

Education and Employment References Committee Hearing 12 July 2018

Industrial deaths in Australia

Questions on Notice from Senator Abetz:

Have the numbers of trucks on the roads and the numbers of kilometres travelled increased over the last decade? What has been the rate of fatalities involving truck drivers over this period?

Answer:

Data from the Bureau of Infrastructure, Transport and Regional Economics¹ show that, over the decade to 2016, national rates of fatal crashes involving heavy vehicles per registration have fallen substantially. For articulated truck fatal crashes the reduction was 50 per cent, for heavy rigid truck fatal crashes the reduction was 11.9 per cent (Table 1 below).

National rates per vehicle-kilometre-travelled show similar reductions over the decade. However, there are significant differences between the jurisdictions (Table 2).

Over the last ten years, annual deaths from crashes involving heavy vehicles decreased by 25.3 per cent. The estimated trend over the decade is a reduction of 3.0 per cent per year.

Table 1: Fatal crash rates involving heavy vehicles per 10,000 heavy vehicle registrations

<i>Year</i>	<i>Articulated trucks</i>	<i>Heavy rigid trucks</i>	<i>Any heavy truck</i>
<i>2007</i>	19.6	2.7	6.0
<i>2008</i>	16.3	2.8	5.5
<i>2009</i>	14.9	2.3	4.7
<i>2010</i>	14.9	2.2	4.6
<i>2011</i>	14.4	1.9	4.5
<i>2012</i>	14.1	2.6	5.0
<i>2013</i>	9.9	2.0	3.6
<i>2014</i>	10.8	2.3	4.2
<i>2015</i>	10.6	2.2	4.1
<i>2016</i>	9.8	2.4	3.9
<i>Ave. trend change p.a.(%) - for the last 10 years</i>	-7.1	-1.6	-4.3
Source	Australian Road Deaths Database; Australian Bureau of Statistics 2015		

¹ Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2017, *Road trauma involving heavy vehicles 2016 crash statistical summary*, BITRE, Canberra ACT.

Table 2: Fatal crash rates involving heavy vehicles per billion vehicle kilometres travelled (VKT) by state

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Australia</i>
<i>Articulated trucks</i>									
<i>2007</i>	23.8	18.5	26.7	10.3	20.5	27.5	27.5	0.0	21.7
<i>2008</i>	20.6	13.6	23.8	15.1	9.8	40.4	41.9	0.0	18.7
<i>2009</i>	14.6	10.7	26.2	15.2	14.0	67.8	28.2	127.6	17.7
<i>2010</i>	18.0	19.2	17.0	11.7	18.8	20.2	13.9	63.2	17.7
<i>2011</i>	18.3	12.6	20.9	19.2	13.8	13.2	41.4	0.0	17.2
<i>2012</i>	16.3	16.9	21.7	13.9	8.2	20.0	27.1	0.0	16.6
<i>2013</i>	12.3	7.5	15.4	12.2	8.9	13.5	39.5	0.0	11.8
<i>2014</i>	11.3	14.1	14.9	15.1	6.4	27.0	0.0	116.1	12.9
<i>2015</i>	12.2	11.5	12.7	17.7	11.2	13.6	0.0	57.4	12.5
<i>2016</i>	8.9	11.1	12.2	14.5	8.8	20.4	47.7	56.6	11.3
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	-8.7	-4.1	-8.4	2.4	-7.8	-9.1	-	-	-6.8
<i>Heavy rigid trucks</i>									
<i>2007</i>	10.2	12.2	5.0	9.4	9.8	4.8	12.0	14.1	9.3
<i>2008</i>	4.2	10.9	10.3	14.7	17.2	9.3	23.4	0.0	9.6
<i>2009</i>	8.3	9.1	6.4	3.7	15.2	4.6	0.0	0.0	8.3
<i>2010</i>	7.1	8.7	5.8	3.6	10.0	18.4	0.0	13.8	7.6
<i>2011</i>	5.2	6.6	6.1	10.5	7.1	9.0	23.0	0.0	6.5
<i>2012</i>	7.5	6.4	10.3	10.3	14.0	9.1	11.3	12.8	9.0
<i>2013</i>	7.4	5.4	4.8	6.9	12.6	0.0	0.0	0.0	6.6
<i>2014</i>	7.0	10.1	3.8	17.0	8.1	13.5	0.0	0.0	7.7
<i>2015</i>	7.2	7.8	6.6	3.4	7.8	22.5	10.7	0.0	7.4
<i>2016</i>	10.2	7.2	4.8	8.4	7.5	17.8	0.0	0.0	7.8
<i>Ave. trend change p.a.(%)</i> <i>- for the last 10 years</i>	2.1	-4.8	-3.6	-1.1	-5.7	-	-	-	-2.4