6 | 8 | 2 | 2 | 0 | 60 |
| 2012 | 22 | 14 | 23 | 6 | 16 | 2 | 1 | 1 | 85 |
| 2013 | 22 | 12 | 11 | 4 | 15 | 0 | 0 | 0 | 64 |
| 2014 | 21 | 23 | 9 | 10 | 10 | 3 | 0 | 0 | 76 |
| 2015 | 22 | 18 | 14 | 2 | 10 | 5 | 1 | 0 | 72 |
| Quarters | | | | | | | | | |
| 2013 | | | | | | | | | |
| December | 6 | 2 | 3 | 0 | 6 | 0 | 0 | 0 | 17 |
| 2014 | | | | | | | | | |
| March | 8 | 5 | 1 | 3 | 2 | 1 | 0 | 0 | 20 |
| June | 5 | 6 | 3 | 2 | 2 | 2 | 0 | 0 | 20 |
| September | 4 | 3 | 4 | 1 | 4 | 0 | 0 | 0 | 16 |
| December | 4 | 9 | 1 | 4 | 2 | 0 | 0 | 0 | 20 |
| 2015 | | | | | | | | | |
| March | 5 | 6 | 3 | 1 | 5 | 1 | 0 | 0 | 21 |
| June | 7 | 4 | 5 | 1 | 3 | 1 | 1 | 0 | 22 |
| September | 5 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 11 |
| December | 5 | 6 | 3 | 0 | 2 | 2 | 0 | 0 | 18 |
| 12 Months ended | | | | | | | | | |
| December 2014 | 21 | 23 | 9 | 10 | 10 | 3 | 0 | 0 | 76 |
| December 2015 | 22 | 18 | 14 | 2 | 10 | 5 | 1 | 0 | 72 |
| % change | 4.8 | -21.7 | 55.6 | -80.0 | 0.0 | 66.7 | - | - | -5.3 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Dec 2013 | | | | | | | | | |
| to 12 mths end Dec 2015 | -0.5 | 15.1 | -15.5 | -21.2 | -16.6 | - | - | - | -3.2 |

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

Index of fatal crashes involving heavy rigid trucks in Australia — five years ended December 2015

Each point shows the number of fatal crashes in the preceding 12 months expressed as a percentage of the corresponding number of fatal crashes in the 12 months to the end of December 2010.



HEAVY RIGID TRUCK INVOLVEMENT

Table 6 Deaths from crashes involving heavy rigid trucks by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|------|-------|-------|-------|-------|------|----|-----|-----------|
| Calendar Years | | | | | | | | | |
| 2011 | 17 | 20 | 14 | 6 | 9 | 2 | 4 | 0 | 72 |
| 2012 | 23 | 15 | 27 | 7 | 19 | 4 | 1 | 1 | 97 |
| 2013 | 24 | 13 | 13 | 4 | 15 | 0 | 0 | 0 | 69 |
| 2014 | 21 | 29 | 9 | 15 | 11 | 3 | 0 | 0 | 88 |
| 2015 | 24 | 20 | 15 | 3 | 11 | 5 | 1 | 0 | 79 |
| Quarters | | | | | | | | | |
| 2013 | | | | | | | | | |
| December | 6 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 18 |
| 2014 | | | | | | | | | |
| March | 8 | 9 | 1 | 4 | 3 | 1 | 0 | 0 | 26 |
| June | 5 | 7 | 3 | 2 | 2 | 2 | 0 | 0 | 21 |
| September | 4 | 3 | 4 | 2 | 4 | 0 | 0 | 0 | 17 |
| December | 4 | 10 | 1 | 7 | 2 | 0 | 0 | 0 | 24 |
| 2015 | | | | | | | | | |
| March | 6 | 7 | 3 | 2 | 6 | 1 | 0 | 0 | 25 |
| June | 7 | 5 | 5 | 1 | 3 | 1 | 1 | 0 | 23 |
| September | 5 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 11 |
| December | 6 | 6 | 4 | 0 | 2 | 2 | 0 | 0 | 20 |
| 12 Months ended | | | | | | | | | |
| December 2014 | 21 | 29 | 9 | 15 | 11 | 3 | 0 | 0 | 88 |
| December 2015 | 24 | 20 | 15 | 3 | 11 | 5 | 1 | 0 | 79 |
| % change | 14.3 | -31.0 | 66.7 | -80.0 | 0.0 | 66.7 | - | - | -10.2 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Dec 2013 | | | | | | | | | |
| to 12 mths end Dec 2015 | -0.1 | 18.1 | -19.2 | -11.5 | -17.7 | - | - | - | -3.7 |

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

Table 7 Deaths from crashes involving heavy rigid trucks by State/Territory and road user — 12 months ended December 2015

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|-----------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Drivers ^a | 16 | 10 | 9 | 2 | 5 | 4 | 0 | 0 | 46 |
| Passengers ^a | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 11 |
| Pedestrians | 1 | 4 | 0 | 0 | 2 | 1 | 1 | 0 | 9 |
| Motor cyclists ^b | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 7 |
| Pedal cyclists ^b | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 6 |
| All road users ^c | 24 | 20 | 15 | 3 | 11 | 5 | 1 | 0 | 79 |

a Includes drivers/passengers of light vehicles.

b Includes pillion passengers.

c Includes road users not separately specified.

Table 8 Deaths from crashes involving heavy rigid trucks by State/Territory and crash type — 12 months ended December 2015

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|--------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Single vehicle crashes | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 5 |
| Multiple vehicle crashes | 22 | 16 | 13 | 3 | 8 | 3 | 0 | 0 | 65 |
| Pedestrian crashes | 1 | 4 | 0 | 0 | 2 | 1 | 1 | 0 | 9 |
| All crash types | 24 | 20 | 15 | 3 | 11 | 5 | 1 | 0 | 79 |

BUS INVOLVEMENT

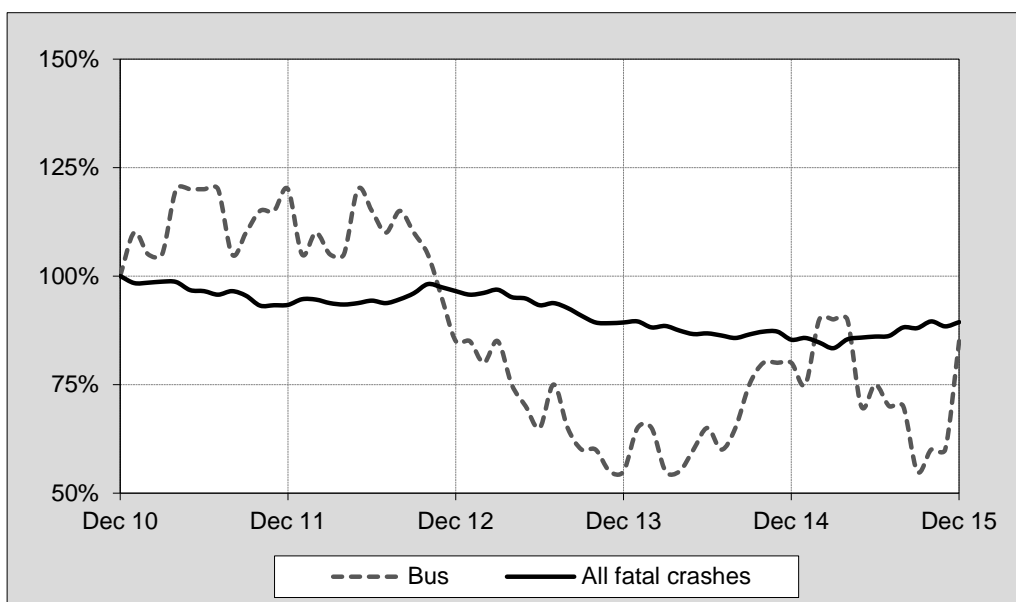
Table 9 Fatal crashes involving buses by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|-------|------|-------|--------|-------|-----|----|-----|-----------|
| Calendar Years | | | | | | | | | |
| 2011 | 11 | 5 | 7 | 0 | 1 | 0 | 0 | 0 | 24 |
| 2012 | 6 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 17 |
| 2013 | 2 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 11 |
| 2014 | 6 | 3 | 1 | 1 | 4 | 0 | 0 | 1 | 16 |
| 2015 | 5 | 5 | 2 | 0 | 2 | 1 | 1 | 1 | 17 |
| Quarters | | | | | | | | | |
| 2013 | | | | | | | | | |
| December | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2014 | | | | | | | | | |
| March | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| June | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| September | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 6 |
| December | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 2015 | | | | | | | | | |
| March | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| June | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| September | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| December | 1 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 8 |
| 12 Months ended | | | | | | | | | |
| December 2014 | 6 | 3 | 1 | 1 | 4 | 0 | 0 | 1 | 16 |
| December 2015 | 5 | 5 | 2 | 0 | 2 | 1 | 1 | 1 | 17 |
| % change | -16.7 | 66.7 | 100.0 | -100.0 | -50.0 | - | - | 0.0 | 6.3 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Dec 2013 | | | | | | | | | |
| to 12 mths end Dec 2015 | 5.7 | 16.6 | -38.8 | - | - | - | - | - | 3.8 |

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

Index of fatal crashes involving buses in Australia — five years ended December 2015

Each point shows the number of fatal crashes in the preceding 12 months expressed as a percentage of the corresponding number of fatal crashes in the 12 months to the end of December 2010.



BUS INVOLVEMENT

Table 10 Deaths from crashes involving buses by State/Territory

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|---|-------|------|-------|--------|-------|-----|----|-----|-----------|
| Calendar Years | | | | | | | | | |
| 2011 | 11 | 5 | 8 | 0 | 1 | 0 | 0 | 0 | 25 |
| 2012 | 6 | 3 | 7 | 1 | 1 | 0 | 0 | 0 | 18 |
| 2013 | 2 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | 12 |
| 2014 | 6 | 4 | 1 | 1 | 7 | 0 | 0 | 1 | 20 |
| 2015 | 5 | 6 | 2 | 0 | 2 | 1 | 3 | 1 | 20 |
| Quarters | | | | | | | | | |
| 2013 | | | | | | | | | |
| December | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2014 | | | | | | | | | |
| March | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| June | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| September | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 7 |
| December | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| 2015 | | | | | | | | | |
| March | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| June | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| September | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| December | 1 | 3 | 2 | 0 | 1 | 0 | 3 | 0 | 10 |
| 12 Months ended | | | | | | | | | |
| December 2014 | 6 | 4 | 1 | 1 | 7 | 0 | 0 | 1 | 20 |
| December 2015 | 5 | 6 | 2 | 0 | 2 | 1 | 3 | 1 | 20 |
| % change | -16.7 | 50.0 | 100.0 | -100.0 | -71.4 | - | - | 0.0 | 0.0 |
| Average annual % change over 3 years^a | | | | | | | | | |
| 12 mths end Dec 2013 | | | | | | | | | |
| to 12 mths end Dec 2015 | 5.7 | 26.7 | -42.6 | - | - | - | - | - | 8.6 |

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

Table 11 Deaths from crashes involving buses by State/Territory by road user - and road user — 12 months ended December 2015

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|-----------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Drivers ^a | 3 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 8 |
| Passengers ^a | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| Pedestrians | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Motor cyclists ^b | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Pedal cyclists ^b | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All road users ^c | 5 | 6 | 2 | 0 | 2 | 1 | 3 | 1 | 20 |

a Includes drivers/passengers of light vehicles.

b Includes pillion passengers.

c Includes road users not Decarately specified.

Table 12 Deaths from crashes involving buses by State/Territory by crash type - and crash type — 12 months ended December 2015

| | NSW | Vic | Qld | SA | WA | Tas | NT | ACT | Australia |
|--------------------------|-----|-----|-----|----|----|-----|----|-----|-----------|
| Single vehicle crashes | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Multiple vehicle crashes | 5 | 4 | 2 | 0 | 2 | 0 | 3 | 1 | 17 |
| Pedestrian crashes | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| All crash types | 5 | 6 | 2 | 0 | 2 | 1 | 3 | 1 | 20 |

APPENDIX

Glossary Note. The following definitions are general explanations only. The precise definitions vary across the organisations that provide the source data. These differences may result in minor inconsistencies between jurisdictions for some variables.

| | |
|---------------------------------|---|
| <i>Articulated truck</i> | A motor vehicle primarily for load carrying, consisting of a prime mover that has no significant load carrying area but with a turntable device which can be linked to one or more trailers. |
| <i>Heavy rigid truck</i> | A motor vehicle of GVM greater than 4.5 tonnes constructed with a load carrying area. Includes a rigid truck with a tow bar, draw bar or other non-articulated coupling on the rear of the vehicle. |
| <i>Gross Vehicle Mass (GVM)</i> | Tare weight (i.e. unladen weight) of the motor vehicle plus its maximum carrying capacity excluding trailers. |
| <i>Bus</i> | A motor vehicle constructed for the carriage of passengers which has at least 10 seats, including the driver's seat. |
| <i>Crash</i> | Any apparently unpremeditated event reported to police, or other relevant authority, and resulting in death, injury or property damage attributable to the movement of a road vehicle on a public road. |
| <i>Road Death or Fatality</i> | A person who dies within 30 days of a crash as a result of injuries received in that crash. |
| <i>Fatal crash</i> | A crash for which there is at least one death. |

Preliminary data Data for recent months are preliminary and subject to revision.

Estimation of three year trends In this bulletin, the figures for the 'Average annual per cent change over 3 years' are calculated by fitting an exponential trend line to the last four data points (years 0 to 3). The Excel function LOGEST performs the fit. The resulting trend line represents a constant annual percent change over the period. (Note: when fitted to a series containing small numbers, this may not be a reliable indicator of a stable trend.)

Data Sources The data presented here are obtained from the following sources:

- Transport for New South Wales
- VicRoads
- Queensland Department of Transport and Main Roads
- Department of Planning, Transport and Infrastructure South Australia
- Western Australian Police
- Department of State Growth, Tasmania
- Department of Transport, Northern Territory
- Territory and Municipal Services Directorate, Australian Capital Territory

An online version of the database used to produce this bulletin is available from:
< http://www.bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx >

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Internet: < <http://www.bitre.gov.au> >