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Health and Welfare**

Trends in serious injury due to land transport accidents, Australia 2000–01 to 2008–09



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INJURY RESEARCH AND STATISTICS SERIES NUMBER 66



Australian Government

**Australian Institute of
Health and Welfare**

*Authoritative information and statistics
to promote better health and wellbeing*

INJURY RESEARCH AND STATISTICS SERIES

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Trends in serious injury due to land transport accidents, Australia

2000–01 to 2008–09

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Abbreviations

ABS	Australian Bureau of Statistics
AIHW	Australian Institute of Health and Welfare
ARIA	Accessibility/Remoteness Index of Australia
AGSC	Australian Standard Geographical Classification
BITRE	Bureau of Infrastructure, Transport and Regional Economics
CI	Confidence intervals
DIT	Department of Infrastructure and Transport
ICD	International Classification of Diseases
ICD-10-AM	International statistical classification of diseases and related health problems, 10th revision, Australian modification
ICISS	ICD-based Injury Severity Score
MV	Motor Vehicle
NCCH	National Centre for Classification in Health
NHMD	National Hospital Morbidity Database
SLA	Statistical Local Area
SRR	Survival Risk Ratio

Symbols

count	Number of seriously injured persons
<i>n</i>	Number
n.p.	Not publishable because of small numbers, confidentiality or other concerns about the quality of the data

Summary

This report presents estimates of trends in the number and rate of persons injured in Australia due to road vehicle traffic crashes. Serious injury is defined as when the person was admitted to hospital for their injury. Trends in high threat to life, or life threatening, injury are also reported. Injury deaths are not included in this report.

This is a companion report to the more detailed reports on serious injury due to land transport accidents in Australia for the 2007–08 and 2008–09 financial years.

Trends in serious injury

Over the 9-year period from 2000–01 to 2008–09, age-standardised rates for persons seriously injured due to a road traffic crash increased from 138.3 to 156.7 per 100,000 population, an average annual increase of 1.6%.

All jurisdictions except for Victoria and the Northern Territory showed statistically significant increases in age-standardised rates of serious injury due to road vehicle traffic crashes over the 9-year period.

Trends in life-threatening injury

Over one-quarter (26%) of those seriously injured due to road traffic crashes sustained life-threatening injuries over the 9-year period from 2000–01 to 2008–09.

The highest rates were for persons aged 15–24 years for both males and females.

Rates of life-threatening cases involving drivers of motor vehicles, motor cyclists and pedal cyclists all rose significantly over this period.

The rate of cases involving motorcyclists shows an average annual rate of increase of 6.9%. Age-specific rates for males in all age groups, except those aged 0–4 years, increased significantly over the 9-year period. The largest average annual increases in rates were recorded in the 45–64 years and 65 years and over age groups with increases of 14.7% and 13.9% respectively. For females injured as motorcyclists there were significant increases for those aged 25–44 years and 45–64 years.

The rate of cases involving pedal cyclists shows an average annual rate of increase of 6.8%. For both males and females in age groups 25–44 years, 45–64 years as well as for males aged 65 years and over, there were significant increases in age-specific rates over the 9-year period. The largest average annual increase in rates for males and females was recorded for those aged 45–64 years with increases of 14.0% for males and 14.4% for females.

Those injured as pedestrians recorded a significant annual rate of decrease of 1.8% over the period.

In 2000–01, 31% of all high threat to life road injuries sustained by males aged 45–64 years occurred while they were riding motorcycles or pedal cycles. This had risen to over 51% in 2008–09.

Persons living in remote areas recorded the highest average annual rate of increase of 5.8%, while persons living in major cities, inner and outer regional areas recorded smaller, but significant average annual rates of increase.

1 Overview

1.1 Introduction

The primary purpose of this publication is to present trend estimates of the number of persons seriously injured in Australia due to transport accidents that occurred on land in the 9-year period from 2000–01 to 2008–09, the latest year for which data were available at the time this report was prepared. Cases were defined as being due to a land transport accident if the first reported International statistical classification of diseases and related health problems, 10th revision, Australian modification (ICD-10-AM) external cause code in their hospital record was in the range V00–V89.

The main focus of this report is on persons severely injured as a result of road vehicle traffic crashes. These are defined as land transport accidents coded as having occurred in traffic conditions (i.e. on a public road). Road vehicles include motor vehicles, pedal cycles and other road vehicles such as trams, animals and animal-drawn vehicles (when they travel on the road). Injured pedestrians are also included. Those seriously injured as a result of an accident involving a train were also included if the accident occurred in a traffic setting such as at a railway level crossing. The report also shows trends in injuries associated with land transport accidents occurring in non-traffic settings.

Serious injury is defined for this report as an injury which results in the person being admitted to hospital, and subsequently discharged alive either on the same day or after one or more night's stay in a hospital bed (i.e. deaths in hospital are excluded). The definition of transport injury used in this report includes only unintentional injuries. Hence, cases reported as intentional self-harm, assault or undetermined intent are excluded. Readers should consult the appendix for notes on the methodology employed and for the meaning of technical terms used in this report such as 'separations'.

The main focus is on cases of serious injury resulting from road vehicle traffic crashes which are defined as being high threat to life. These cases are selected on the basis of having an ICD-based Injury Severity Score (ICISS) of less than 0.941. ICISS is a measure of injury severity based upon a patient's injury diagnoses. The ICISS measure for this report is based on ICD-10-AM coding and was derived using Australian hospital separations data (Stephenson et al. 2004). More detail on the ICISS method is provided in Appendix 3 of this report. In some parts of this report, the high threat to life injuries are referred to as 'life threatening' injuries.

Confidence intervals (CIs) are provided for estimated trends in rates presented in this report. The annual values underlying the trend estimates are subject to random variation, which can be large when case numbers are small. Further information is provided in the Data issues section of this report.

1.2 Trends in serious injury due to all land transport

For the 9-year period from 2000–01 to 2008–09, the age-standardised rates for persons seriously injured as a result of land transport accidents (traffic, non-traffic and unspecified) rose from 234.1 to 246.5 per 100,000 population, representing an average annual increase of 0.9% (95% CI: 0.8%, 1.1%), (Trends are considered statistically significant if the 95% CI does not include zero. For a more detailed explanation of CIs, refer to Appendix 3: Data issues.) (Table 6.1.1). A slightly steeper rise was seen for rates of high threat to life cases which increased 1.2% (95%CI: 0.9%, 1.4%) per year, over the 9-year period. Approximately one-quarter (22.6%) of those seriously injured in road transport accidents sustained life-threatening injuries.

The number of persons seriously injured due to on-road (i.e. traffic) accidents consistently accounted for around 60% of all persons seriously injured due to some form of land transport accident over the period of interest (Figure 6.1.1).

2 Trends in serious injury due to road vehicle traffic crashes, 2000–01 to 2008–09

This chapter reports on serious injuries which resulted from on-road traffic accidents (i.e. the person was injured in some form of transport accident while on to a public road which includes adjacent footpaths). The number of road deaths by financial year is reported in Table 6.2.1 for comparative purposes. For further information on road deaths, refer to Appendix 2.

2.1 Overview

There was a downward trend in the number of road deaths over the 9-year period from 2000–01 to 2008–09 (Table 6.2.1). In contrast, age-standardised rates for persons seriously injured due to a road crash increased over the same period from 138.3 to 156.7 per 100,000 population, representing an average annual increase of 1.6% (95% CI: 1.5%, 1.8%). A similar increase over the period of interest was seen for persons seriously injured with high threat to life who experienced an average annual increase of 1.7% (95% CI: 1.5%, 2.0%). Over one-quarter (26%) of those seriously injured due to a road crash sustained high threat to life injuries.

2.2 State and territory of usual residence

All jurisdictions except for Victoria and the Northern Territory, for which there was no significant change in rates, showed significant increases in age-standardised rates of serious injury due to involvement in a road vehicle traffic crash over the 9-year period from 2000–01 to 2008–09 (Table 6.2.2 and Figure 6.2.1). The Northern Territory recorded the highest annual rates of all jurisdictions over the entire 9-year period with rates 30%–50% above the national rate each year.

All jurisdictions except for South Australia and the Northern Territory recorded significant increases in age-standardised rates of life-threatening injury due to involvement in a road vehicle traffic crash over the 9-year period from 2000–01 to 2008–09 (Table 6.2.3 and Figure 6.2.1). The Northern Territory recorded by far the highest annual rates of all jurisdictions over the entire 9-year period, with rates consistently close to double the national rate.

3 Trends in high threat to life injury due to road vehicle traffic crashes, 2000–01 to 2008–09

This chapter reports on high threat to life injuries which resulted from on-road traffic accidents (i.e. the person was injured in some form of transport accident while on a public road).

3.1 Road user groups

All road user groups except for pedestrians showed upward trends in the number of persons seriously injured with high threat to life over the 9-year period from 2000–01 to 2008–09 (Table 6.3.1). Age-standardised rates of life-threatening cases involving drivers of motor vehicles, motorcyclists and pedal cyclists all rose significantly over this period (Figure 6.3.1). Those injured as motorcyclists and pedal cyclists recorded the highest rates of increase with average annual rates of increase of 6.9% (95% CI: 6.2%, 7.6%) and 6.8% (95% CI: 5.9%, 7.9%) respectively. There were no significant changes in rates for those injured as passengers of motor vehicles and occupants of motor vehicles overall. Those injured as pedestrians recorded a significant average annual rate of decrease of 1.8% (95% CI: 1.0%, 2.6%).

Trends in counts and age-standardised serious injury rates for road vehicle traffic crashes over the 9-year period from 2000–01 to 2008–09 for those with life-threatening injuries by state or territory of residence and road user group are presented in Table 6.3.2 and Figures 6.3.2–6.3.4. Jurisdictional trends were generally a reflection of national trends. Statistically significant average annual rates of change for each road user group by state and territory of residence are summarised below:

- *Drivers*: Australian Capital Territory: 4.9% (95% CI: 0.8%, 9.2%) increase; Tasmania: 4.9% (95% CI: 1.9%, 7.9%) increase; Western Australia: 2.1% (95% CI: 0.4%, 3.8%) increase (Figure 6.3.2).
- *Passengers*: Northern Territory: 4.7% (95% CI: 0.9%, 8.7%) increase (Figure 6.3.2).
- *Motorcyclists*: Australian Capital Territory: 11.4% (95% CI: 5.8%, 17.4%) increase; Northern Territory: 9.4% (95% CI: 4.0%, 15.1%) increase. All other jurisdictions: smaller, but significant increases (Figure 6.3.3).
- *Pedal cyclists*: Australian Capital Territory: 19.6% (95% CI: 11.2%, 28.7%) increase. All other jurisdictions apart from the Northern Territory: smaller, but significant increases (Figure 6.3.3).
- *Pedestrians*: Northern Territory: 11.3% (95% CI: 5.8%, 16.5%) decrease; Victoria: 2.8% (95% CI: 1.3%, 4.3%) decrease; South Australia: 4.2% (95% CI: 1.3%, 7.1%) decrease (Figure 6.3.4).

3.2 Rates based on number of registered vehicles

Rates of motorcyclists seriously injured with high threat to life per 10,000 registered motorcycles were consistently 9–10 times as high as rates for occupants of motor vehicles per 10,000 registered motor vehicles over the 9-year period from 2000–01 to 2008–09 (Figure 6.3.5). There were upward trends in rates for motorcyclists for all jurisdictions except Queensland and Tasmania.

Rates for occupants of motor vehicles seriously injured with high threat to life per 10,000 registered motor vehicles remained relatively steady over the 9-year period from 2000–01 to 2008–09 for all jurisdictions and nationally (Table 6.3.3 and Figure 6.3.6). Rates for the Northern Territory remained consistently two or more times as high over the entire period when compared to the other jurisdictions.

Table 6.3.4 and Figure 6.3.7 compare rates of serious injury with high threat to life for motorcyclists by different measures. Rates tended to increase over time when looked at in terms of the number of persons seriously injured per 100,000 population. In contrast, when looked at in terms of the number of persons seriously injured per 10,000 motorcycle registrations, the rate remained relatively steady over time. That is, injury risk per registered motorcycle did not change much. However, the number of registered motorcycles rose faster than population growth during the period.

3.3 Remoteness of usual residence

Persons living in remote areas recorded the highest rate of increase with an annual rate of increase of 5.8% (95% CI: 3.5%, 8.2%), while persons living in major cities, inner regional and outer regional areas recorded smaller, but significant average annual rates of increase (Figure 6.3.8). The rates for persons living in very remote areas did not change significantly, but were higher than for any other region throughout the study period.

State or territory of residence

Trends in counts of those seriously injured due to road vehicle traffic crashes for those with life-threatening injuries by state or territory of residence and remoteness area over the 9-year period from 2000–01 to 2008–09 are presented in Table 6.3.6.

Trends in age-standardised serious injury rates for those residing in the major city zone are presented in Figure 6.3.9. These data indicated that the Australian Capital Territory had the largest average annual rate of increase of 5.6% (2.6%, 8.6%). All other jurisdictions with a major city zone recorded smaller, but significant increase in average annual rates.

3.4 Age and sex

3.4.1 Overview

For both males and females who sustained high threat to life injuries due to road vehicle traffic crashes, those aged 15–24 years had the highest age-specific rates (Figure 6.3.10). For females, those aged 65 years and over experienced the next highest age specific rates. Rates for females were lower than for males across all age groups.

For males, those aged 45–64 years recorded the most marked upward trend in rates, with an average annual increase of 6.4% (95% CI: 5.5%, 7.2%). Males aged 25–44 years and 65 years and over recorded significant but more modest increases in rates over the 9-year period. Rates for males aged 5–14 years and 15–24 years did not change significantly while rates for infants aged 0–4 years were the only rates to fall significantly. Females aged 5–14 years were the only age group to experience a significant change in rates over the 9-year period with rates decreasing by an average annual rate of 3.5% (95% CI: 1.3%, 5.7%).

3.4.2 Motor vehicle occupants

Males aged 45–64 years and females aged 65 years and over who sustained high threat to life injuries while as an occupants of motor vehicles involved in a crash, were the only groups to record significant rises in rates with average annual increases of 1.4% (95% CI: 0.2%, 2.5%) and 1.6% (95% CI: 0.2%, 3.0%) respectively (Figure 6.3.10). Males aged 0–4 years were the only group to experience a significant decrease in rates.

3.4.3 Motorcyclists

The focus of this chapter is on injuries sustained due to road vehicle accidents occurring on public roads (i.e. traffic accidents). However, due to the high proportion of injuries sustained whilst riding motorcycles in non-traffic (i.e. off-road) settings, this section contains data for both road vehicle traffic and non-traffic crashes.

Road traffic crashes

Males aged 15–24 years and 25–44 years had the highest age-specific rates (Figure 6.3.12). For males, rates in all age groups increased significantly over the 9-year period. The largest increases in rates were recorded in the 45–64 years and 65 years and over age groups which recorded average annual increases of 14.7% (95% CI: 12.9%, 16.5%) and 13.9% (95% CI: 9.0%, 19.1%) respectively.

For females, the most significant increases in rates over the 9-year period were recorded by those aged 45–64 years and 25–44 years which recorded average annual increases of 13.8% (95% CI: 8.5%, 19.3%) and 7.4% (95% CI: 3.6%, 11.4%) respectively. There were no significant changes in rates for females aged 15–24 years, while the number of seriously injured in the 5–14 year age group and the 65 years and over group were too small for any meaningful interpretation.

Non-traffic (off-road) crashes

In each year, for the 9-year period 2000–01 to 2008–09, between 70% and 80% of persons aged 5–14 years who sustained high threat to life injuries while riding a motorcycle, did so in non-traffic (off-road) settings (Figure 6.3.13). For persons aged 15–24 years, non-traffic crashes accounted for between 40% and 50% of all high threat to life injuries for motorcyclists over this period.

Males aged 15–24 years had the highest age-specific rates over the 9-year period (Figure 6.3.14). Males aged 45–64 years recorded the most significant increase in rates with an average annual increase of 5.1% (95% CI: 2.4%, 7.8%). Males aged 5–14 years, 15–24 years and 25–44 years also recorded significant but smaller rates of increases while those 65 years and over did not experience any significant change in rates. There were no significant changes in rates for females for any age group over the period of interest.

Motorcycle sport

Except for persons aged 65 years and over, there was a marked increase in the number of persons seriously injured with high threat to life while riding a motorcycle as part of a motorcycle sporting event over the 6-year period from 2002–03 to 2008–09 (Table 6.3.11). Almost 46% of those seriously injured in the 5–14 year age group were injured while participating in a motorcycle sporting event. This percentage was close to 40% for those aged 15–24 years and 25–44 years.

3.4.4 Pedal cyclists

Due to the relatively high proportion of injuries sustained whilst riding pedal cycles in non-traffic (i.e. off-road) settings, this section contains data for both road vehicle traffic and non-traffic crashes.

Road traffic crashes

Males aged 45–64 years and 65 years and over recorded the most significant increases in rates over the 9-year period with average annual increases of 14.0% (95% CI: 11.7%, 16.4%) and 12.3% (95% CI: 8.6%, 16.2%) respectively (Figure 6.3.15). Rates for males aged 45–64 years began the 9-year period as the lowest of all age groups, but ended the period as the highest of all age groups. Males aged 25–44 years also recorded a significant but smaller rate of increase while those aged 5–14 years and 15–24 years did not experience any significant change in rates.

Females, aged 45–64 years recorded the most significant increase in rates over the 9-year period with an average annual increase of 14.4% (95% CI: 8.6%, 20.6%). Females aged 25–44 years also recorded a significant but smaller rate of increase, while those at other ages did not show a significant change in rates.

Pedal cyclist and motorcyclist high threat to life injuries in males aged 45–64 years

As previously noted when comparing all age groups for both sexes, males aged 45–64 years experienced the highest rate of average annual increase of high threat to life injuries for motorcyclists (14.7%) and pedal cyclists (14.0%). In 2000–01, 31% of all high threat to life road injuries sustained by males aged 45–64 years occurred while they were riding motorcycles or pedal cycles (Figure 6.3.16). This had risen to over 51% in 2008–09. Increases were also observed for all other age groups for both males and females although absolute increases in combined percentages over the 9-year period were less than those experienced by males aged 45–64 years (data not shown).

Non-traffic (off-road) crashes

In each year, for the 9-year period 2000–01 to 2008–09, between 50% and 60% of persons aged 5–14 years who sustained high threat to life injuries while riding a pedal cycle, did so in non-traffic (off-road) settings (Figure 6.3.17). For persons aged 15–24 years, non-traffic crashes accounted for between 43% and 54% of all high threat to life injuries for pedal cyclists over this period.

Despite some fluctuations, age-specific rates for both males and females remained relatively steady for most age groups across the 9-year period (Figure 6.3.18). Rates for those aged 5–14 years were highest for both sexes. Males and females aged 45–64 years were the only groups to record significant increases in rates over the 9-year period with average annual increases of 4.6% (95% CI: 1.7%, 7.7%) and 6.5% (95% CI: 0.1%, 13.4%) respectively. Females aged 5–14 years were the only group to record a significant decrease in rates.

Type of activity

Of persons who sustained high threat to life injuries as a result of a non-traffic accident, just over 10% were recorded as having involved BMX cycling, while a further 8% involved mountain cycling (Table 6.3.14). Overall, 83% of those injured while involved in BMX cycling were aged 5–24 years (Table 6.3.15). A high proportion of cases coded to 'Other and unspecified activity' (52%) and 'Cycling, unspecified' (23%) made interpretation of the person's activity at the time the accident occurred difficult.

3.4.5 Pedestrians

Age-specific rates for those aged 65 years and over were highest for both males and females although the gap in rates between this age group and the other age groups was more pronounced for females (Figure 6.3.19). Males aged 0–4 years recorded the most significant fall in rates with an average annual rate of decrease of 8.0% (95% CI: 1.8%, 13.8%) while those aged 5–14 years and 45–64 years recorded significant, but more moderate falls in rates. Females aged 0–4 years recorded the largest fall in rates with an average annual rate of decrease of 8.4% (95% CI: 0.2%, 15.9%) while those aged 5–14 years recorded a significant, but more moderate fall in rates. All other age groups recorded no significant change in rates over the period of interest.

3.5 Heavy transport vehicles and buses

Over the 9-year period from 2000–01 to 2008–09, there were moderate upward trends in the numbers of persons seriously injured in road traffic crashes involving a heavy transport vehicle or bus in New South Wales, Queensland, Western Australia and Tasmania (Table 6.3.17). For the other jurisdictions, the number of seriously injured persons changed little over the period of interest.

Occupants of heavy transport vehicles

Over the 9-year period from 2000–01 to 2008–09, just over 50% of persons seriously injured with high threat to life while occupants of heavy transport vehicles (excluding buses) were involved in non-collision transport accidents (Table 6.3.18). A further 18% of those injured were involved in collisions with other heavy transport vehicles while 14% were involved in collisions with fixed or stationary objects.

Bus occupants

Over the 9-year period from 2000–01 to 2008–09, 48% of persons seriously injured with high threat to life while bus occupants were involved in non-collision transport accidents, while a further 20% were involved in collisions with a car, pick-up truck or van (Table 6.3.19). Numbers of persons seriously injured annually were generally too small to make any meaningful interpretation regarding trend, although there was a modest jump halfway through the period in the number of persons injured in a collision with car, pick-up truck or van as well as non-collision transport accidents.

Occupants of other vehicles

Over the 9-year period from 2000–01 to 2008–09, almost two-thirds (65%) of persons seriously injured with high threat to life after being involved in on-road collisions with a heavy transport vehicles or buses were occupants of a car (Table 6.3.20). A further 15% were pedestrians while almost 11% were motorcyclists. The number of persons seriously injured annually remained relatively constant over the period of interest regardless of the injured person's vehicle.

4 Trends in high threat to life injury due to land transport accidents not specified as traffic accidents, 2000–01 to 2008–09

This chapter reports on high threat to life injuries which resulted from either a non-traffic (off-road) accident or where the location of the accident was not specified. A non-traffic accident is defined as any vehicle accident that occurs entirely in any place other than a public highway. Chapter 3 also includes sections on non-traffic accidents related to motorcycles and pedal cycles.

4.1 Overview

Motorcyclists and pedal cyclists experienced noticeable upward trends in the number of persons seriously injured with high threat to life due to land transport accidents not specified as traffic accidents over the 9-year period from 2000–01 to 2008–09 (Table 6.4.1). For all other road user groups, there were moderate downward trends in the number of persons seriously injured.

For all road user groups there were modest declines over the 9-year period for cases not specified as a traffic accident as a percentage of all land transport accidents (Figure 6.4.1).

4.2 Non-traffic

Overview

There was a noticeable upward trend in the number of motorcyclists and pedal cyclists seriously injured with high threat to life as a result of non-traffic land transport accidents over the period from 2000–01 to 2008–09 (Table 6.4.2). For drivers and passengers of motor vehicles, there were distinct downward trends in the number of persons seriously injured, while for pedestrians there was a marginal downward trend over the period of interest.

For all road user groups there were modest declines over the 9-year period for cases specified as a non-traffic accident as a percentage of all land transport accidents (Figure 6.4.2). Motor cyclists and pedal cyclists had the highest percentages, reflecting the fact that these transport types are more likely to be used off-road than other types of transport.

Only motorcyclists and pedal cyclists experienced a significant increase in age-standardised rates of persons seriously injured in non-traffic crashes with motorcyclists recording the highest average annual increase of 2.8% (95% CI: 2.0%, 3.7%) (Figure 6.4.3). All other road user groups experienced a significant decline in rates over the 9-year period, with the largest of these being for passengers of motor vehicles who recorded an average annual decrease of 7.1% (95% CI: 5.5%, 8.6%).

State and territory of usual residence

Trends in counts and age-standardised serious injury rates for non-traffic crashes over the 9-year period from 2000–01 to 2008–09 for those with life-threatening injuries by state or territory of residence and road user group are presented on Table 6.4.3 and Figures 6.4.4–6.4.6. Jurisdictional trends were generally a reflection of national trends. Statistically significant average annual rates of change for each road user group by state and territory of residence are summarised below:

- *Drivers*: Victoria: 8.1% (95% CI: 5.5%, 10.6%) decrease; Queensland: 6.9% (95% CI: 4.9%, 9.2%) decrease (Figure 6.4.4).
- *Passengers*: Western Australian: 10.3% (95% CI: 5.4%, 14.9%) decrease; Queensland: 7.9% (95% CI: 4.7%, 10.9%) decrease. New South Wales, Victoria and South Australia: smaller, but significant decreases (Figure 6.4.4).
- *Motorcyclists*: Tasmania: 9.4% (95% CI: 3.4%, 15.8%) increase; South Australia: 4.9% (95% CI: 1.8%, 8.2%) increase. New South Wales and Victoria: smaller, but significant increases (Figure 6.4.5).
- *Pedal cyclists*: Australian Capital Territory: 12.2% (95% CI: 4.4%, 20.6%) increase; New South Wales: 3.0% (95% CI: 0.8%, 5.2%) increase. Western Australia: 5.1% (95% CI: 1.5%, 8.5%) decrease (Figure 6.4.5).
- *Pedestrians*: Western Australia: 10.3% (95% CI: 4.5%, 15.7%) decrease; Queensland: 8.0% (95% CI: 4.0%, 11.9%) decrease (Figure 6.4.6).

Remoteness of residence

Residents of *Remote* and *Very remote* zones experienced significant decreases in age-standardised rates over the 8-year period from 2001–02 to 2008–09, with those residing in *Very remote* zones recording the higher annual rate of decrease of 7.4% (95% CI: 3.4%, 11.2%) (Figure 6.4.7). Rates for all other remoteness zones did not change significantly.

Road user groups by state and territory of residence

Trends in counts for non-traffic crashes for those with life-threatening injuries by state or territory of residence and remoteness area over the 9-year period from 2000–01 to 2008–09 are presented in Table 6.4.5.

Trends in age-standardised serious injury rates for those residing in the major cities are presented in Figure 6.4.8. Queensland was the only jurisdiction to show a significant trend in age-standardised rates, recording an annual rate of increase of 2.1% (95% CI: 0.3%, 4.1%).

5 Trends in high threat to life injury when comparing traffic and non-traffic accidents, 2000–01 to 2008–09

Age-standardised rates for persons seriously injured with high threat to life after being involved in a traffic accident were consistently three to four times as high as rates for persons seriously injured after being involved in a non-traffic accident over the 9-year period from 2000–01 to 2008–09 (Figure 6.5.1). Rates for persons injured after being involved in a traffic accident increased significantly over the period of interest by an annual average of 1.7% (95% CI: 1.5%, 2.0%) while rates for persons injured after being involved in a non-traffic accident decreased significantly by an annual average of 0.6% (95% CI: 0.1%, 2.0%).

Statistically significant average annual rates of change over the 9-year period for each road user group by traffic status are summarised below:

- *Drivers*: Traffic: 0.6% (95% CI: 0.1%, 1.1%) increase; Non-traffic: 3.7% (95% CI: 2.5%, 4.9%) decrease (Figure 6.5.2).
- *Passengers*: Non-traffic: 7.1% (95% CI: 5.5%, 8.6%) decrease (Figure 6.5.2).
- *Motorcyclists*: Traffic: 6.9% (95% CI: 6.2%, 7.6%) increase; Non-traffic: 6.8% (95% CI: 5.8%, 7.8%) increase (Figure 6.5.3).
- *Pedal cyclists*: Traffic: 2.8% (95% CI: 2.0%, 3.7%) increase; Non-traffic: 1.8% (95% CI: 0.7%, 3.0%) increase (Figure 6.5.3).
- *Pedestrians*: Traffic: 1.8% (95% CI: 0.9%, 2.6%) decrease; Non-traffic: 3.5% (95% CI: 1.6%, 5.3%) decrease (Figure 6.5.3).

6 Tables and charts

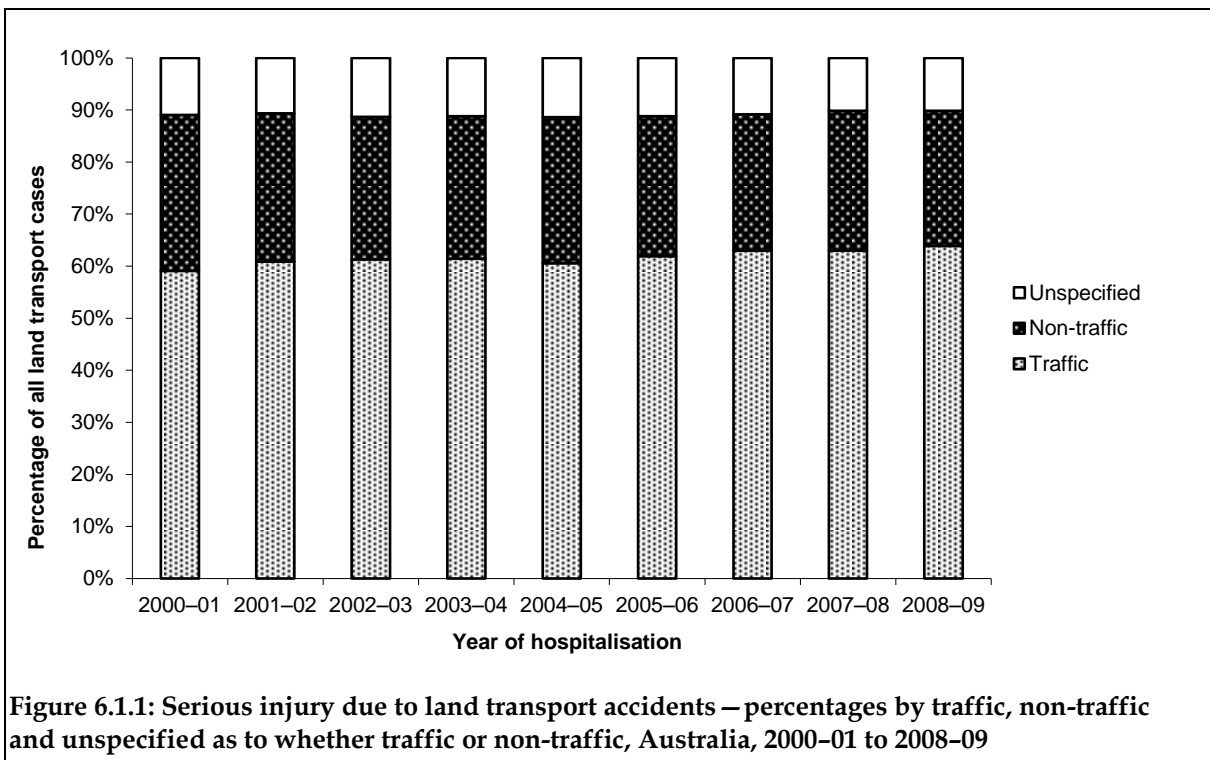
6.1 Overview

Trends in serious injury due to all land transport

Table 6.1.1: Counts and age-standardised rates for persons injured due to land transport accidents by severity of injury, Australia, 2000–01 to 2008–09

Indicator	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Seriously injured</i>									
Persons	45,186	46,706	44,901	46,862	49,296	50,401	52,066	51,710	53,406
Rate ^(a)	234.1	239.2	227.4	234.7	244.0	246.3	250.4	244.0	246.5
<i>Life-threatening injury</i>									
Persons	10,249	10,445	9,887	10,377	11,032	11,455	11,803	11,867	12,338
Rate ^(a)	53.1	53.4	49.9	51.8	54.3	55.6	56.2	55.4	56.3

(a) Rates are per 100,000 population, adjusted by direct standardisation to the Australian population in June 2001.



6.2 Trends in serious injury due to road vehicle traffic crashes, 2000–01 to 2008–09

Overview

Table 6.2.1: Persons seriously injured due to road vehicle traffic crashes by indicator, Australia, 2000–01 to 2008–09

Indicator	Year ^(a)								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Deaths ^(b)	1,761	1,751	1,677	1,595	1,577	1,649	1,598	1,489	1,543
Rate ^(c)	9.2	9.0	8.5	7.9	7.7	8.0	7.7	7.0	7.3
Seriously injured	26,694	28,440	27,526	28,782	29,850	31,204	32,777	32,543	34,116
Rate ^(c)	138.3	145.6	139.3	144.0	147.3	152.1	157.1	152.8	156.7
Seriously injured with high threat-to-life	6,911	7,175	6,899	7,283	7,528	8,007	8,441	8,392	8,798
Rate ^(c)	35.8	36.7	34.8	36.3	37.0	38.8	40.2	39.2	40.1

(a) Indicates year of crash for deaths and year of hospitalisation for seriously injured persons.

(b) Deaths data supplied by the Bureau of Infrastructure, Transport and Regional Economics (BITRE).

(c) Rates are per 100,000 population, adjusted by direct standardisation to the Australian population in June 2001.

Note: For more detailed information on trends in fatal injury due to road traffic crashes refer to Appendix 2.

State and territory of usual residence

Table 6.2.2: Counts and age-standardised rates for persons seriously injured due to road vehicle traffic crashes by state/territory of residence, Australia, 2000-01 to 2008-09

State/territory of residence	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>NSW</i>									
Count	8,598	9,026	8,488	9,243	9,393	10,108	10,296	9,466	10,050
Rate	132.1	137.2	128.1	138.7	139.8	149.6	150.6	136.1	141.7
<i>Vic</i>									
Count	7,562	8,247	8,052	7,834	8,196	8,235	8,551	8,849	8,818
Rate	157.8	170.0	163.9	157.5	162.6	161.2	164.5	166.5	162.1
<i>Qld</i>									
Count	4,626	5,177	5,070	5,376	5,874	5,986	6,542	6,717	7,170
Rate	128.0	140.7	134.5	139.5	148.7	148.5	157.9	158.2	164.0
<i>WA</i>									
Count	2,008	2,062	2,001	2,271	2,348	2,454	2,723	2,840	3,152
Rate	105.5	107.2	102.8	115.1	116.9	120.2	130.1	131.8	141.8
<i>SA</i>									
Count	2,256	2,216	2,298	2,293	2,221	2,347	2,411	2,475	2,445
Rate	151.5	148.5	152.6	151.1	145.3	152.2	155.1	156.9	153.3
<i>Tas</i>									
Count	616	562	571	602	640	736	739	714	775
Rate	133.3	121.7	124.9	129.6	136.5	156.0	155.6	149.1	160.6
<i>ACT</i>									
Count	231	293	243	328	361	492	539	568	613
Rate	72.7	89.0	72.1	97.3	107.1	142.7	153.2	159.8	168.2
<i>NT</i>									
Count	435	455	444	431	392	406	498	511	513
Rate	211.3	211.0	208.8	208.4	187.2	194.4	223.0	231.2	217.3
<i>Australia^(a)</i>									
Count	26,694	28,440	27,526	28,782	29,850	31,204	32,777	32,543	34,116
Rate	138.3	145.6	139.3	144.0	147.3	152.1	157.1	152.8	156.7

(a) Includes cases for other territories such as Cocos (Keeling) Islands, Norfolk Island and Christmas Island and cases where state/territory of residence is not specified.

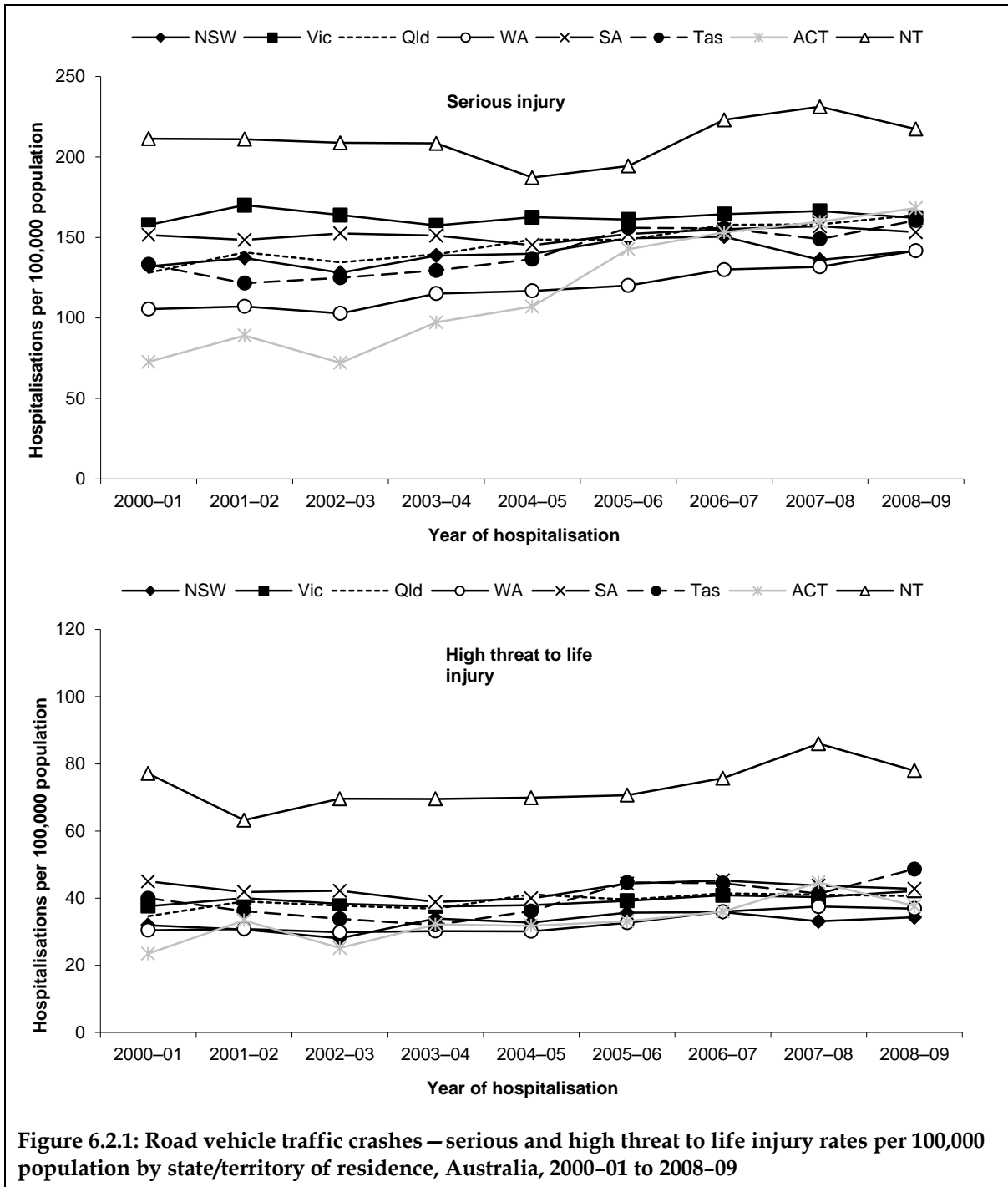
Note: Rates are per 100,000 population, adjusted by direct standardisation to the Australian population in June 2001.

Table 6.2.3: Counts and age-standardised rates for persons seriously injured with high threat to life due to road vehicle traffic crashes by state/territory of residence, Australia, 2000-01 to 2008-09

State/territory of residence	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>NSW</i>									
Count	2,082	2,024	1,866	2,271	2,214	2,424	2,474	2,322	2,463
Rate	31.9	30.7	28.0	34.0	32.7	35.6	35.8	33.1	34.3
<i>Vic</i>									
Count	1,804	1,941	1,886	1,874	1,919	2,013	2,136	2,157	2,310
Rate	37.6	39.9	38.3	37.5	37.9	39.2	40.8	40.3	42.1
<i>Qld</i>									
Count	1,245	1,431	1,419	1,419	1,619	1,596	1,719	1,742	1,790
Rate	34.6	39.0	37.8	36.9	41.1	39.5	41.4	41.0	40.6
<i>WA</i>									
Count	574	592	578	593	605	669	752	811	824
Rate	30.4	30.8	29.8	30.2	30.1	32.6	36.0	37.5	36.9
<i>SA</i>									
Count	673	631	640	590	615	694	710	699	687
Rate	45.0	41.8	42.2	38.8	39.9	44.3	45.2	43.7	42.7
<i>Tas</i>									
Count	185	169	154	151	170	211	213	200	237
Rate	39.9	36.2	33.8	32.0	36.1	44.7	44.4	41.3	48.6
<i>ACT</i>									
Count	69	109	82	105	105	115	129	157	136
Rate	23.5	33.4	25.1	32.1	31.8	33.1	36.0	44.7	37.6
<i>NT</i>									
Count	159	139	141	141	143	142	171	182	180
Rate	77.1	63.2	69.6	69.5	69.9	70.7	75.7	86.0	78.0
<i>Australia^(a)</i>									
Count	6,911	7,175	6,899	7,283	7,528	8,007	8,441	8,392	8,798
Rate	35.8	36.7	34.8	36.3	37.0	38.8	40.2	39.2	40.1

(a) Includes cases for other territories such as Cocos (Keeling) Islands, Norfolk Island and Christmas Island and cases where state/territory of residence is not specified.

Note: Rates are per 100,000 population, adjusted by direct standardisation to the Australian population in June 2001.



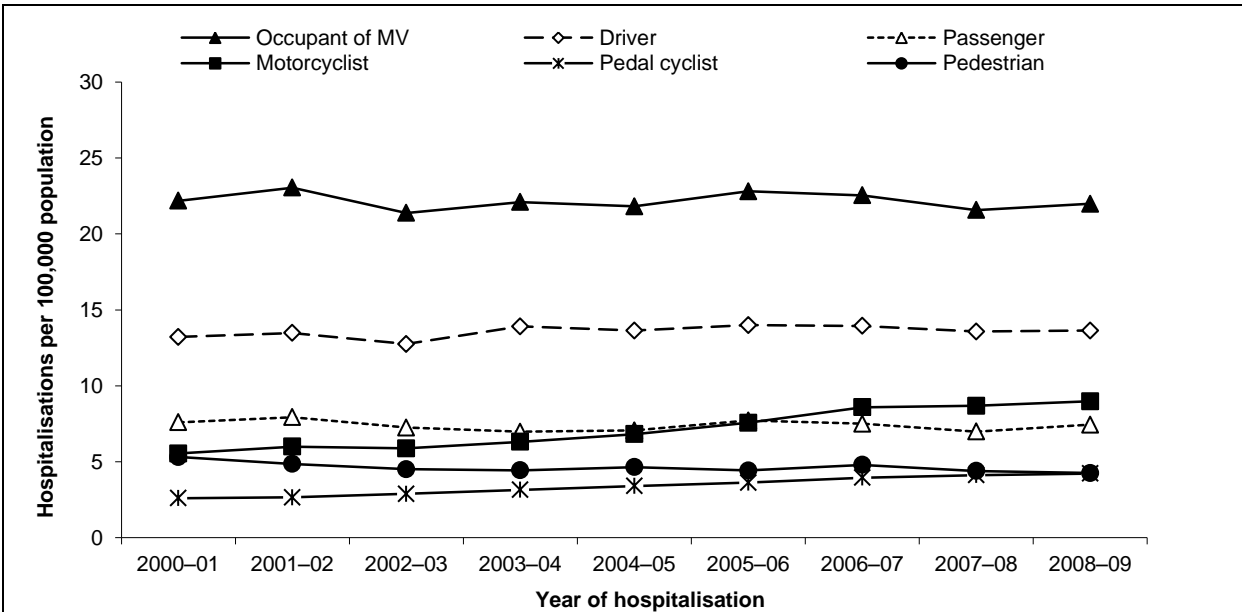
6.3 Trends in high threat to life injury due to road vehicle traffic crashes, 2000–01 to 2008–09

Road user groups

Table 6.3.1: Persons seriously injured with high threat to life due to road vehicle traffic crashes by road user group, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Occupant of MV ^(a)	4,278	4,505	4,239	4,435	4,447	4,715	4,746	4,640	4,850
Driver	2,548	2,635	2,532	2,792	2,783	2,901	2,943	2,926	3,020
Passenger	1,466	1,551	1,434	1,397	1,435	1,590	1,574	1,494	1,632
Motorcyclist	1,072	1,170	1,159	1,258	1,376	1,545	1,787	1,844	1,959
Pedal cyclist	502	520	571	630	690	748	828	880	917
Pedestrian	1,023	951	896	894	949	916	1,014	946	939
Other or unknown	36	29	34	66	66	83	66	82	133

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether the person was a driver or a passenger.



Notes

- 1 Occupant of motor vehicle includes cases where it is not specified if injured person was a driver or a passenger.
- 2 Table corresponding to this figure can be found in Appendix 1, Table A1.1.

Figure 6.3.1: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population by road user group, Australia, 2000–01 to 2008–09

Road user groups by state and territory of residence

Table 6.3.2: Persons seriously injured with high threat to life due to road vehicle traffic crashes by state/territory of residence and road user group, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
NSW									
Occupant of MV ^(a)	1,266	1,238	1,104	1,290	1,274	1,370	1,343	1,220	1,319
Driver	773	711	634	822	804	851	878	775	814
Passenger	421	435	400	391	412	463	399	380	452
Motorcyclist	307	321	301	399	387	466	535	506	552
Pedal cyclist	151	153	165	197	191	237	225	254	240
Pedestrian	346	303	290	360	344	325	349	313	308
Other or unknown	12	9	6	25	18	26	22	29	44
Vic									
Occupant of MV ^(a)	1,107	1,217	1,158	1,201	1,184	1,240	1,214	1,252	1,323
Driver	712	770	736	810	783	800	785	837	877
Passenger	344	382	371	349	357	396	387	372	417
Motorcyclist	257	303	278	277	301	327	389	397	438
Pedal cyclist	141	123	155	177	179	188	239	242	260
Pedestrian	294	293	288	208	245	249	280	254	270
Other or unknown	5	5	7	11	10	9	14	12	19
Qld									
Occupant of MV ^(a)	739	857	845	823	877	889	894	908	901
Driver	434	479	507	522	534	543	552	562	561
Passenger	233	296	272	238	275	287	276	297	283
Motorcyclist	246	282	319	305	394	378	454	474	507
Pedal cyclist	104	126	123	134	168	144	169	170	200
Pedestrian	148	155	125	140	159	157	186	174	138
Other or unknown	8	11	7	17	21	28	16	16	44
WA									
Occupant of MV ^(a)	374	393	354	380	363	386	445	460	477
Driver	201	220	198	217	213	227	246	282	274
Passenger	153	145	135	143	132	128	178	155	175
Motorcyclist	85	101	101	111	124	155	159	196	179
Pedal cyclist	41	38	52	36	53	54	71	67	81
Pedestrian	70	59	68	61	63	68	71	81	79
Other or unknown	n.p.	n.p.	n.p.	5	n.p.	6	6	7	8
SA									
Occupant of MV ^(a)	430	433	442	397	384	445	431	412	398
Driver	249	260	287	251	245	277	260	269	259
Passenger	163	148	122	136	125	152	159	126	127
Motorcyclist	109	73	79	93	97	118	131	136	146
Pedal cyclist	39	46	46	42	62	66	72	76	73
Pedestrian	92	78	69	53	70	60	72	65	63
Other or unknown	n.p.	n.p.	n.p.	5	n.p.	5	n.p.	10	7

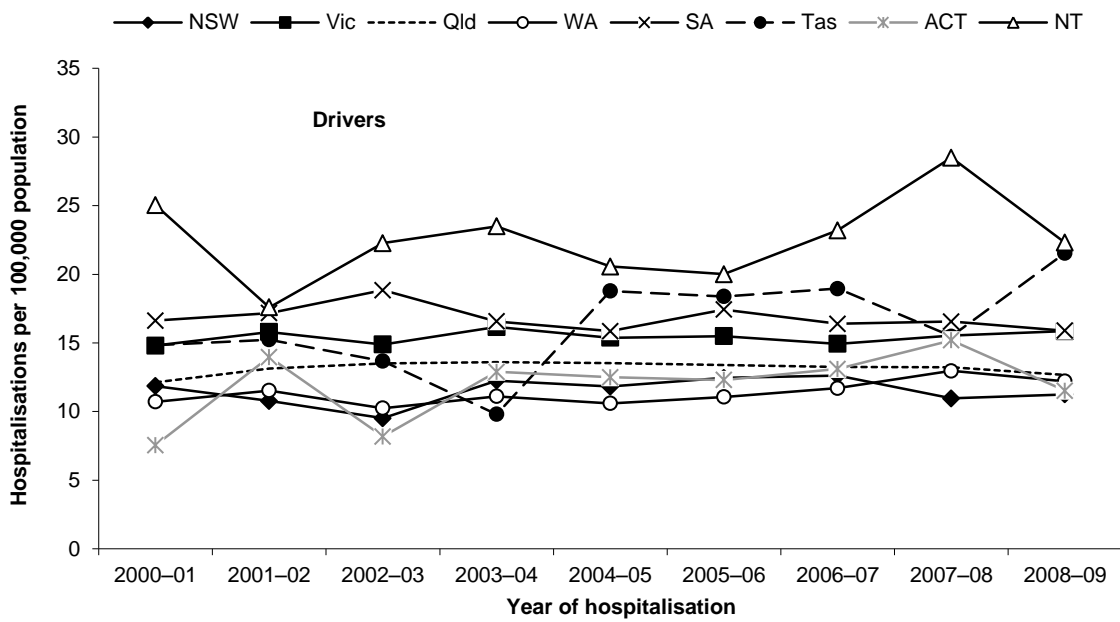
(continued)

Table 6.3.2 (continued): Persons seriously injured with high threat to life due to road vehicle traffic crashes by state/territory of residence and road user group, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Tas									
<i>Occupant of MV^(a)</i>	129	109	94	91	119	127	139	116	148
Driver	69	70	62	47	89	89	92	76	105
Passenger	42	28	25	39	21	33	40	36	39
Motorcyclist	25	33	35	27	23	38	36	41	48
Pedal cyclist	13	8	11	12	9	22	20	19	17
Pedestrian	16	18	14	20	18	22	17	18	22
Other or unknown	n.p.	n.p.	0	n.p.	n.p.	n.p.	n.p.	6	n.p.
ACT									
<i>Occupant of MV^(a)</i>	44	64	47	71	65	69	74	81	59
Driver	21	46	27	43	41	43	47	54	42
Passenger	20	15	14	21	19	24	24	25	14
Motorcyclist	16	23	16	14	20	23	34	46	32
Pedal cyclist	n.p.	9	12	8	10	15	15	24	28
Pedestrian	5	13	6	12	8	6	6	6	15
Other or unknown	n.p.	0	n.p.	0	n.p.	n.p.	0	0	n.p.
NT									
<i>Occupant of MV^(a)</i>	98	89	93	87	87	89	117	115	117
Driver	50	39	43	48	43	40	52	51	49
Passenger	44	43	40	31	40	46	60	57	62
Motorcyclist	17	20	19	25	17	28	34	32	40
Pedal cyclist	6	13	5	10	11	13	7	14	8
Pedestrian	36	16	21	18	21	9	12	20	12
Other or unknown	n.p.	n.p.	n.p.	n.p.	7	n.p.	n.p.	n.p.	n.p.
Australia^(b)									
<i>Occupant of MV^(a)</i>	4,278	4,505	4,239	4,435	4,447	4,715	4,746	4,640	4,850
Driver	2,548	2,635	2,532	2,792	2,783	2,901	2,943	2,926	3,020
Passenger	1,466	1,551	1,434	1,397	1,435	1,590	1,574	1,494	1,632
Motorcyclist	1,072	1,170	1,159	1,258	1,376	1,545	1,787	1,844	1,959
Pedal cyclist	502	520	571	630	690	748	828	880	917
Pedestrian	1,023	951	896	894	949	916	1,014	946	939
Other or unknown	36	29	34	66	66	83	66	82	133

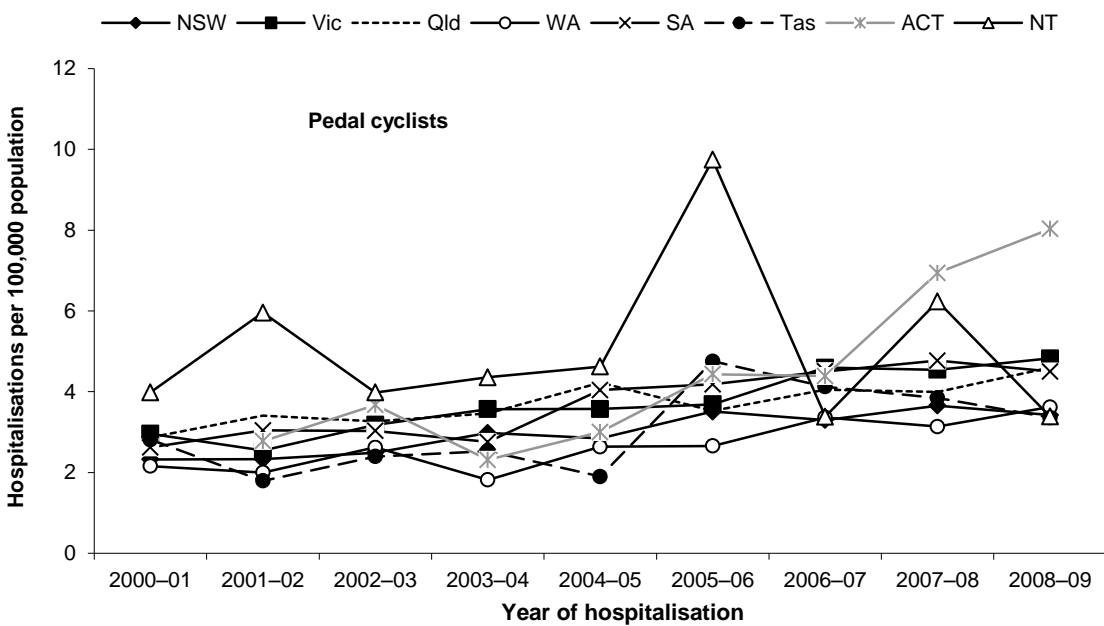
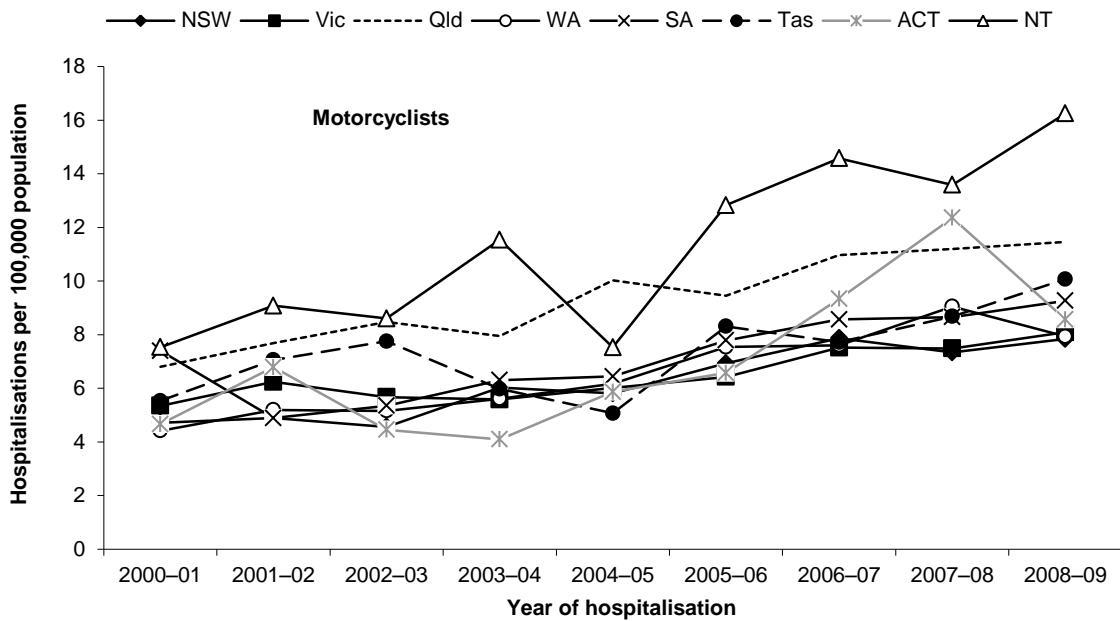
(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.

(b) Includes cases for other territories such as Cocos (Keeling) Islands, Norfolk Island and Christmas Island and cases where state/territory of residence is not specified.



Note: Table corresponding to this figure can be found in Appendix 1, Table A1.2.

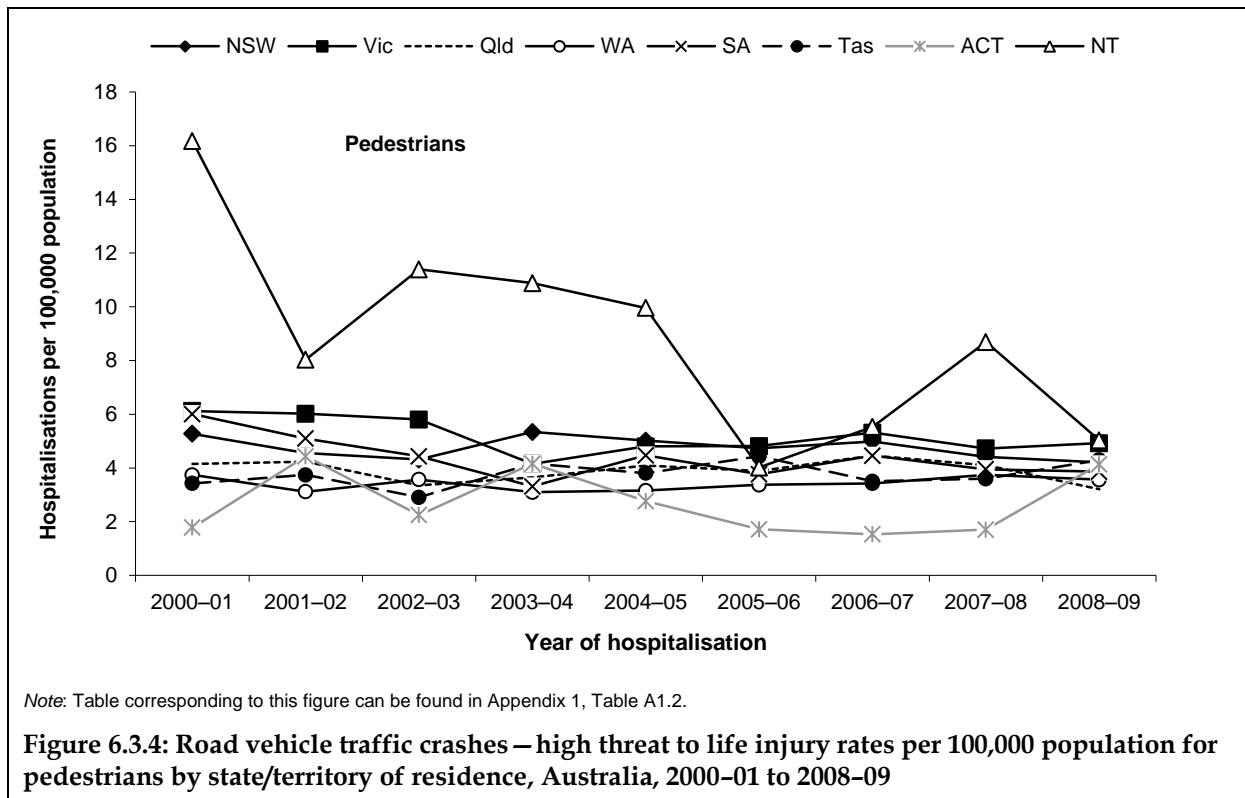
Figure 6.3.2: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for drivers and passengers of motor vehicles by state/territory of residence, Australia, 2000-01 to 2008-09



Notes

1. Table corresponding to this figure can be found in Appendix 1, Table A1.2.
2. Rates based on small cell counts have been suppressed.

Figure 6.3.3: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for motorcyclists and pedal cyclists by state/territory of residence, Australia, 2000-01 to 2008-09



Rates based on number of registered vehicles

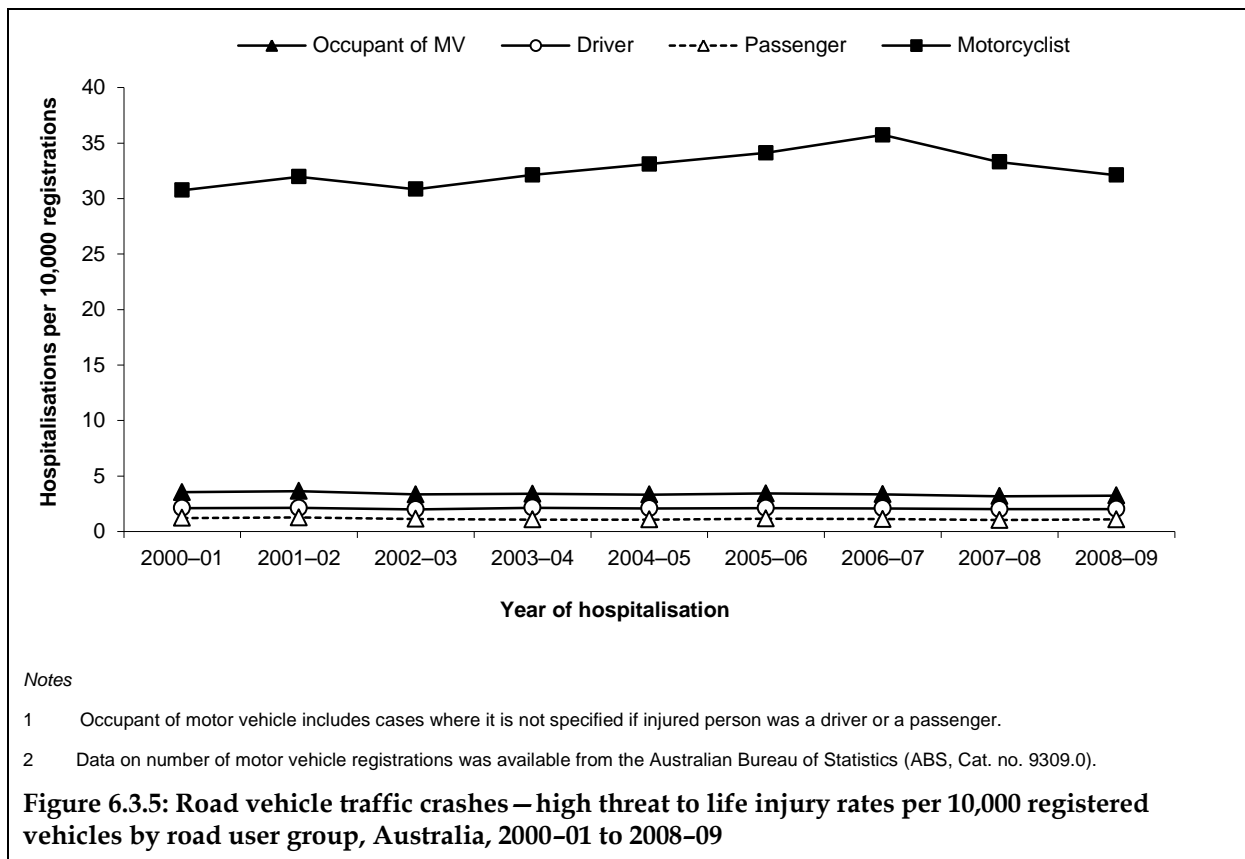
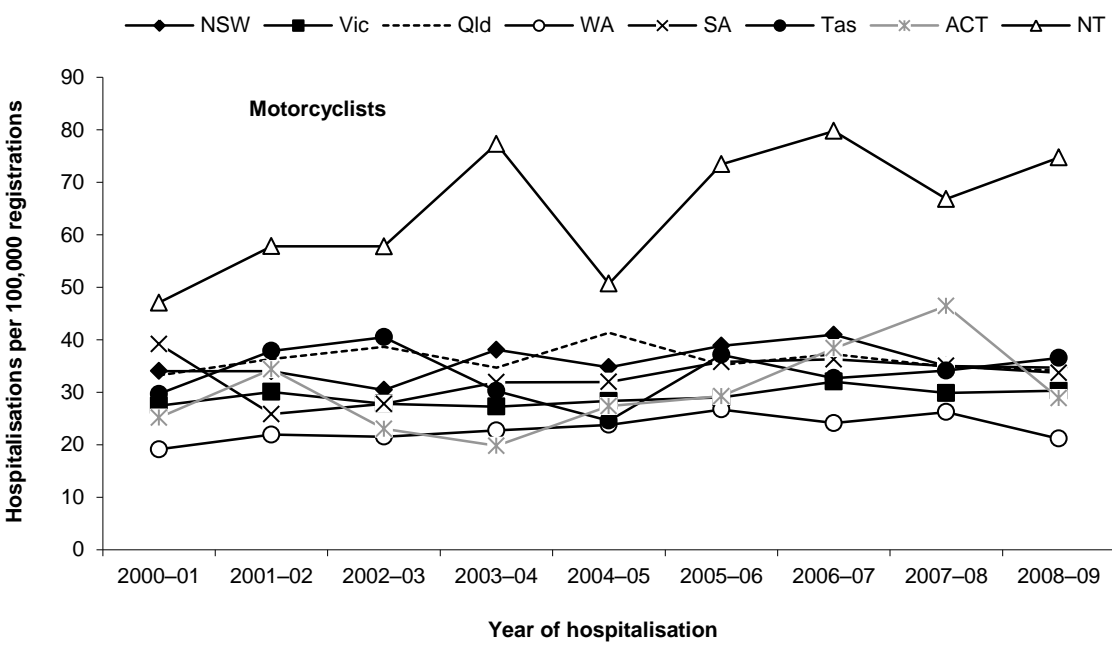
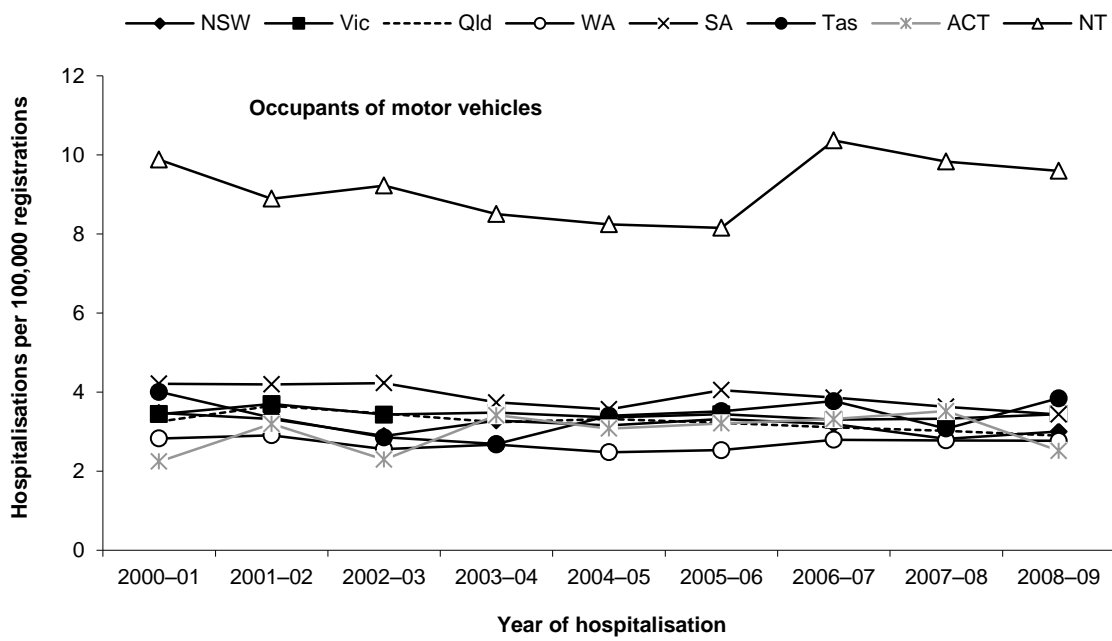


Table 6.3.3: Persons seriously injured with high threat to life due to road vehicle traffic crashes by state and territory of residence and road user group, rate per 10,000 registered vehicles, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>NSW</i>									
Occupant of MV	3.47	3.32	2.89	3.28	3.16	3.32	3.19	2.81	3.00
Motorcyclist	34.0	34.0	30.4	38.1	34.8	38.9	41.0	35.0	34.7
<i>Vic</i>									
Occupant of MV	3.45	3.70	3.43	3.49	3.36	3.44	3.30	3.33	3.44
Motorcyclist	27.5	30.1	27.8	27.3	28.3	29.0	32.0	29.9	30.3
<i>Qld</i>									
Occupant of MV	3.25	3.65	3.46	3.24	3.32	3.22	3.11	3.02	2.90
Motorcyclist	33.2	36.4	38.7	34.7	41.3	35.3	37.3	34.9	34.1
<i>WA</i>									
Occupant of MV	2.83	2.91	2.56	2.67	2.48	2.53	2.80	2.78	2.77
Motorcyclist	19.1	21.9	21.5	22.7	23.8	26.7	24.1	26.2	21.2
<i>SA</i>									
Occupant of MV	4.21	4.20	4.23	3.74	3.56	4.05	3.86	3.63	3.44
Motorcyclist	39.2	25.8	27.8	31.9	32.0	35.8	36.3	35.0	33.7
<i>Tas</i>									
Occupant of MV	4.01	3.35	2.86	2.69	3.40	3.51	3.77	3.08	3.84
Motorcyclist	29.7	37.9	40.5	30.3	24.6	37.1	32.7	34.1	36.5
<i>ACT</i>									
Occupant of MV	2.24	3.20	2.29	3.41	3.08	3.21	3.32	3.52	2.52
Motorcyclist	25.1	34.4	23.0	19.8	27.4	29.3	38.3	46.4	28.9
<i>NT</i>									
Occupant of MV	9.88	8.89	9.22	8.50	8.25	8.15	10.37	9.83	9.59
Motorcyclist	47.1	57.8	57.8	77.3	50.7	73.5	79.8	66.8	74.7
<i>Australia</i>									
Occupant of MV	3.54	3.64	3.34	3.40	3.32	3.42	3.35	3.18	3.24
Motorcyclist	30.8	32.0	30.8	32.1	33.1	34.1	35.7	33.3	32.1

Note: Data on number of motor vehicle registrations available from the ABS (Cat. No. 9309.0)



Note: Data on number of motor vehicle registrations was available from the ABS (Cat. no. 9309.0).

Figure 6.3.6: Road vehicle traffic crashes – high threat to life injury rates per 100,000 vehicle registrations for occupants of motor vehicles and motorcyclists by state/territory of residence, Australia, 2000-01 to 2008-09

Table 6.3.4: Motorcyclists seriously injured with high threat to life due to road vehicle traffic crashes by selected indicators, Australia, 2000-01 to 2008-09

Indicator	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Hospitalisations	1,072	1,170	1,159	1,258	1,376	1,545	1,787	1,844	1,959
Rate/100,000 population	5.5	6.0	5.9	6.3	6.8	7.6	8.6	8.7	9.0
Rate/10,000 registrations ^(a)	30.8	32.0	30.8	32.1	33.1	34.1	35.7	33.3	32.1

(a) Data on number of motorcycle registrations was obtained from the ABS (Cat. no. 9309.0).

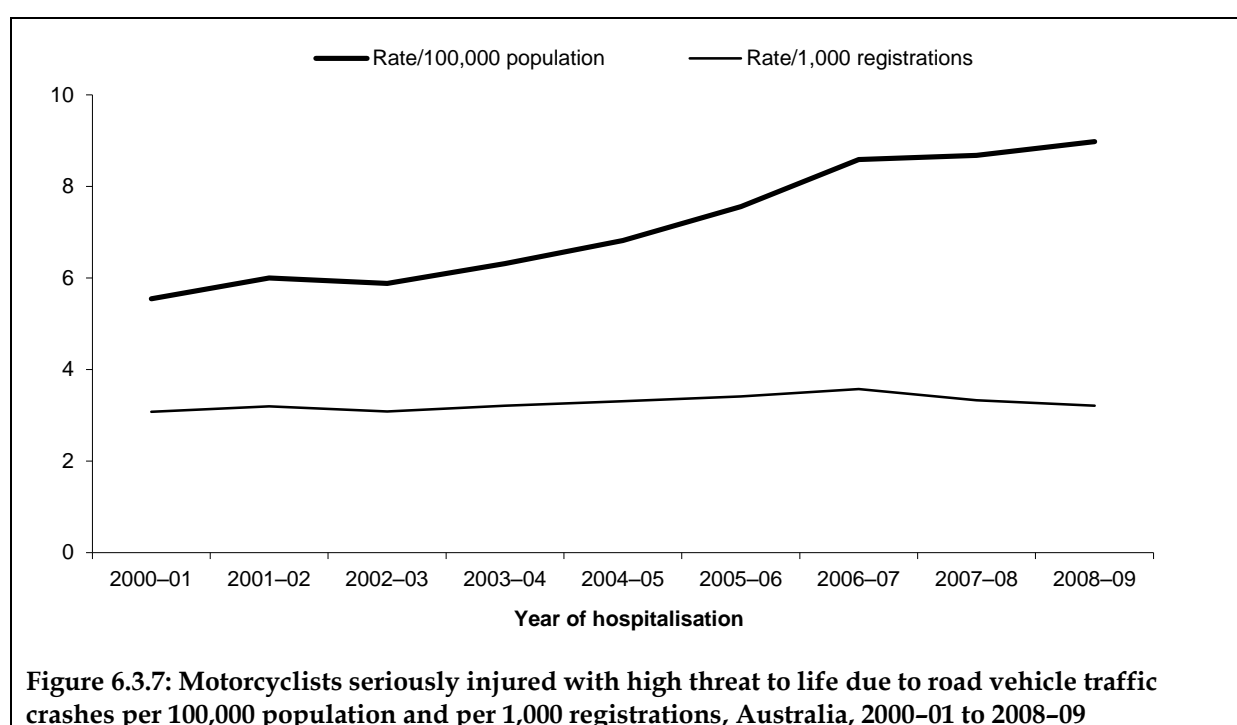


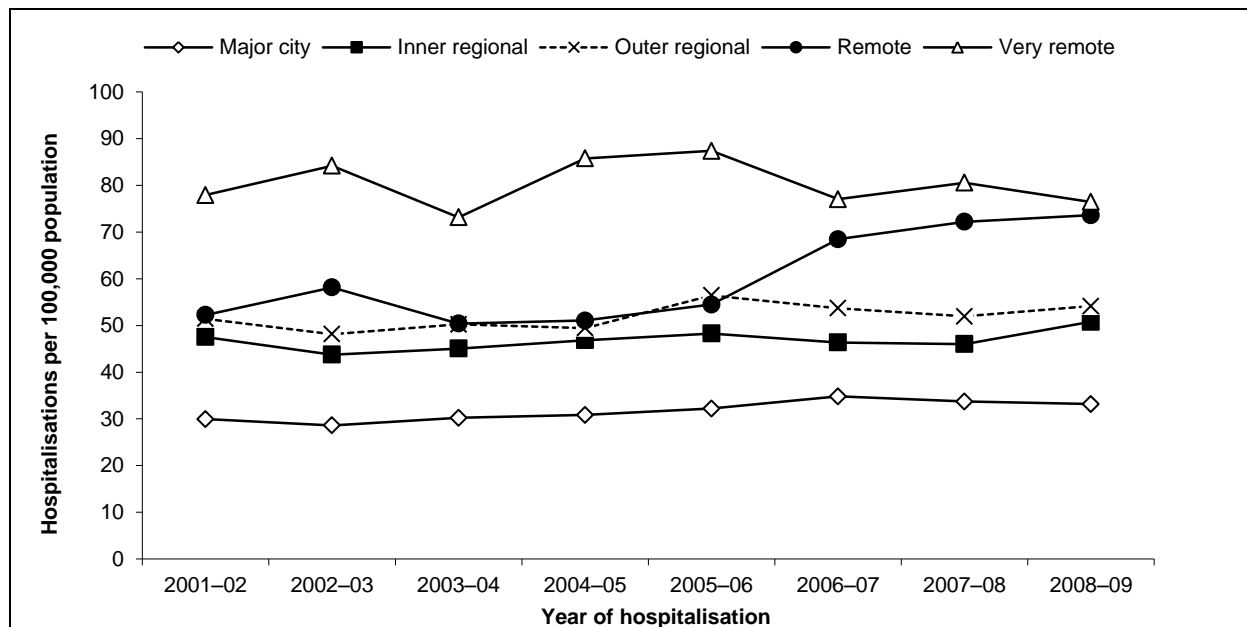
Figure 6.3.7: Motorcyclists seriously injured with high threat to life due to road vehicle traffic crashes per 100,000 population and per 1,000 registrations, Australia, 2000-01 to 2008-09

Remoteness of usual residence

Table 6.3.5: Persons seriously injured with high threat to life due to road vehicle traffic crashes by remoteness of usual residence, Australia, 2000–01 to 2008–09

Remoteness area	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Major city	4,073	4,049	3,929	4,214	4,367	4,616	5,085	5,017	5,058
Inner regional	1,573	1,735	1,628	1,711	1,802	1,877	1,841	1,872	2,132
Outer regional	848	936	872	911	900	1,051	1,012	1,000	1,069
Remote	149	159	175	155	155	168	210	224	229
Very remote	130	132	148	119	137	146	129	133	132
Total^(a)	6,814	7,175	6,899	7,283	7,528	8,007	8,441	8,392	8,798

(a) Includes cases where remoteness of residence was not reported.



Notes

- 1 Table corresponding to this figure can be found in Appendix 1, Table A1.3.
- 2 Rates not shown for 2000–01 since population data for remoteness areas were not available.

Figure 6.3.8: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population by remoteness of residence, Australia, 2001–02 to 2008–09

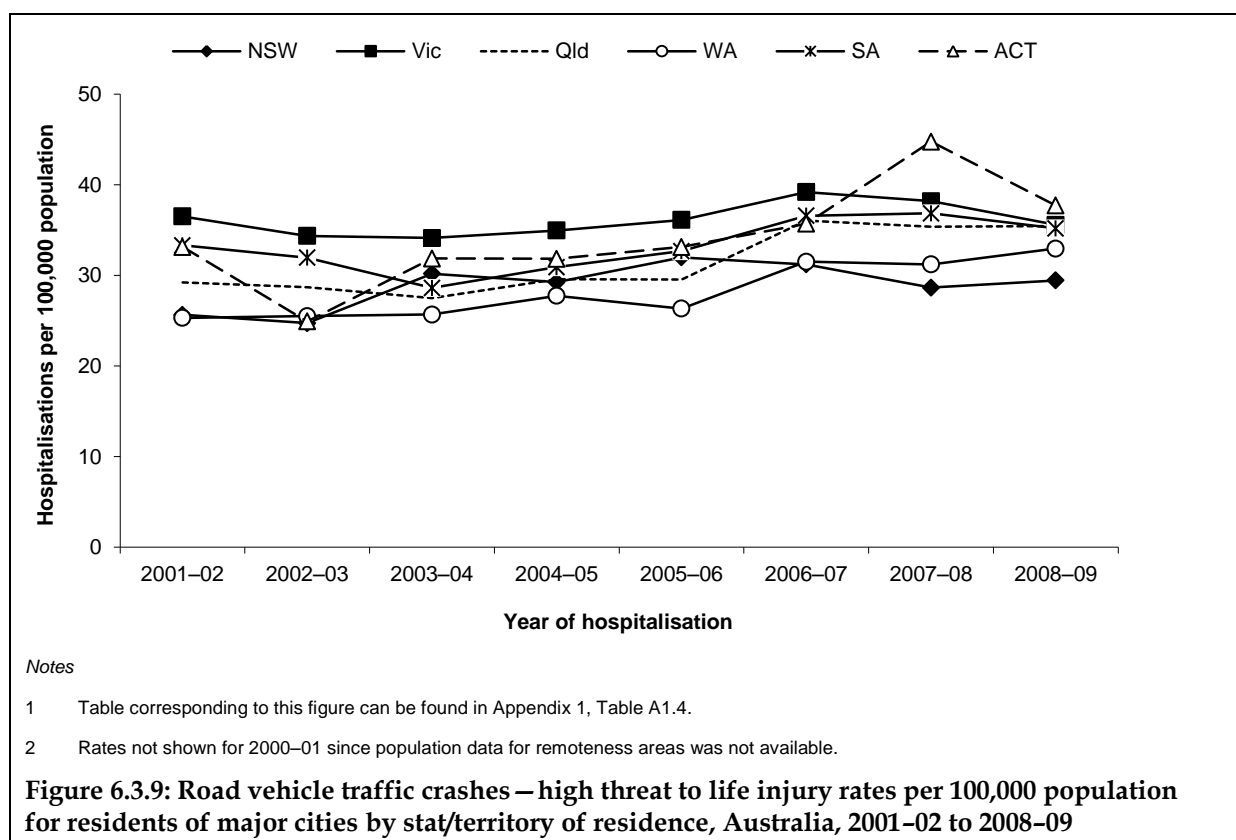
Table 6.3.6: Persons seriously injured with high threat to life due to road vehicle traffic crashes by state/territory of residence and remoteness of residence, Australia, 2000–01 to 2008–09

Remoteness area	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>NSW</i>									
Major city	1,372	1,237	1,207	1,486	1,452	1,596	1,583	1,471	1,548
Inner regional	491	538	468	545	551	575	631	606	653
Outer regional	193	224	163	197	184	230	230	195	234
Remote	n.p.	n.p.	21	n.p.	14	n.p.	n.p.	n.p.	n.p.
Very remote	n.p.	n.p.	0	n.p.	0	n.p.	n.p.	n.p.	n.p.
<i>Vic</i>									
Major city	1,312	1,338	1,274	1,291	1,341	1,410	1,559	1,552	1,479
Inner regional	386	484	492	467	467	479	470	498	677
Outer regional	n.p.	111	112	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.
Remote	n.p.	0	7	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.
<i>Qld</i>									
Major city	577	643	651	641	709	725	908	912	941
Inner regional	364	421	405	441	514	449	411	427	421
Outer regional	240	286	281	268	329	353	340	320	319
Remote	32	38	42	36	26	43	35	53	70
Very remote	32	42	40	30	40	26	25	30	33
<i>WA</i>									
Major city	368	352	357	368	404	391	478	489	532
Inner regional	72	76	63	58	70	92	91	119	105
Outer regional	62	85	74	86	49	97	82	108	96
Remote	32	44	37	46	37	38	58	65	58
Very remote	39	33	44	33	44	48	40	30	32
<i>SA</i>									
Major city	376	371	359	324	356	379	429	436	422
Inner regional	153	133	115	115	113	160	119	112	128
Outer regional	110	88	117	118	103	111	100	101	95
Remote	26	28	38	23	38	34	42	29	21
Very remote	7	9	11	9	n.p.	10	20	21	21
<i>Tas</i>									
Inner regional	106	82	85	84	86	122	119	110	144
Outer regional	74	81	63	60	77	83	87	87	90
Remote	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.
Very remote	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.

(continued)

Table 6.3.6 (continued): Persons seriously injured with high threat to life due to road vehicle traffic crashes by stat/territory of residence and remoteness of residence, Australia, 2000-01 to 2008-09

Remoteness area	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>ACT</i>									
Major city	n.p.	n.p.	81	n.p.	105	115	128	157	136
Inner regional	n.p.	n.p.	0	n.p.	0	0	0	0	0
<i>NT</i>									
Outer regional	64	61	62	78	60	55	69	88	83
Remote	39	36	26	22	32	30	49	48	54
Very remote	47	42	51	40	48	57	37	46	43
<i>Australia</i>									
Major city	4,073	4,049	3,929	4,214	4,367	4,616	5,085	5,017	5,058
Inner regional	1,573	1,735	1,628	1,711	1,802	1,877	1,841	1,872	2,132
Outer regional	848	936	872	911	900	1,051	1,012	1,000	1,069
Remote	149	159	175	155	155	168	210	224	229
Very remote	130	132	148	119	137	146	129	133	132



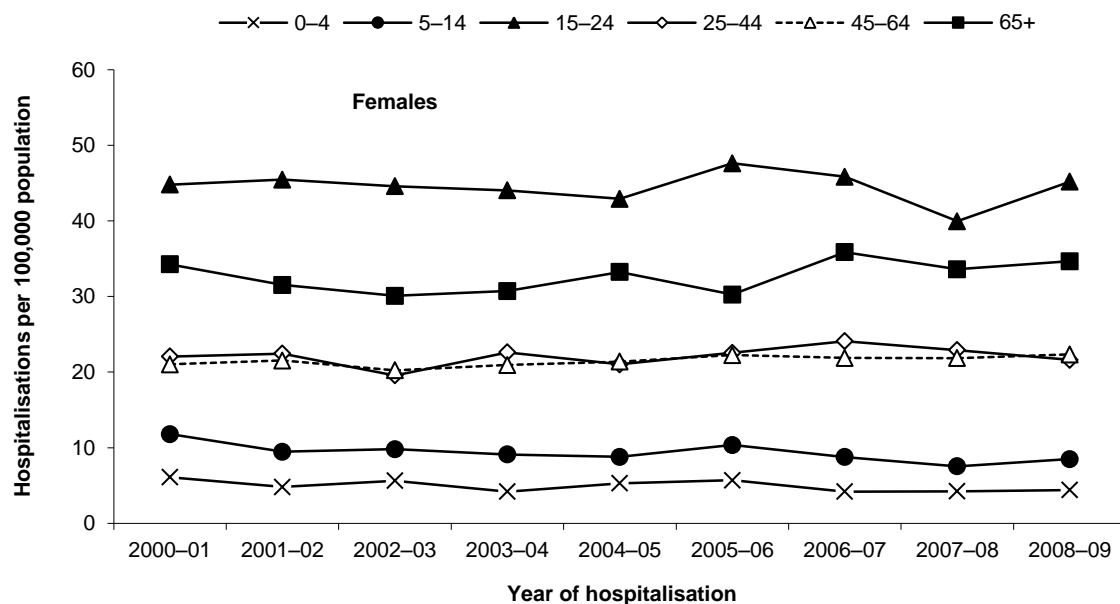
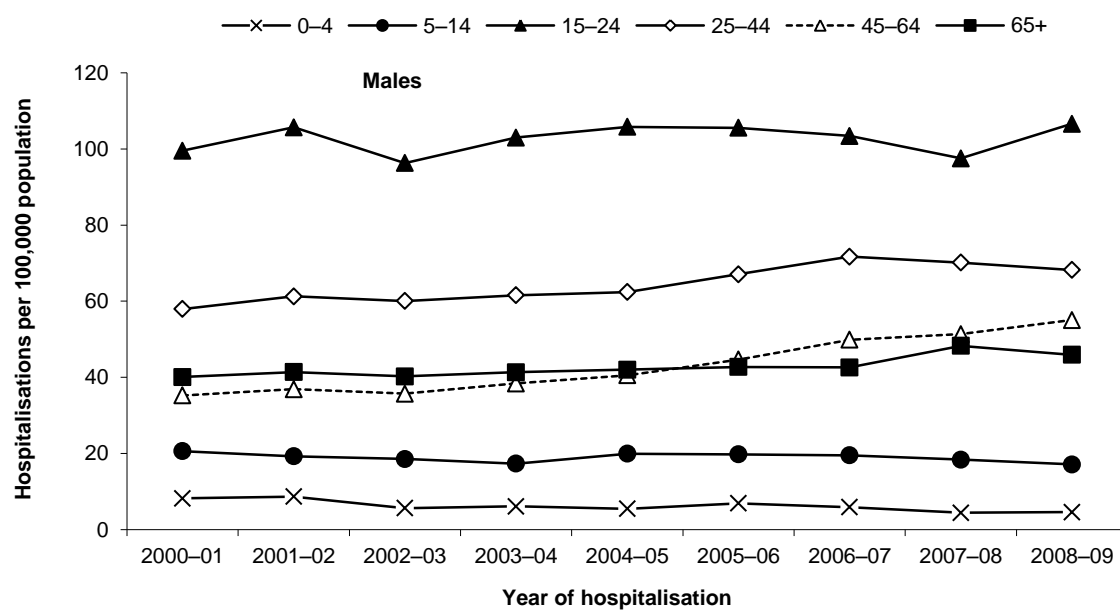
Age and sex

Overview

Table 6.3.7: Persons seriously injured with high threat to life due to road vehicle traffic crashes by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>0–4</i>									
Males	54	57	37	40	36	46	40	31	33
Females	38	30	35	26	33	36	27	28	30
Persons	92	87	72	66	69	82	67	59	63
<i>5–14</i>									
Males	285	268	259	243	280	278	275	259	242
Females	155	125	130	121	117	138	117	101	114
Persons	440	393	389	365 ^(a)	397	416	392	360	356
<i>15–24</i>									
Males	1,336	1,440	1,334	1,451	1,517	1,542	1,546	1,500	1,686
Females	580	597	595	597	591	667	654	582	674
Persons	1,916	2,037	1,929	2,048	2,108	2,210 ^(a)	2,200	2,082	2,360
<i>25–44</i>									
Males	1,681	1,784	1,755	1,804	1,835	1,983	2,142	2,128	2,111
Females	648	661	578	669	623	671	723	697	669
Persons	2,329	2,445	2,333	2,473	2,458	2,654	2,865	2,825	2,780
<i>45–64</i>									
Males	784	842	836	922	997	1,125	1,286	1,355	1,485
Females	463	488	472	502	527	564	569	584	611
Persons	1,247	1,330	1,308	1,424	1,525 ^(a)	1,689	1,855	1,939	2,096
<i>65+</i>									
Males	426	451	449	472	491	512	525	612	600
Females	461	432	419	435	479	444	537	514	543
Persons	887	883	868	907	971 ^(a)	956	1,062	1,126	1,143
<i>All ages</i>									
Males	4,566	4,842	4,670	4,932	5,156	5,486	5,814	5,886	6,157
Females	2,345	2,333	2,229	2,350	2,370	2,520	2,627	2,506	2,641
Persons	6,911	7,175	6,899	7,283 ^(a)	7,528 ^(a)	8,007 ^(a)	8,441	8,392	8,798

(a) Number of persons is higher than the sum of males and females in some instances where sex of patient was not reported.



Note: Table corresponding to this figure can be found in Appendix 1, Table A1.5.

Figure 6.3.10: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population by age and sex, Australia, 2000-01 to 2008-09

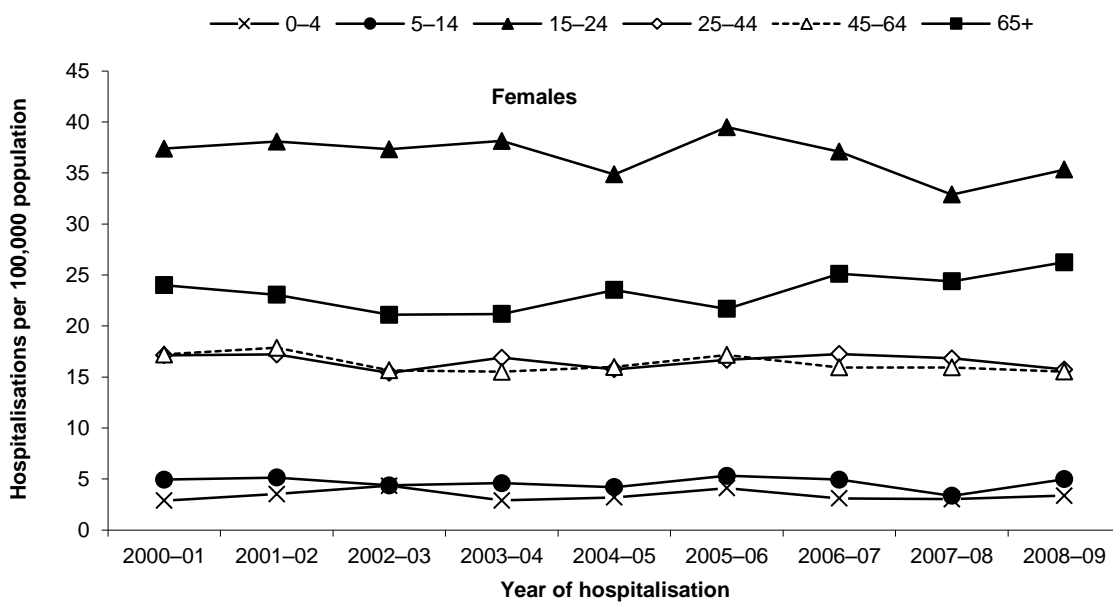
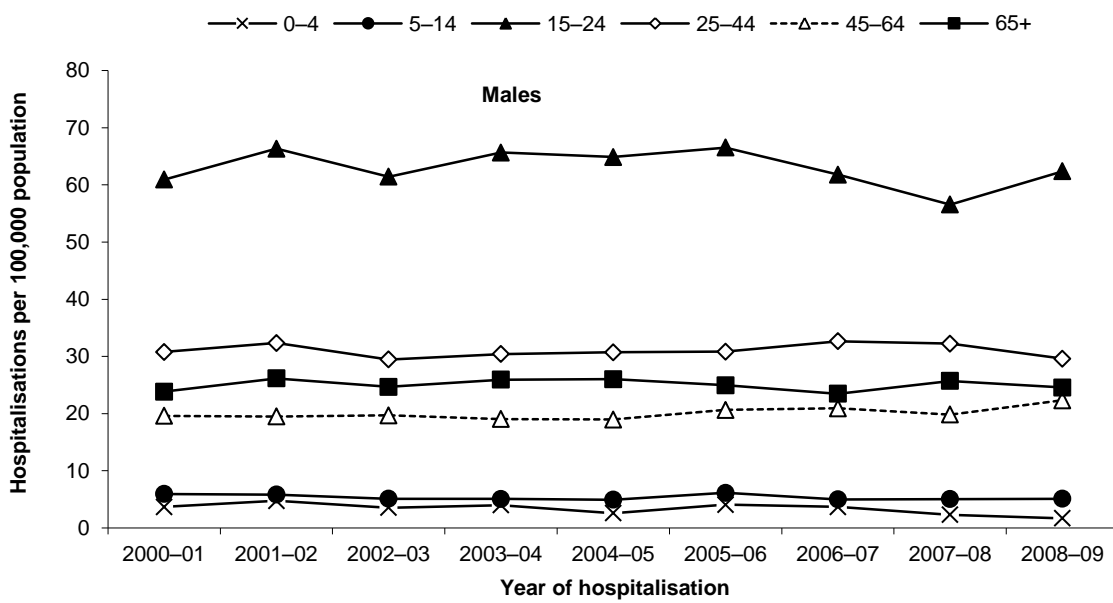
Motor vehicle occupants

Table 6.3.8: Motor vehicle occupants^(a) seriously injured with high threat to life due to road vehicle traffic crashes by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>0–4</i>									
Males	24	31	23	26	17	27	25	16	12
Females	18	22	27	18	20	26	20	20	23
Persons	42	53	50	44	37	53	45	36	35
<i>5–14</i>									
Males	82	81	71	71	69	86	70	71	72
Females	65	68	58	61	56	71	66	45	67
Persons	147	149	129	133 ^(b)	125	157	136	116	139
<i>15–24</i>									
Males	818	904	851	925	930	972	924	870	987
Females	484	500	498	517	480	553	529	479	527
Persons	1,302	1,404	1,349	1,442	1,410	1,525	1,453	1,349	1,514
<i>25–44</i>									
Males	893	941	861	891	903	912	975	978	916
Females	503	507	455	500	467	496	518	512	487
Persons	1,396	1,448	1,316	1,391	1,370	1,408	1,493	1,490	1,403
<i>45–64</i>									
Males	436	445	461	457	466	520	539	523	602
Females	379	405	365	372	394	435	415	426	425
Persons	815	850	826	829	861 ^(b)	955	954	949	1,027
<i>65+</i>									
Males	253	285	275	296	304	299	289	326	321
Females	323	316	294	300	339	318	376	373	411
Persons	576	601	569	596	644 ^(b)	617	665	699	732
<i>All ages</i>									
Males	2,506	2,687	2,542	2,666	2,689	2,816	2,822	2,785	2,910
Females	1,772	1,818	1,697	1,768	1,756	1,899	1,924	1,855	1,940
Persons	4,278	4,505	4,239	4,435 ^(b)	4,447 ^(b)	4,715	4,746	4,640	4,850

(a) Motor vehicle occupants include drivers, passengers and cases where type of occupant is not reported.

(b) Number of persons is higher than sum of males and females in some instances where sex of patient was not reported.



Note: Table corresponding to this figure can be found in Appendix 1, Table A1.6.

Figure 6.3.11: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for motor vehicle occupants by age and sex, Australia, 2000-01 to 2008-09

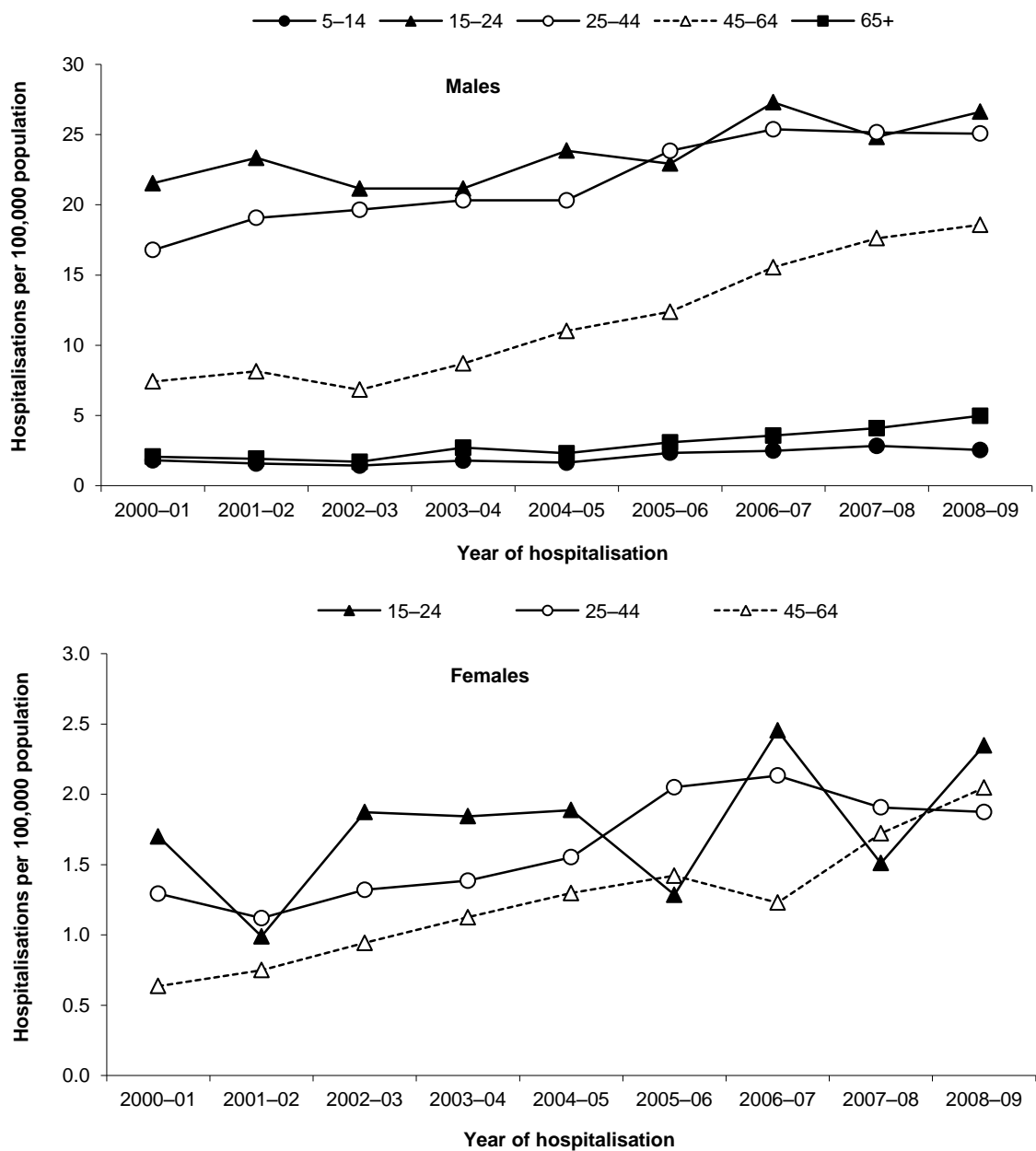
Motorcyclists

Table 6.3.9: Motorcyclists seriously injured with high threat to life due to a road traffic crash by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>5–14</i>									
Males	25	22	20	25	23	33	35	40	36
Females	7	n.p.	5	n.p.	5	n.p.	5	6	n.p.
Persons	32	n.p.	25	n.p.	28	n.p.	40	46	n.p.
<i>15–24</i>									
Males	289	318	293	298	342	335	408	382	421
Females	22	13	25	25	26	18	35	22	35
Persons	311	331	318	323	368	354 ^(a)	443	404	456
<i>25–44</i>									
Males	487	555	574	595	597	705	758	763	776
Females	38	33	39	41	46	61	64	58	58
Persons	525	588	613	636	643	766	822	821	834
<i>45–64</i>									
Males	165	186	160	209	271	312	401	465	501
Females	14	17	22	27	32	36	32	46	56
Persons	179	203	182	236	303	348	433	511	557
<i>65+</i>									
Males	22	21	19	31	27	37	44	52	65
Females	n.p.	n.p.	0	n.p.	6	n.p.	n.p.	8	7
Persons	n.p.	n.p.	19	n.p.	33	n.p.	n.p.	60	72
<i>All ages</i>									
Males	988	1,102	1,068	1,158	1,261	1,424	1,647	1,704	1,799
Females	84	68	91	100	115	120	140	140	160
Persons	1,072	1,170	1,159	1,258	1,376	1,545 ^(a)	1,787	1,844	1,959

(a) Number of persons is higher than sum of males and females in some instances where sex of patient was not reported.

Note: Data for age group 0–4 not shown due to small case numbers, but included in 'All ages' totals.



Notes

1. Table corresponding to this figure can be found in Appendix 1, Table A1.7.
2. Rates for females aged 5-14 years and 65 years and over have been suppressed due to small cell counts.

Figure 6.3.12: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for motorcyclists by age and sex, Australia, 2000-01 to 2008-09

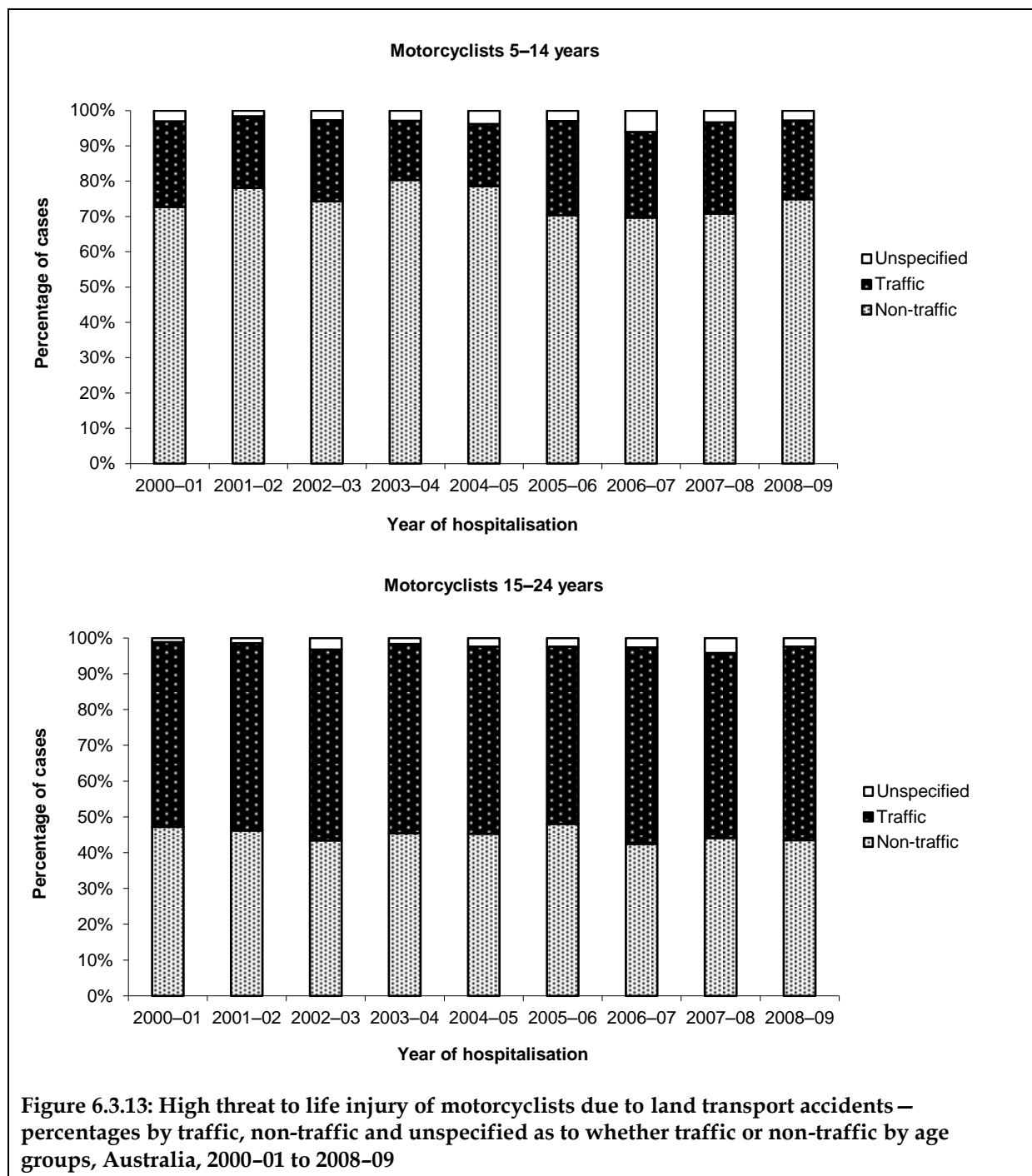
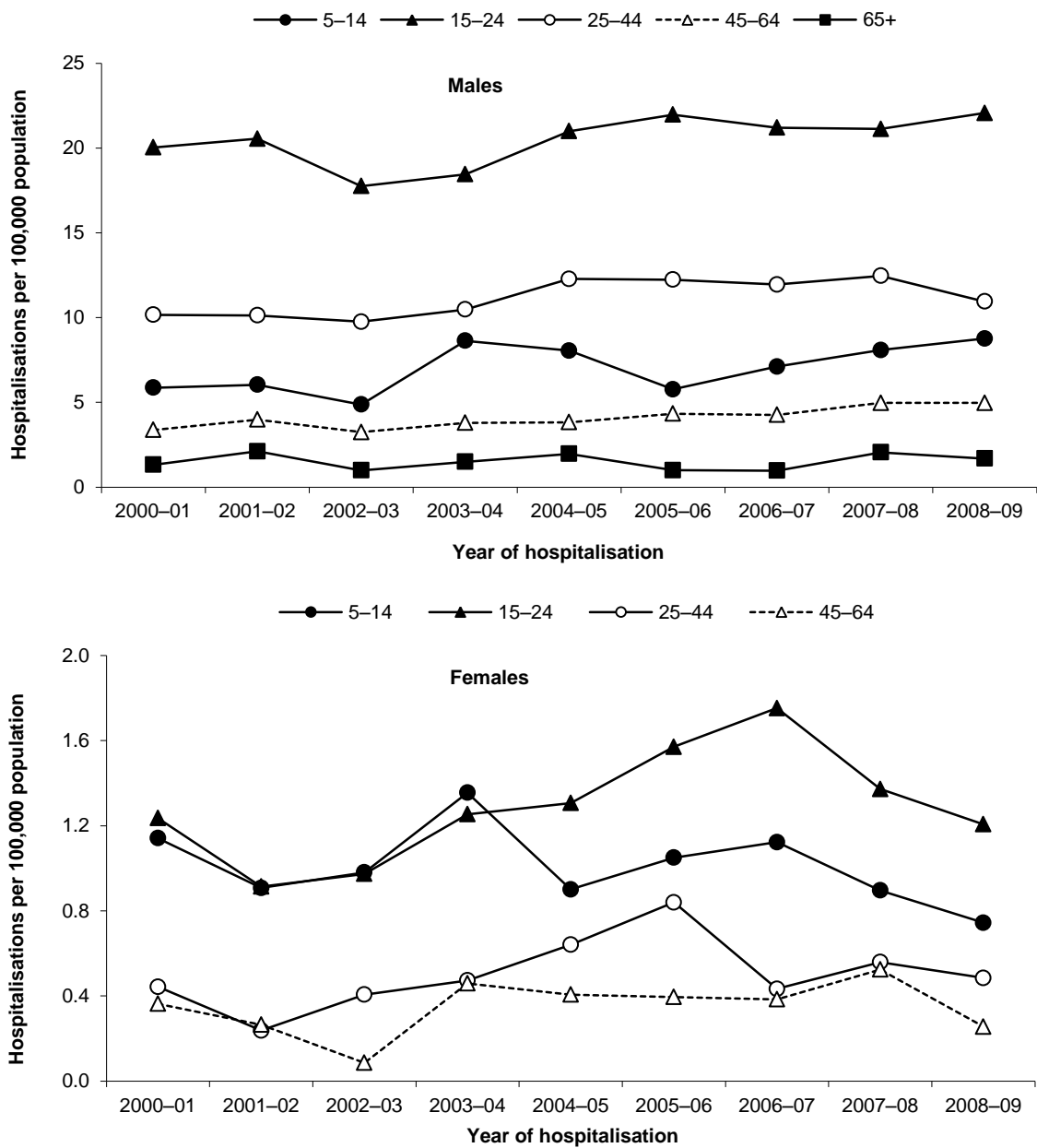


Table 6.3.10: Motorcyclists seriously injured with high threat to life due to a non-traffic crash by age and sex, Australia, 2000-01 to 2008-09

Age group	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>5-14</i>									
Males	81	84	68	121	113	81	100	114	124
Females	15	12	13	18	12	14	15	12	10
Persons	96	96	81	139	125	95	115	126	134
<i>15-24</i>									
Males	269	280	246	260	301	321	317	325	349
Females	16	12	13	17	18	22	25	20	18
Persons	285	292	259	277	319	343	342	345	367
<i>25-44</i>									
Males	295	295	285	307	361	362	357	378	339
Females	13	7	12	14	19	25	13	17	15
Persons	308	302	297	321	380	387	370	395	354
<i>45-64</i>									
Males	75	91	76	91	94	109	110	131	134
Females	8	n.p.	n.p.	11	10	10	10	14	7
Persons	83	n.p.	n.p.	102	104	119	120	145	141
<i>65+</i>									
Males	14	23	11	17	23	12	12	26	22
Females	n.p.	n.p.	n.p.	n.p.	6	n.p.	9	n.p.	n.p.
Persons	n.p.	n.p.	n.p.	n.p.	29	n.p.	21	n.p.	n.p.
<i>All ages</i>									
Males	735	775	689	799	894	890	899	980	970
Females	56	38	42	62	66	73	72	68	55
Persons	791	813	731	861	960	963	971	1,048	1,025

Notes

1. Data for age group 0-4 not shown due to small case numbers, but included in 'All ages' totals.



Notes

1. Table corresponding to this figure can be found in Appendix 1, Table A1.8.
2. The rate for females aged 65 years and over has been suppressed due to small cell counts.

Figure 6.3.14: High threat to life injury rates per 100,000 population for motorcyclists involved in a non-traffic crash by age and sex, Australia, 2000-01 to 2008-09

Table 6.3.11: Motorcyclists seriously injured with high threat to life due to a non-traffic crash by age and activity at time of injury, Australia, 2002–03 to 2008–09

Age group	Year of hospitalisation						
	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>5–14</i>							
Motorcycle sport	37	56	56	39	47	61	76
Other specified activity	27	42	29	22	26	17	19
Unspecified activity	17	41	40	34	42	48	39
<i>15–24</i>							
Motorcycle sport	77	115	113	116	153	160	185
Other specified activity	109	82	98	71	75	57	59
Unspecified activity	73	80	108	156	114	128	123
<i>25–44</i>							
Motorcycle sport	86	133	153	144	162	175	153
Other specified activity	117	86	87	79	82	80	52
Unspecified activity	94	102	140	164	126	140	149
<i>45–64</i>							
Motorcycle sport	17	21	17	27	31	35	58
Other specified activity	39	39	38	44	27	45	26
Unspecified activity	22	42	49	48	62	65	57
<i>All ages</i>							
Motorcycle sport	219	326	341	328	394	432	473
Other specified activity	300	256	263	222	218	215	160
Unspecified activity	212	279	356	413	359	401	392

Notes

1. Data for age groups 0–4 and 65+ not shown due to small case numbers, but included in 'All ages' totals.
2. The totals for motorcycle sport are minimum estimates only. It is possible that some cases assigned to 'Other and unspecified activity' may have been involved in a motorcycle sport at the time of injury.

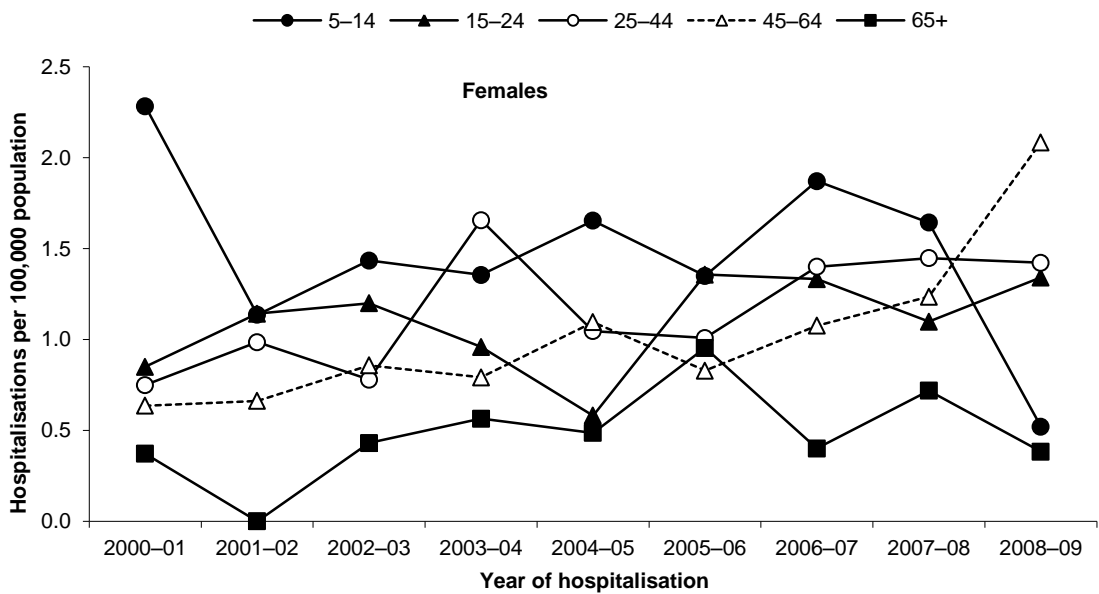
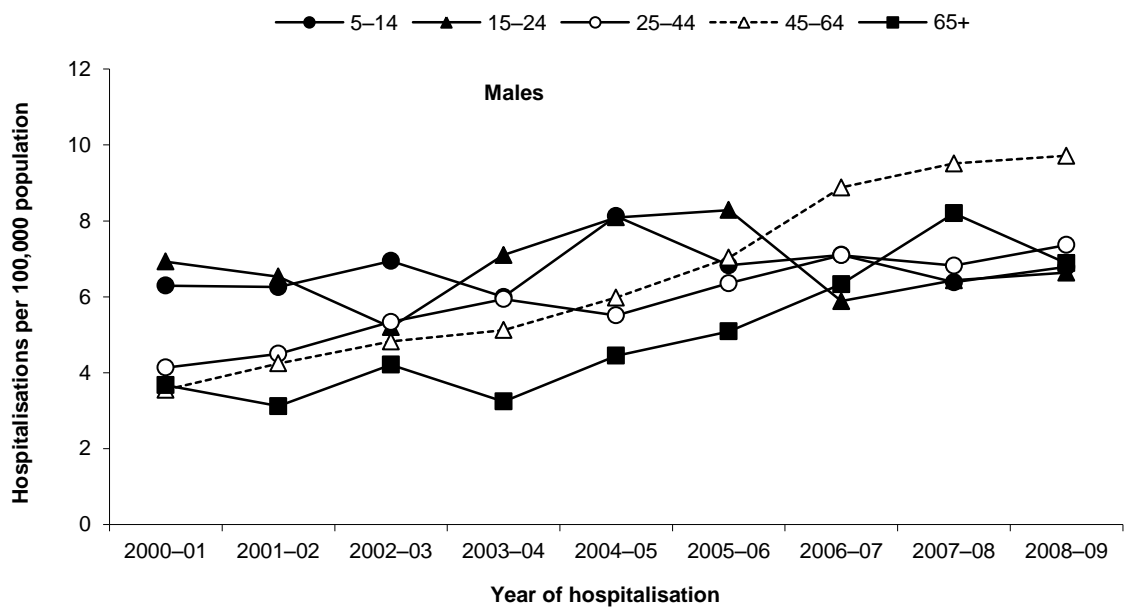
Pedal cyclists

Table 6.3.12 Pedal cyclists seriously injured with high threat to life due to a road traffic crash by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>5–14</i>									
Males	87	87	97	84	114	96	100	90	96
Females	30	15	19	18	22	18	25	22	7
Persons	117	102	116	102	136	114	125	112	103
<i>15–24</i>									
Males	93	89	72	100	116	121	88	99	105
Females	11	15	16	13	8	19	19	16	20
Persons	104	104	88	113	124	140	107	115	125
<i>25–44</i>									
Males	120	131	156	174	162	188	212	207	228
Females	22	29	23	49	31	30	42	44	44
Persons	142	160	179	223	193	218	254	251	272
<i>45–64</i>									
Males	79	97	113	123	147	177	229	251	262
Females	14	15	20	19	27	21	28	33	57
Persons	93	112	133	142	174	198	257	284	319
<i>65+</i>									
Males	39	34	47	37	52	61	78	104	90
Females	n.p.	n.p.	6	8	7	14	6	11	6
Persons	**	n.p.	53	45	59	75	84	115	96
<i>All ages</i>									
Males	419	442	486	522	595	646	708	754	783
Females	83	78	85	108	95	102	120	126	134
Persons	502	520	571	630	690	748	828	880	917

Notes

1. Data for age group 0–4 not shown due to small case numbers, but included in 'All ages' totals.



Notes

1. Table corresponding to this figure can be found in Appendix 1, Table A1.9.
2. Rates based on small cell counts have been set to zero.

Figure 6.3.15: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for pedal cyclists by age and sex, Australia, 2000-01 to 2008-09

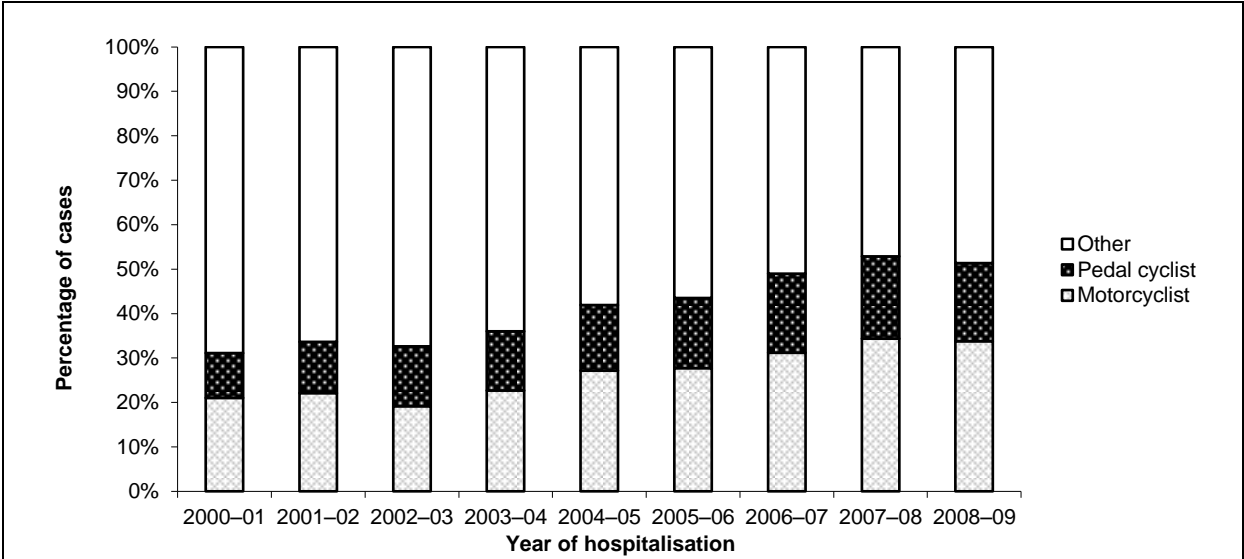


Figure 6.3.16: High threat to life injury of males aged 45-65 years, percentages by road user type, Australia, 2000-01 to 2008-09

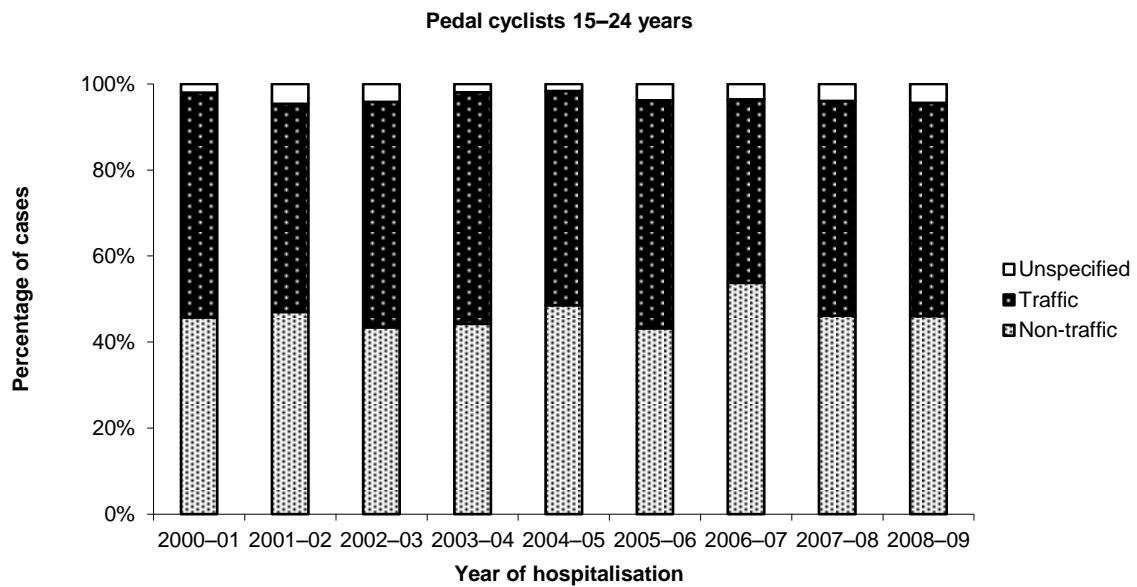
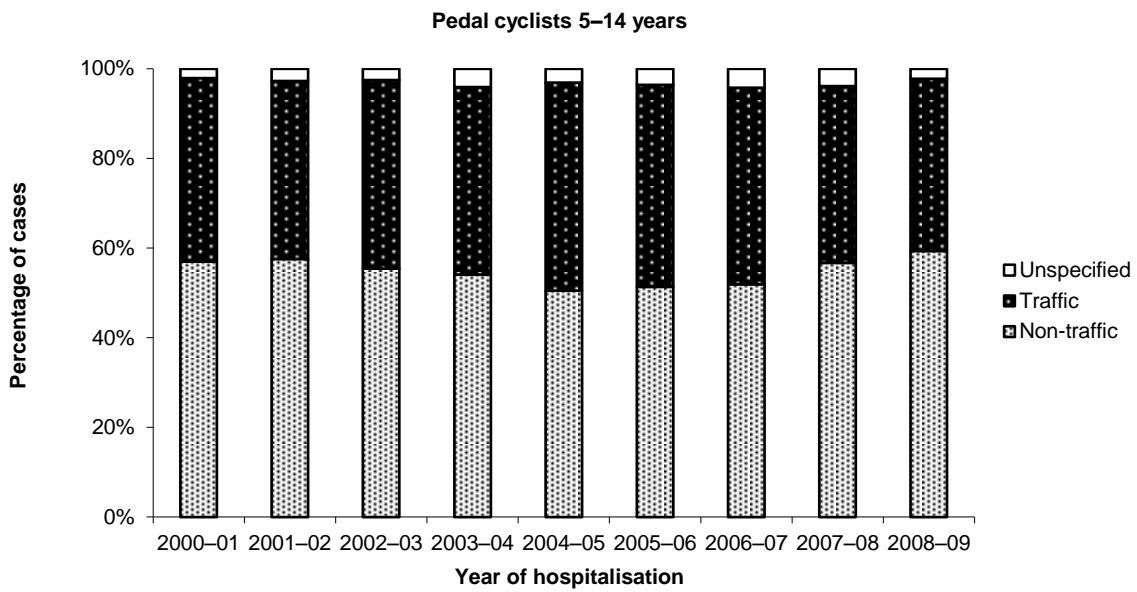
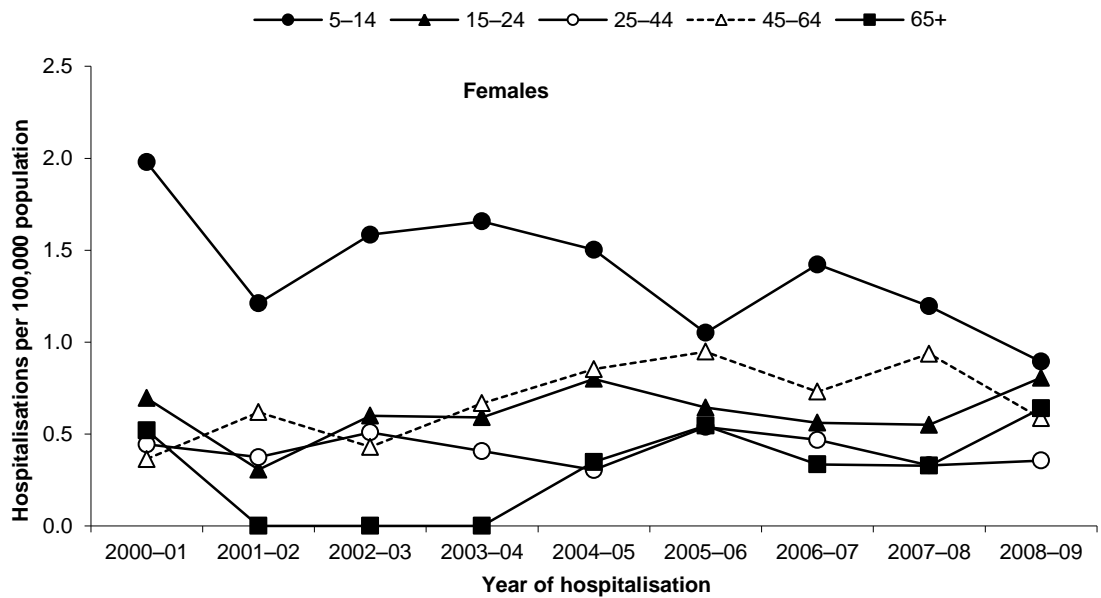
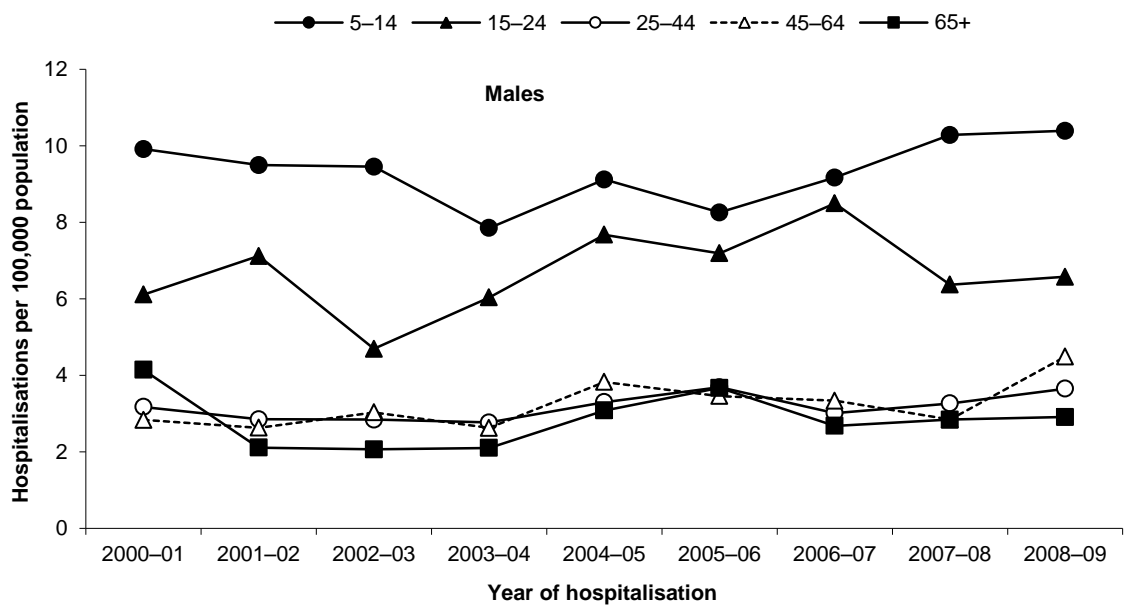


Figure 6.3.17: High threat to life injury of pedal cyclists due to land transport accidents – percentages by traffic, non-traffic and unspecified as to whether traffic or non-traffic by age groups, Australia, 2000–01 to 2008–09

Table 6.3.13: Pedal cyclists seriously injured with high threat to life due to a non-traffic crash by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>5–14</i>									
Males	137	132	132	110	128	116	129	145	147
Females	26	16	21	22	20	14	19	16	12
Persons	163	148	153	132	148	130	148	161	159
<i>15–24</i>									
Males	82	97	65	85	110	105	127	98	104
Females	9	n.p.	8	8	11	9	8	8	12
Persons	91	n.p.	73	93	121	114	135	106	116
<i>25–44</i>									
Males	92	83	83	81	97	109	90	99	113
Females	13	11	15	12	9	16	14	10	11
Persons	105	94	98	93	106	125	104	109	124
<i>45–64</i>									
Males	63	60	71	63	94	87	86	75	121
Females	8	14	10	16	21	24	19	25	16
Persons	71	74	81	79	115	111	105	100	137
<i>65+</i>									
Males	44	23	23	24	36	44	33	36	38
Females	7	n.p.	n.p.	n.p.	5	8	5	5	10
Persons	51	n.p.	n.p.	n.p.	41	52	38	41	48
<i>All ages</i>									
Males	422	400	379	368	467	467	468	458	528
Females	68	48	57	61	67	73	65	67	62
Persons	490	448	436	429	534	540	533	525	590

Note: Data for age group 0–4 not shown due to small case numbers, but included in 'All ages' totals.



Notes

1. Table corresponding to this figure can be found in Appendix 1, Table A1.10.
2. Rates based on small cell counts have been set to zero.

Figure 6.3.18: High threat to life injury rates per 100,000 population for pedal cyclists involved in a non-traffic accident by age and sex, Australia, 2000-01 to 2008-09

Table 6.3.14: Pedal cyclists seriously injured with high threat to life due to a non-traffic crash, Australia, 2002-03 to 2008-09

Activity	Year of hospitalisation						
	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Cycling—BMX	45	46	40	51	53	60	75
Cycling—Mountain	26	31	30	36	48	45	75
Cycling—Road	9	11	n.p.	7	13	n.p.	16
Cycling—Track and velodrome	10	n.p.	10	7	8	14	n.p.
Other specified cycling	n.p.	n.p.	13	16	12	12	13
Cycling, unspecified	93	105	130	96	117	132	149
Other specified activity	n.p.	n.p.	n.p.	10	5	n.p.	n.p.
Unspecified activity	246	228	299	317	277	252	250
Total	436	429	534	540	533	525	590

Note: Data for years 2000-01 and 2001-02 not shown since listed activities were not specified in ICD-10-AM editions for these years.

Table 6.3.15: Pedal cyclists seriously injured with high threat to life due to a non-traffic crash, ages 5-24, Australia, 2002-03 to 2008-09

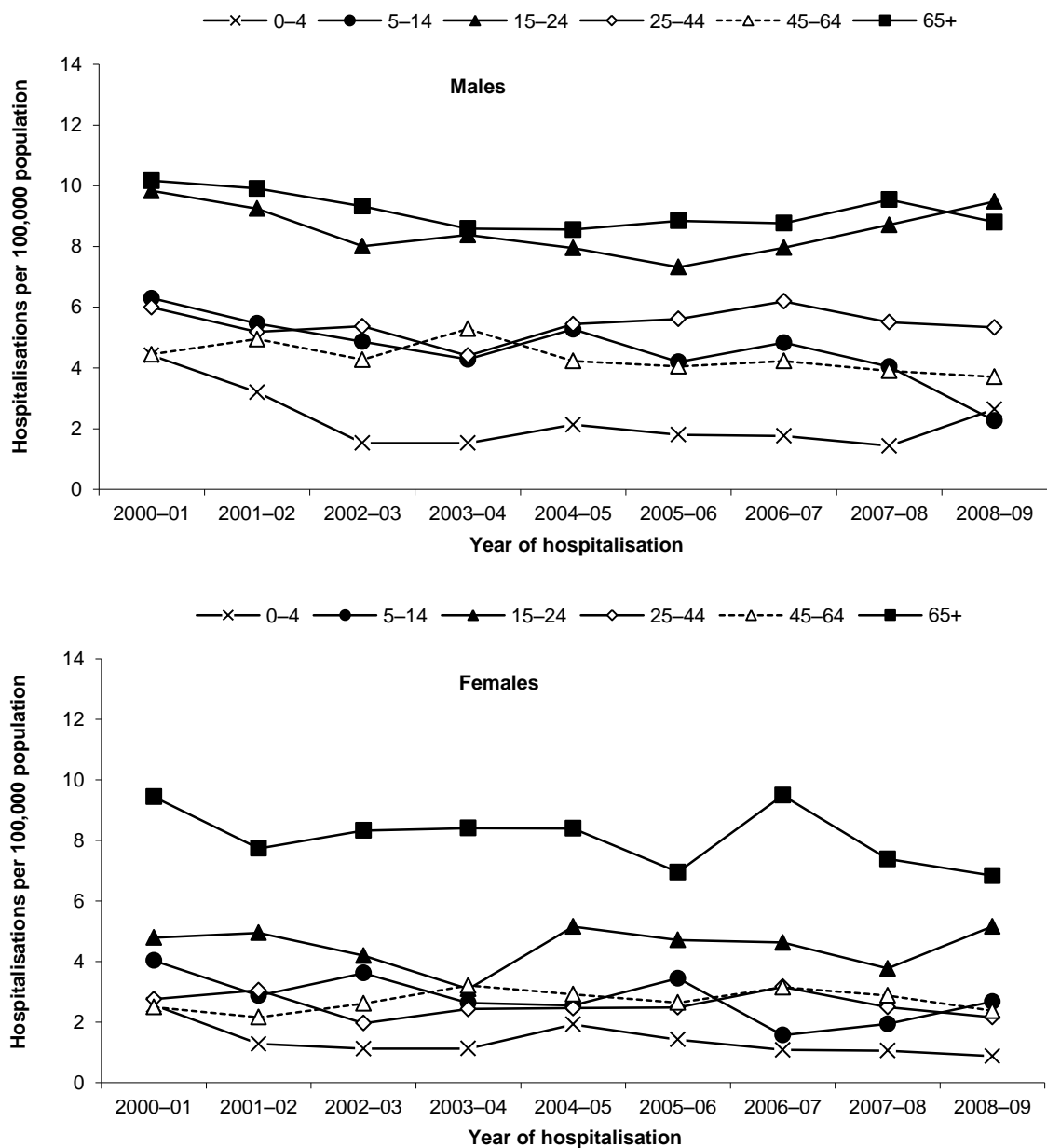
Activity	Year of hospitalisation						
	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Cycling—BMX	36	41	34	41	44	54	57
Cycling—Mountain	7	11	9	12	18	11	21
Other specified cycling	n.p.	n.p.	10	n.p.	11	14	12
Cycling, unspecified	55	55	64	39	58	61	70
Other specified activity	n.p.	n.p.	0	n.p.	0	0	0
Unspecified activity	125	115	152	142	152	127	115
Total	226	225	269	244	283	267	275

Note: Data for years 2000-01 and 2001-02 not shown since listed activities were not specified in ICD-10-AM editions used for these years.

Pedestrians

Table 6.3.16: Pedestrians seriously injured with high threat to life due to a road traffic crash by age and sex, Australia, 2000-01 to 2008-09

Age group	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>0-4</i>									
Males	29	21	10	10	14	12	12	10	19
Females	16	8	7	7	12	9	7	7	6
Persons	45	29	17	17	26	21	19	17	25
<i>5-14</i>									
Males	87	76	68	60	74	59	68	57	32
Females	53	38	48	35	34	46	21	26	36
Persons	140	114	116	95	108	105	89	83	68
<i>15-24</i>									
Males	132	126	111	118	114	107	119	134	150
Females	62	65	56	42	71	66	66	55	77
Persons	194	191	167	160	185	173	185	189	227
<i>25-44</i>									
Males	174	151	157	129	160	166	185	167	165
Females	81	90	58	72	73	74	95	76	67
Persons	255	241	215	201	233	240	280	243	232
<i>45-64</i>									
Males	99	113	100	127	104	102	109	103	100
Females	55	49	61	77	72	67	82	77	65
Persons	154	162	161	204	176	169	191	180	165
<i>65+</i>									
Males	108	108	104	98	100	106	108	121	115
Females	127	106	116	119	121	102	142	113	107
Persons	235	214	220	217	221	208	250	234	222
<i>All ages</i>									
Males	629	595	550	542	566	552	601	592	581
Females	394	356	346	352	383	364	413	354	358
Persons	1,023	951	896	894	949	916	1,014	946	939



Note: Table corresponding to this figure can be found in Appendix 1, Table A1.10.

Figure 6.3.19: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for pedestrians by age and sex Australia, 2000-01 to 2008-09

Heavy transport vehicles and buses

Table 6.3.17: All persons seriously injured with high threat to life in a road traffic crash involving a heavy transport vehicle or bus by state/territory of residence, Australia, 2000–01 to 2008–09

State/territory of residence	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
NSW	149	139	129	153	139	157	171	159	175
Vic	125	104	128	115	125	124	114	118	138
Qld	80	79	87	87	114	98	107	104	112
WA	32	37	30	29	23	48	44	61	41
SA	52	43	40	31	28	47	45	43	37
Tas	7	8	8	13	12	14	17	9	16
ACT	6	7	n.p.	n.p.	n.p.	5	n.p.	8	7
NT	7	6	n.p.	n.p.	n.p.	6	n.p.	5	12
Total^(a)	468	429	439	445	463	516	520	514	551

(a) Includes case in which state or territory of residence is not specified.

Table 6.3.18: Occupants of heavy transport vehicles (excluding buses) seriously injured with high threat to life in road traffic crashes by counterpart, Australia, 2000–01 to 2008–09

Counterpart	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Car, pick-up truck or van	17	8	10	10	8	14	11	21	19
Heavy transport vehicle	15	17	16	12	24	31	29	22	42
Pedestrian or animal	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.
Train	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.
Fixed or stationary object	12	21	27	23	17	19	18	17	12
Non-collision Transport accident ^(a)	61	47	65	58	69	64	78	75	80
Other and unspecified accidents	11	8	4	5	9	8	11	6	11
Total	120	105	124	110	127	137	154	143	165

(a) Non-collision transport accidents include overturning, falling or being thrown from a motor vehicle.

Table 6.3.19: Bus occupants seriously injured with high threat to life in a road traffic crash by counterpart, Australia, 2000–01 to 2008–09

Counterpart	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Car, pick-up truck or van	n.p.	6	6	n.p.	12	17	17	5	n.p.
Heavy transport vehicle	n.p.	0	n.p.	n.p.	n.p.	5	n.p.	n.p.	5
Pedestrian or animal	0	0	0	n.p.	0	n.p.	n.p.	n.p.	n.p.
Fixed or stationary object	n.p.	15	n.p.	5	n.p.	n.p.	7	n.p.	n.p.
Non-collision transport accident ^(a)	19	11	13	14	12	26	32	27	23
Other and unspecified accidents	7	5	7	n.p.	n.p.	5	5	9	n.p.
Total	31	37	30	28	33	56	66	51	36

(a) Non-collision transport accidents include overturning, falling or being thrown from a motor vehicle.

Table 6.3.20: Persons (other than occupants of a heavy transport vehicle or bus) seriously injured with high threat to life in a collision with a heavy transport vehicle or bus by injured person's vehicle, Australia, 2000–01 to 2008–09

Injured person's vehicle	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Car	228	184	189	203	197	206	189	214	208
Motorcycle	25	26	43	34	32	35	37	34	43
Pedal cycle	17	17	16	13	20	22	17	20	34
Pedestrian	39	51	28	45	48	50	44	43	57
Pick-up truck or van	7	8	9	12	6	9	12	9	8
Total^(a)	317	287	285	307	303	323	300	320	350

(a) Total includes counts for three-wheeled motor vehicles.

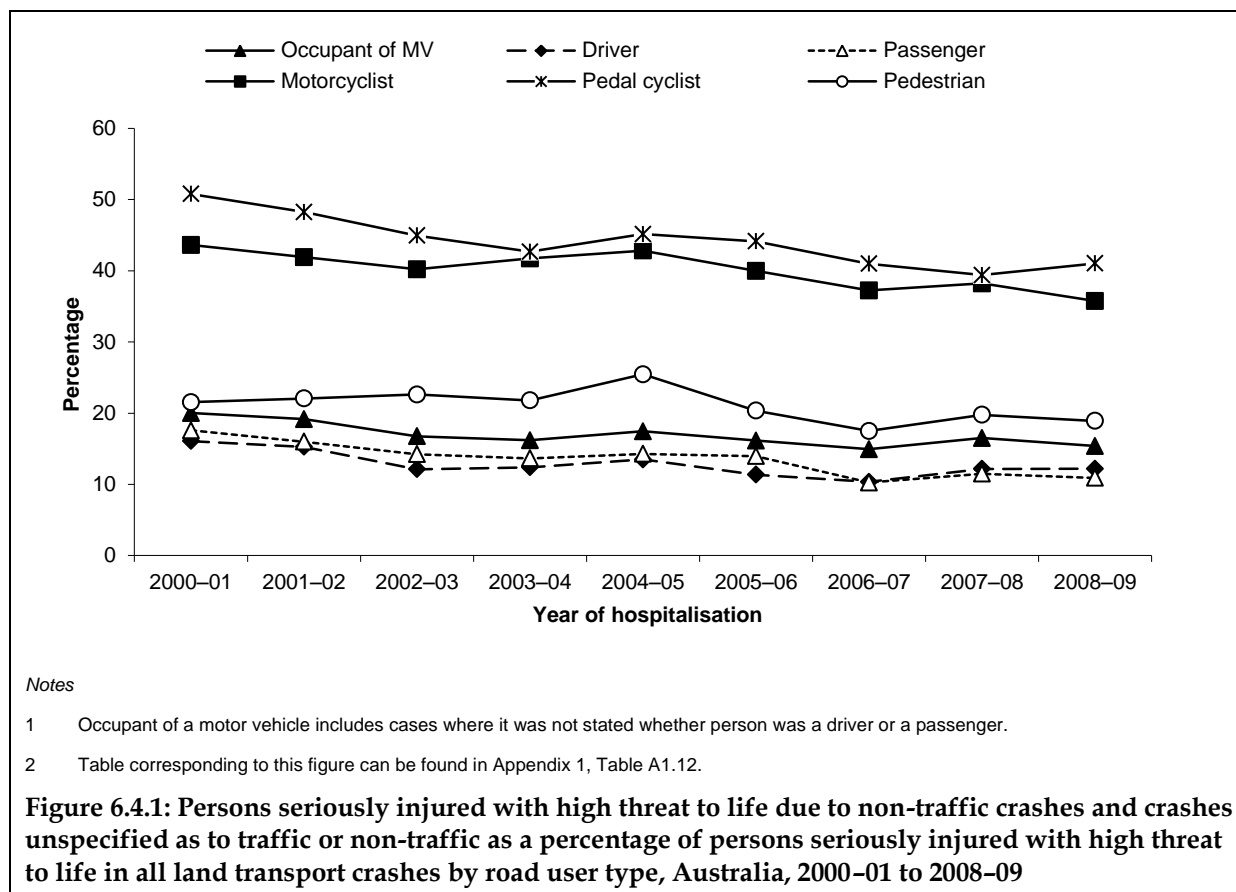
6.4 Trends in high threat to life injury due to land transport accident accidents not specified as traffic accidents, 2000–01 to 2008–09

Overview

Table 6.4.1: Persons seriously injured with high threat to life due to non-traffic and unspecified as to whether traffic or non-traffic by road user group, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Occupant of MV^(a)</i>	1,071	1,068	853	857	940	908	833	917	881
Driver	488	475	349	395	434	372	340	405	419
Passenger	313	295	238	221	239	258	180	194	200
Motorcyclist	829	844	779	901	1,031	1,029	1,060	1,141	1,090
Pedal cyclist	518	485	466	469	568	591	575	572	638
Pedestrian	281	269	262	249	324	234	215	233	219
Other or unknown	639	604	628	618	641	686	679	612	712
Total	3,338	3,270	2,988	3,094	3,504	3,448	3,362	3,475	3,540

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.

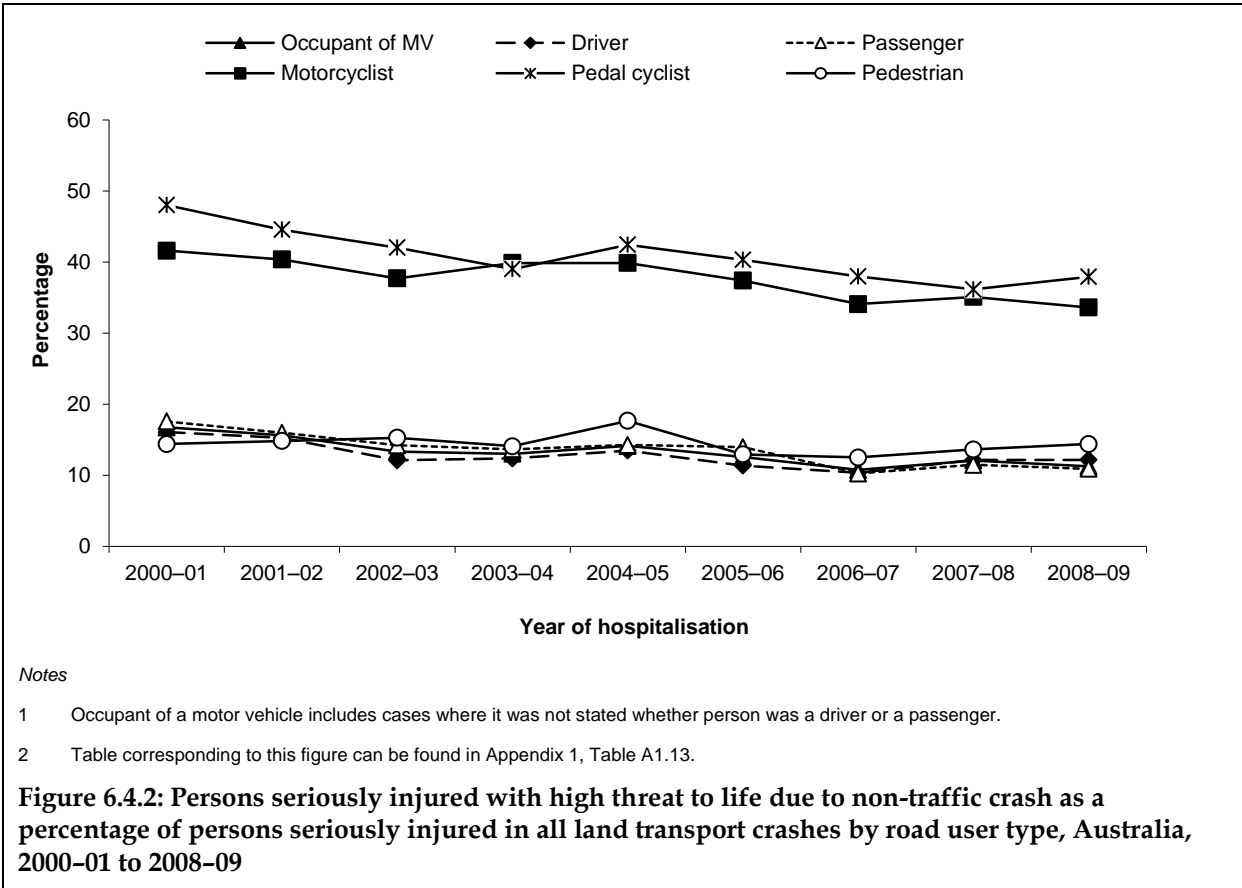


Non-traffic

Table 6.4.2: Persons seriously injured with high threat to life due to non-traffic crashes by road user group, Australia, 2000-01 to 2008-09

Road user type	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Occupant of MV ^(a)	896	871	680	690	762	708	600	672	646
Driver	488	475	349	395	434	372	340	405	419
Passenger	313	295	238	221	239	258	180	194	200
Motorcyclist	791	813	731	861	960	963	971	1,048	1,025
Pedal cyclist	490	448	436	429	534	540	533	525	590
Pedestrian	188	181	177	161	225	149	154	161	167
Other or unknown	21	21	23	17	8	22	16	11	17
Total	2,386	2,334	2,047	2,158	2,489	2,382	2,274	2,417	2,445

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.



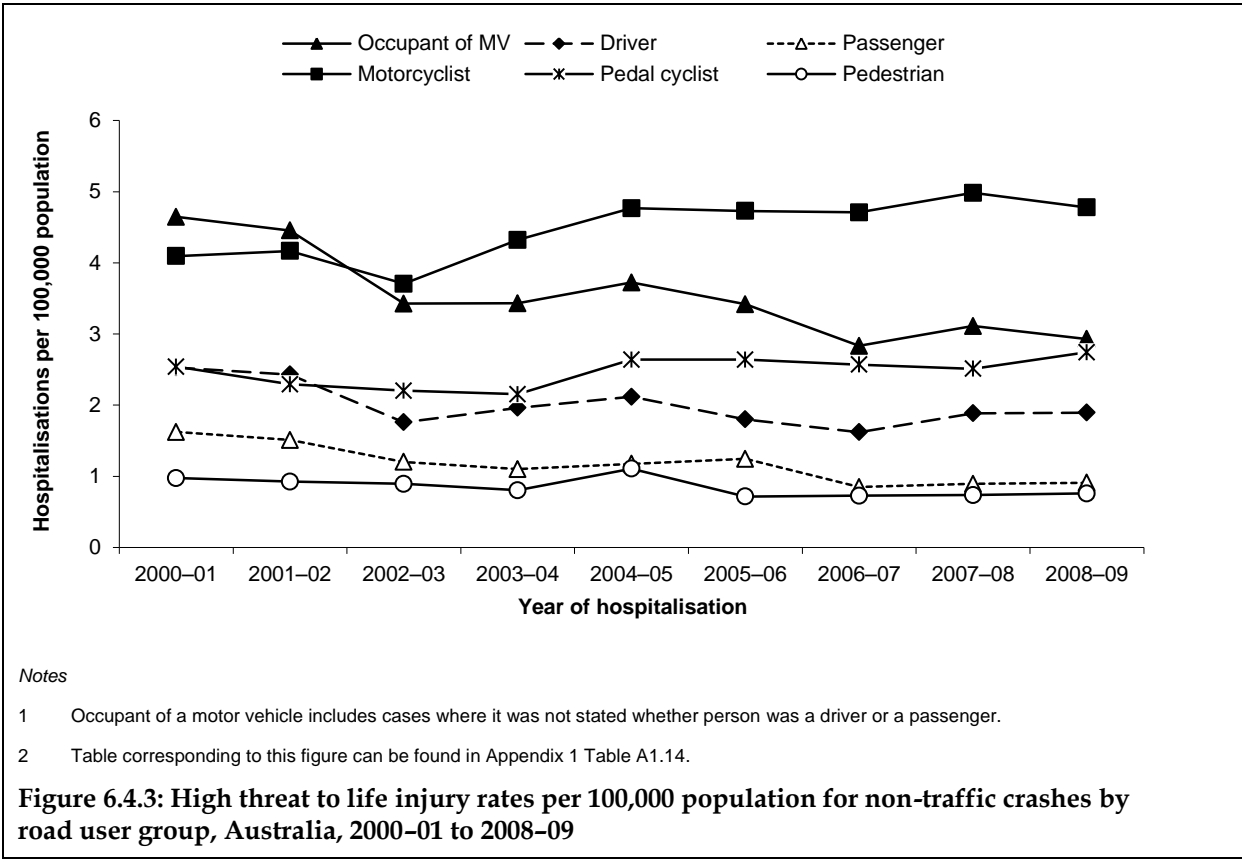


Table 6.4.3: Persons seriously injured with high threat to life due to non-traffic crashes by state/territory of residence, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
NSW									
<i>Occupant of MV^(a)</i>	230	223	187	218	243	211	164	201	192
Driver	116	109	93	109	143	123	91	116	138
Passenger	83	93	64	74	74	69	45	61	49
Motorcyclist	244	230	201	278	306	310	296	298	307
Pedal cyclist	143	121	120	127	164	157	153	144	181
Pedestrian	52	47	48	48	85	38	60	51	54
Other or unknown	n.p.	n.p.	9	n.p.	n.p.	8	6	5	n.p.
Vic									
<i>Occupant of MV^(a)</i>	198	199	143	123	140	151	133	134	113
Driver	124	108	78	79	75	73	77	75	66
Passenger	57	64	43	35	48	59	44	43	41
Motorcyclist	169	182	167	162	188	213	200	222	231
Pedal cyclist	120	121	107	110	126	144	155	143	138
Pedestrian	39	51	35	41	45	35	37	40	46
Other or unknown	7	n.p.	n.p.	6	0	n.p.	n.p.	n.p.	5
Qld									
<i>Occupant of MV^(a)</i>	232	232	175	177	196	143	142	163	157
Driver	121	132	92	105	107	77	69	100	95
Passenger	83	69	62	54	57	53	48	48	55
Motorcyclist	209	192	183	215	237	227	248	273	228
Pedal cyclist	111	95	110	80	114	112	108	120	141
Pedestrian	49	44	45	26	33	38	22	29	37
Other or unknown	5	10	6	n.p.	n.p.	10	n.p.	0	n.p.
WA									
<i>Occupant of MV^(a)</i>	96	94	64	61	63	71	66	76	73
Driver	59	53	28	34	42	38	42	50	48
Passenger	35	34	27	22	17	23	16	20	19
Motorcyclist	81	97	83	87	81	90	98	107	123
Pedal cyclist	61	45	44	46	59	51	38	38	44
Pedestrian	20	21	23	20	18	12	15	13	10
Other or unknown	n.p.	n.p.	n.p.	n.p.	n.p.	0	0	n.p.	n.p.
SA									
<i>Occupant of MV^(a)</i>	70	68	60	64	60	71	52	43	49
Driver	35	42	29	42	32	33	36	26	29
Passenger	29	17	26	18	25	26	12	11	18
Motorcyclist	47	58	58	78	88	73	78	80	79
Pedal cyclist	26	38	36	38	34	42	45	39	44
Pedestrian	18	14	15	15	29	15	10	18	10
Other or unknown	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.

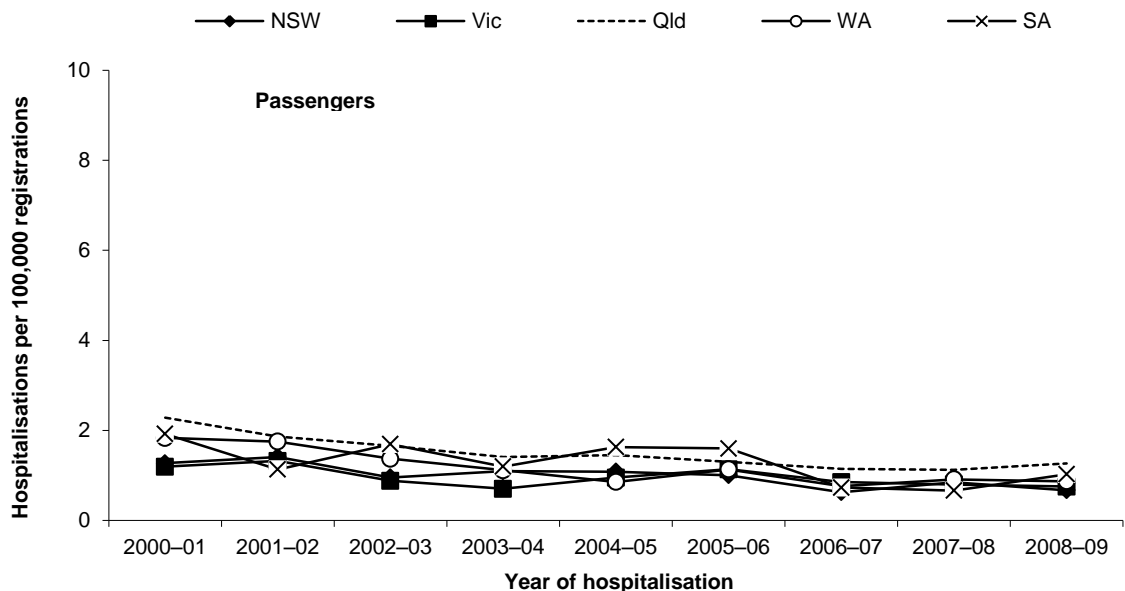
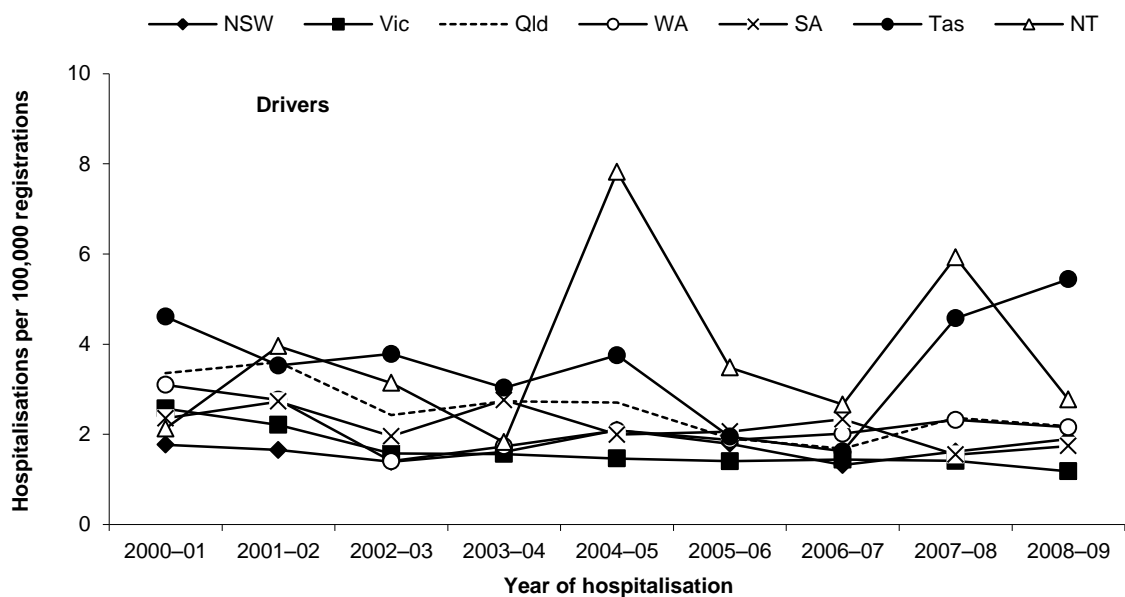
(continued)

Table 6.4.3 (continued): Persons seriously injured with high threat to life due to non-traffic crashes by state/territory of residence, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Tas									
Occupant of MV ^(a)	33	26	28	18	22	19	16	29	31
Driver	21	17	17	14	18	9	8	21	27
Passenger	8	n.p.	7	n.p.	n.p.	8	6	5	n.p.
Motorcyclist	13	19	15	17	21	19	21	34	27
Pedal cyclist	13	10	6	7	20	12	13	14	6
Pedestrian	7	n.p.	n.p.	n.p.	7	n.p.	n.p.	5	n.p.
Other or unknown	0	0	0	0	0	n.p.	n.p.	0	n.p.
ACT									
Occupant of MV ^(a)	4	7	7	10	6	7	n.p.	n.p.	7
Driver	n.p.	n.p.	n.p.	6	n.p.	6	n.p.	n.p.	5
Passenger	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	0	n.p.
Motorcyclist	6	16	11	15	12	7	n.p.	12	14
Pedal cyclist	11	11	7	12	10	9	11	18	29
Pedestrian	n.p.	0	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.
Other or unknown	0	0	0	0	0	0	0	0	0
NT									
Occupant of MV ^(a)	12	17	9	11	19	15	n.p.	n.p.	10
Driver	n.p.	9	n.p.	n.p.	10	8	n.p.	n.p.	7
Passenger	6	7	n.p.	7	7	n.p.	n.p.	5	n.p.
Motorcyclist	16	11	10	6	17	19	n.p.	16	13
Pedal cyclist	0	5	n.p.	7	n.p.	n.p.	6	6	n.p.
Pedestrian	n.p.	n.p.	n.p.	n.p.	n.p.	0	n.p.	n.p.	n.p.
Other or unknown	n.p.	n.p.	n.p.	n.p.	0	0	n.p.	0	0
Australia^(b)									
Occupant of MV ^(a)	896	871	680	690	762	708	600	672	646
Driver	488	475	349	395	434	372	340	405	419
Passenger	313	295	238	221	239	258	180	194	200
Motorcyclist	791	813	731	861	960	963	971	1,048	1,025
Pedal cyclist	490	448	436	429	534	540	533	525	590
Pedestrian	188	181	177	161	225	149	154	161	167
Other or unknown	21	21	23	17	8	22	16	11	17

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.

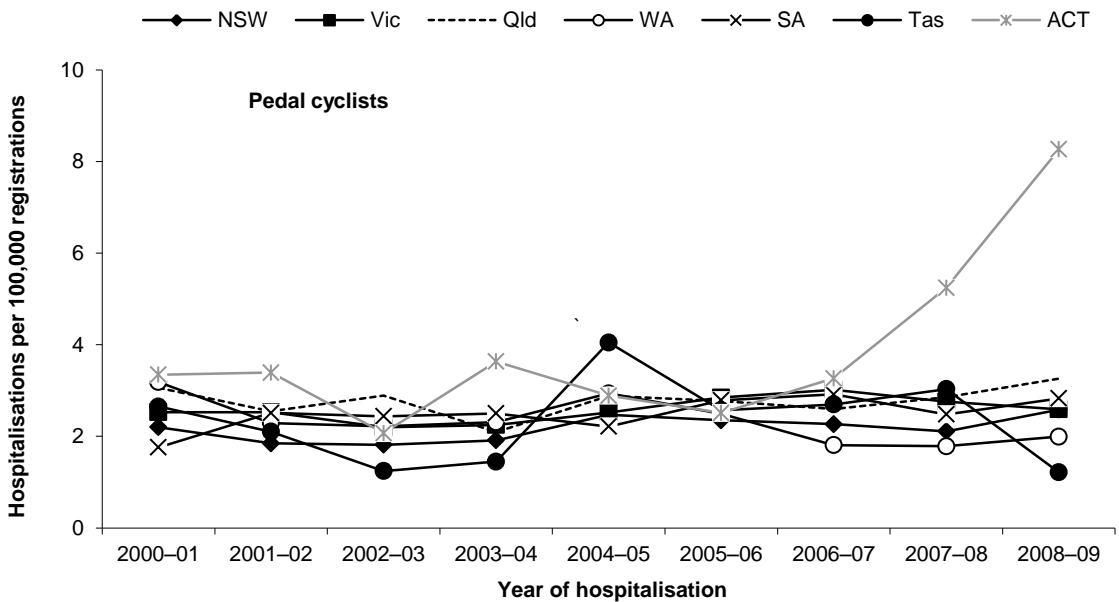
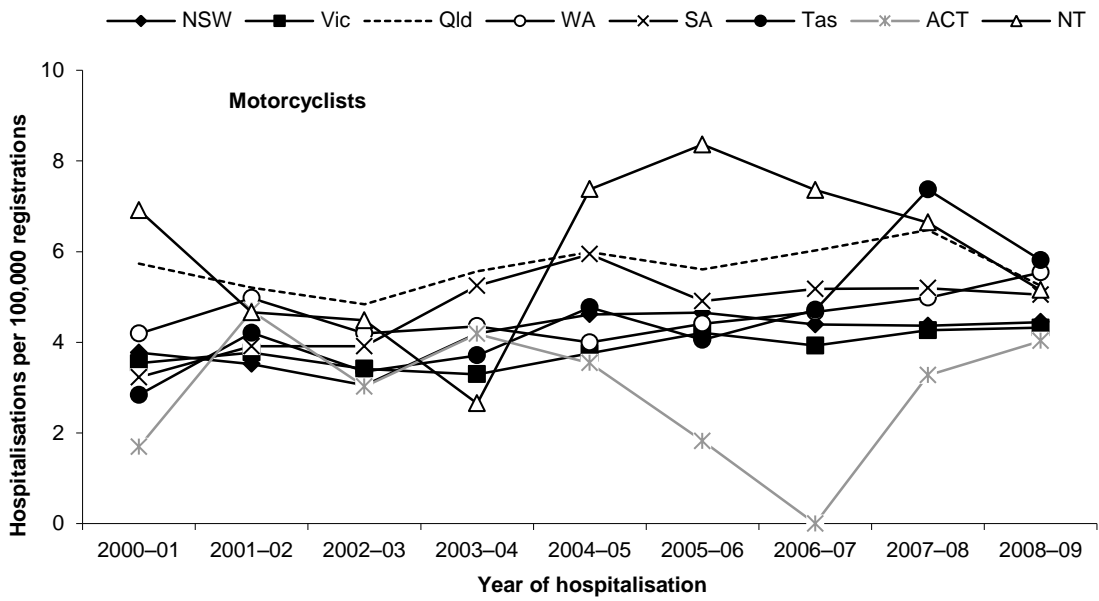
(b) Includes cases for other territories such as Cocos (Keeling) Islands, Norfolk Island and Christmas Island and cases where state/territory of residence is not specified.



Notes

1. Table corresponding to this figure can be found in Appendix 1, Table A1.15.
2. Rates for drivers in the Australian Capital Territory have been suppressed due to low cell counts.
3. Rates for passengers in Tasmania, the Australian Capital Territory and the Northern Territory have been suppressed due to low cell counts.

Figure 6.4.4: High threat to life injury rates per 100,000 population for drivers and passengers of motor vehicles involved in non-traffic accidents by state/territory of residence, Australia, 2000-01 to 2008-09



Notes

1. Table corresponding to this figure can be found in Appendix 1, Table A1.15.
2. Rates for pedal cyclists in the Northern Territory have been suppressed due to low cell counts.
3. In all other instances, rates based on small number counts have been set to zero.

Figure 6.4.5: High threat to life injury rates per 100,000 population for motorcyclists and pedal cyclists involved in non-traffic accidents by state and territory of residence, Australia, 2000-01 to 2008-09

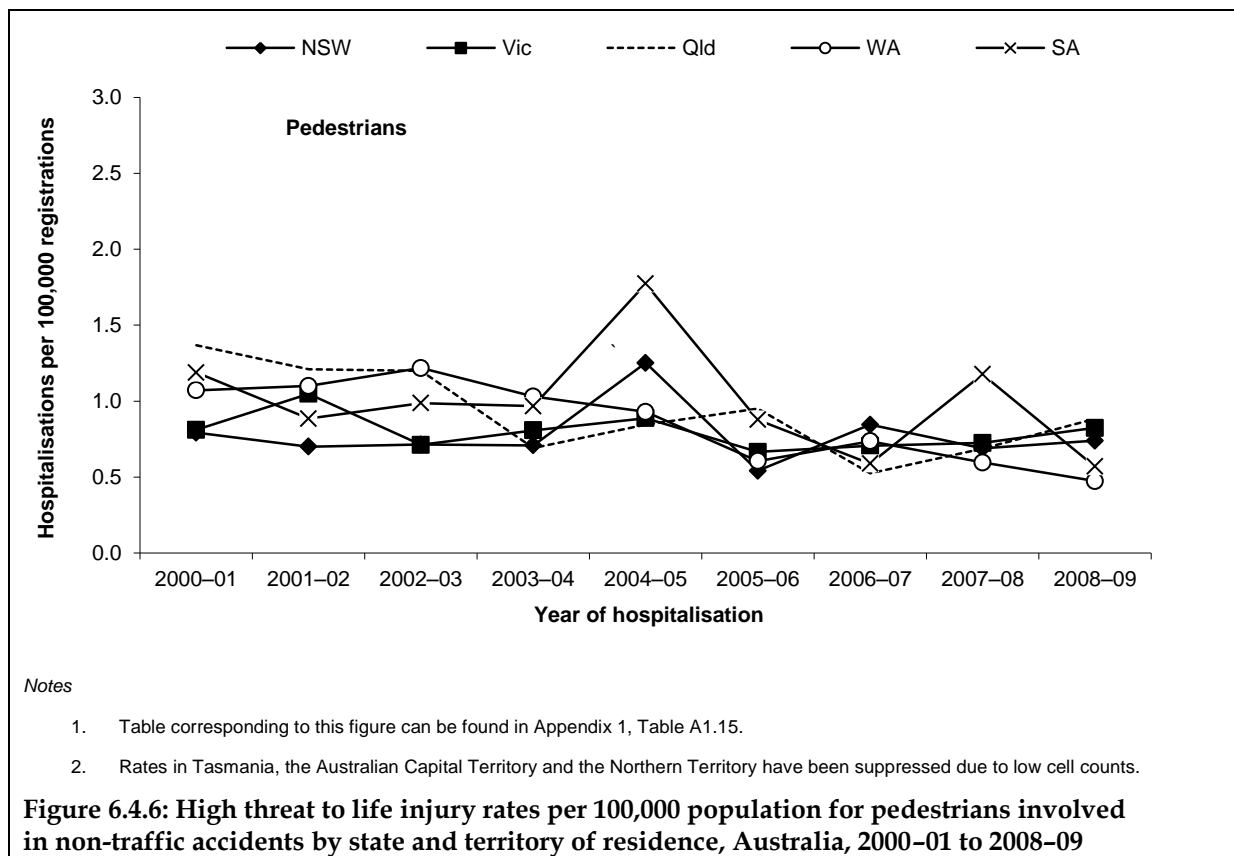


Table 6.4.4: Persons seriously injured with high threat to life due to non-traffic crashes by remoteness of usual residence, Australia, 2000-01 to 2008-09

Remoteness zone	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Major city	1,043	1,052	946	1,037	1,233	1,123	1,100	1,139	1,180
Inner regional	672	646	560	571	638	652	634	658	715
Outer regional	458	421	364	380	417	413	404	455	394
Remote	114	135	86	96	108	104	75	101	87
Very remote	62	61	69	54	59	49	32	45	42
Total^(a)	2,352	2,334	2,047	2,158	2,489	2,382	2,274	2,417	2,445

(a) Includes cases where remoteness of usual residence is not reported.

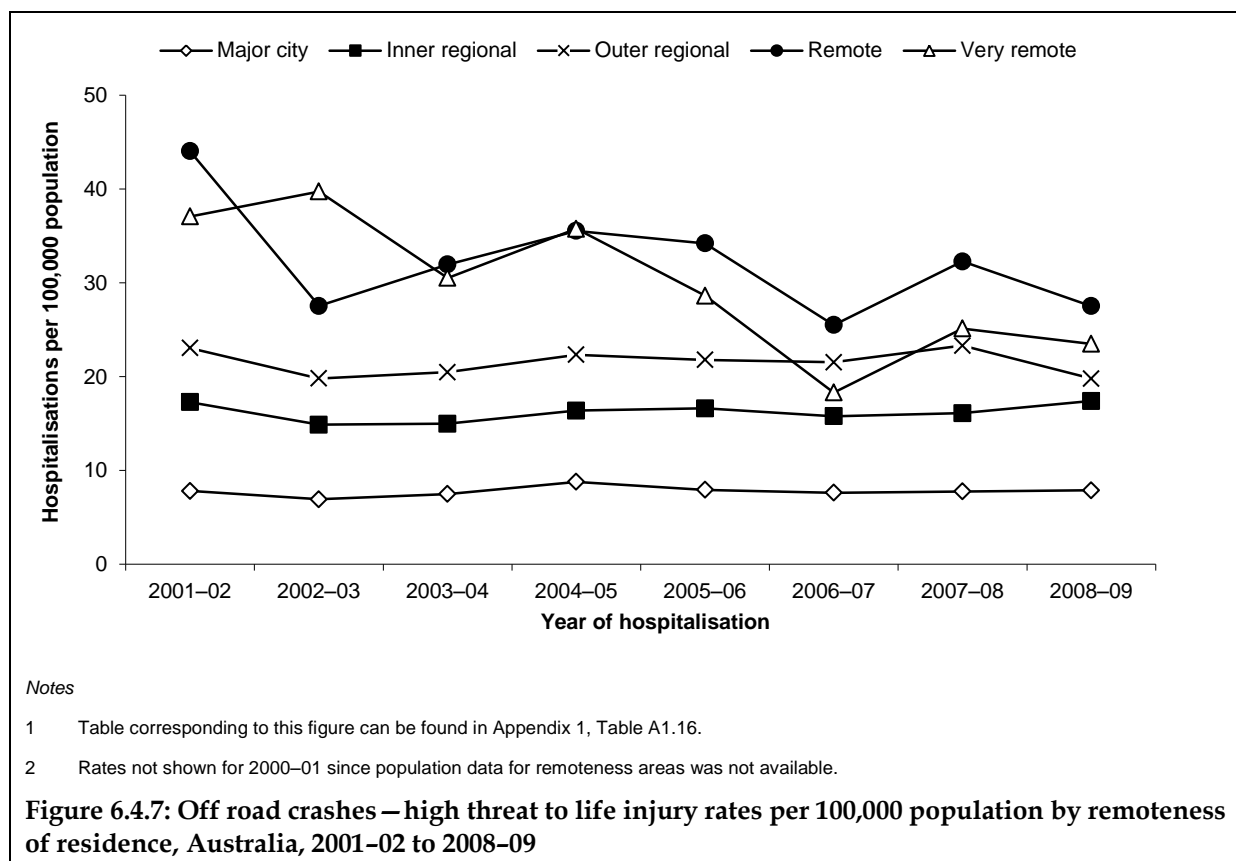


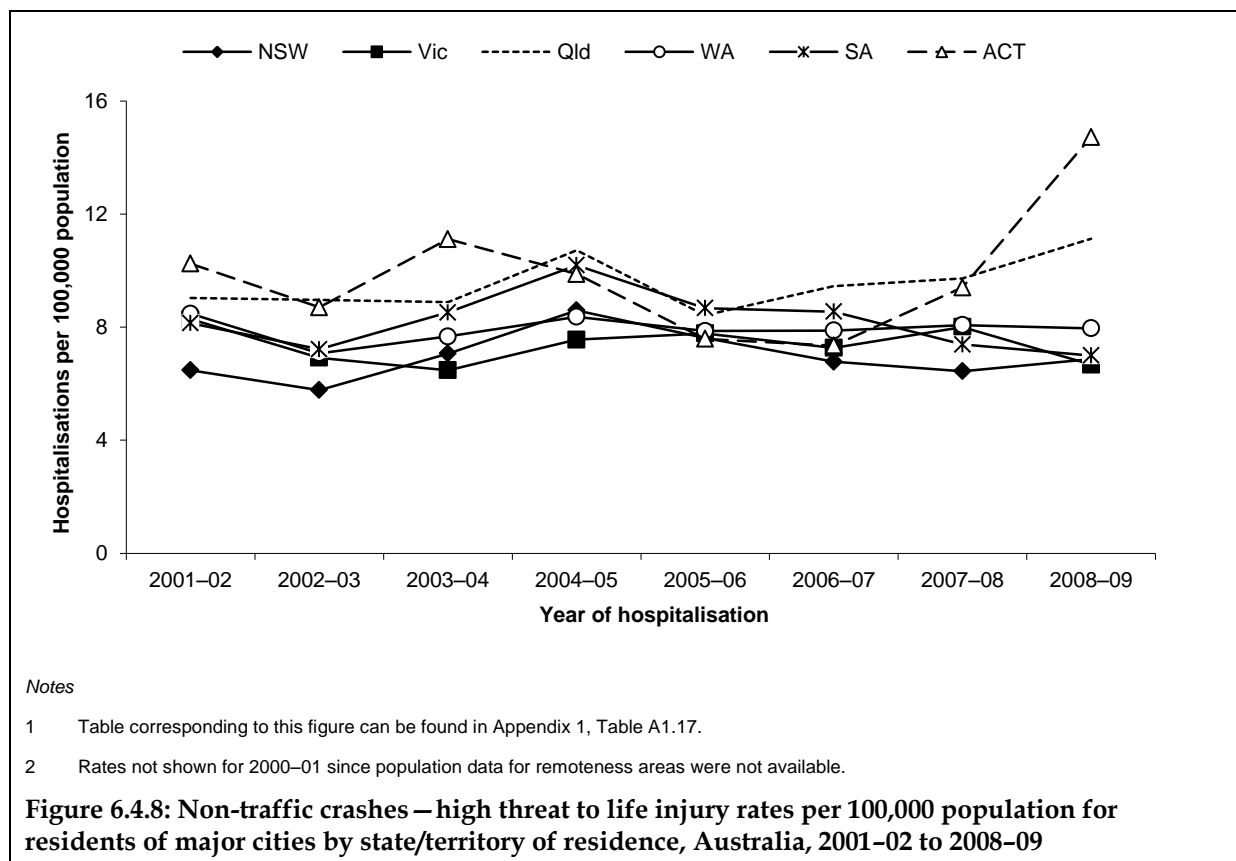
Table 6.4.5: Persons seriously injured with high threat to life due to non-traffic crashes by state/territory of residence by remoteness of residence, Australia, 2000–01 to 2008–09

Remoteness area	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>NSW</i>									
Major city	338	312	280	348	423	377	341	329	357
Inner regional	207	192	175	207	236	216	219	234	263
Outer regional	102	99	93	103	131	112	101	122	104
Remote	21	13	n.p.	15	n.p.	n.p.	n.p.	10	n.p.
Very remote	5	6	n.p.	0	n.p.	n.p.	n.p.	0	n.p.
<i>Vic</i>									
Major city	305	300	256	240	285	299	283	318	273
Inner regional	162	195	148	143	158	181	195	169	202
Outer regional	n.p.	n.p.	n.p.	n.p.	n.p.	64	n.p.	n.p.	58
Remote	n.p.	n.p.	n.p.	n.p.	n.p.	0	n.p.	n.p.	0
<i>Qld</i>									
Major city	183	198	202	206	256	203	234	248	287
Inner regional	188	152	154	134	144	160	130	153	138
Outer regional	169	143	102	105	119	114	128	127	105
Remote	34	56	23	31	34	32	19	31	22
Very remote	32	24	38	23	28	21	13	26	12
<i>WA</i>									
Major city	123	118	100	109	121	115	120	126	128
Inner regional	47	42	31	25	27	24	27	23	46
Outer regional	43	44	40	32	40	45	40	46	37
Remote	37	41	28	31	24	33	21	29	22
Very remote	10	15	16	18	12	7	8	11	18
<i>SA</i>									
Major city	73	90	80	96	116	102	97	85	84
Inner regional	38	37	32	37	32	42	38	37	37
Outer regional	29	38	41	53	41	40	42	48	42
Remote	13	n.p.	12	n.p.	16	11	n.p.	n.p.	15
Very remote	9	n.p.	6	n.p.	7	8	n.p.	n.p.	7
<i>Tas</i>									
Inner regional	30	28	20	25	41	29	25	42	29

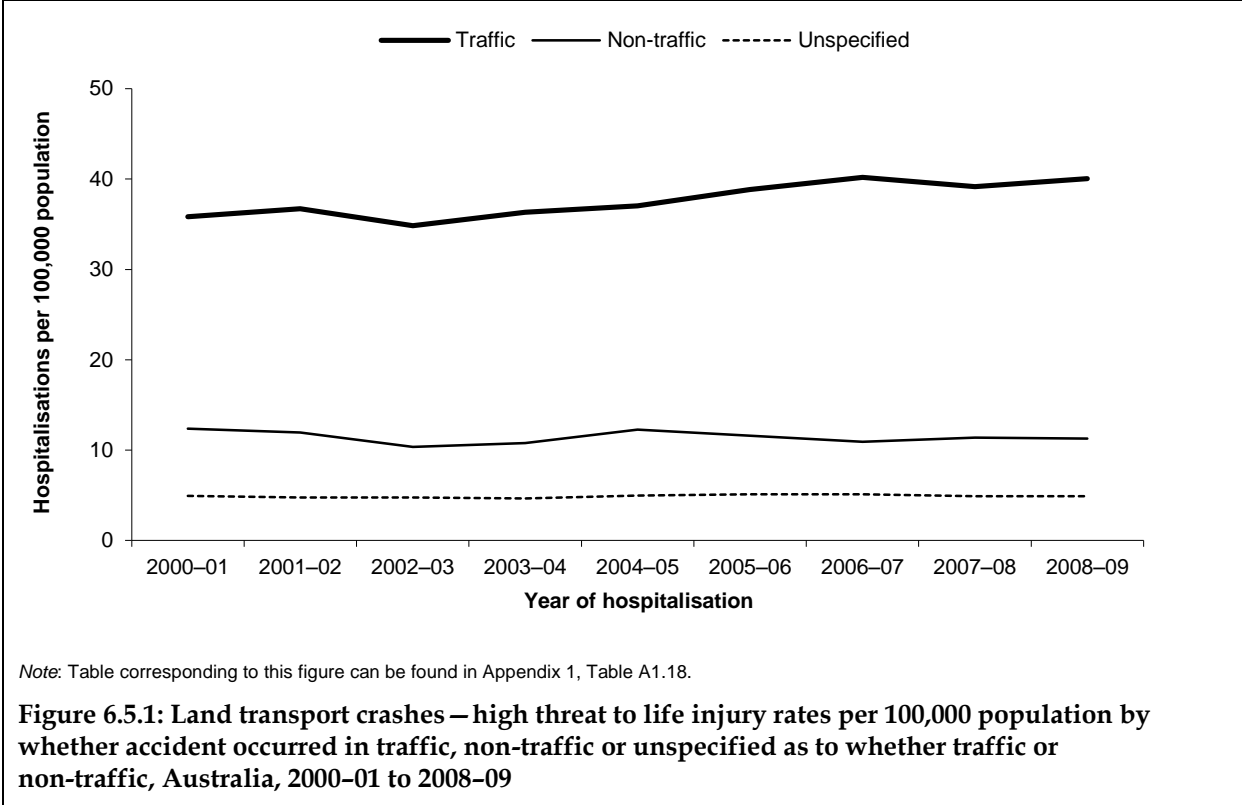
(Continued)

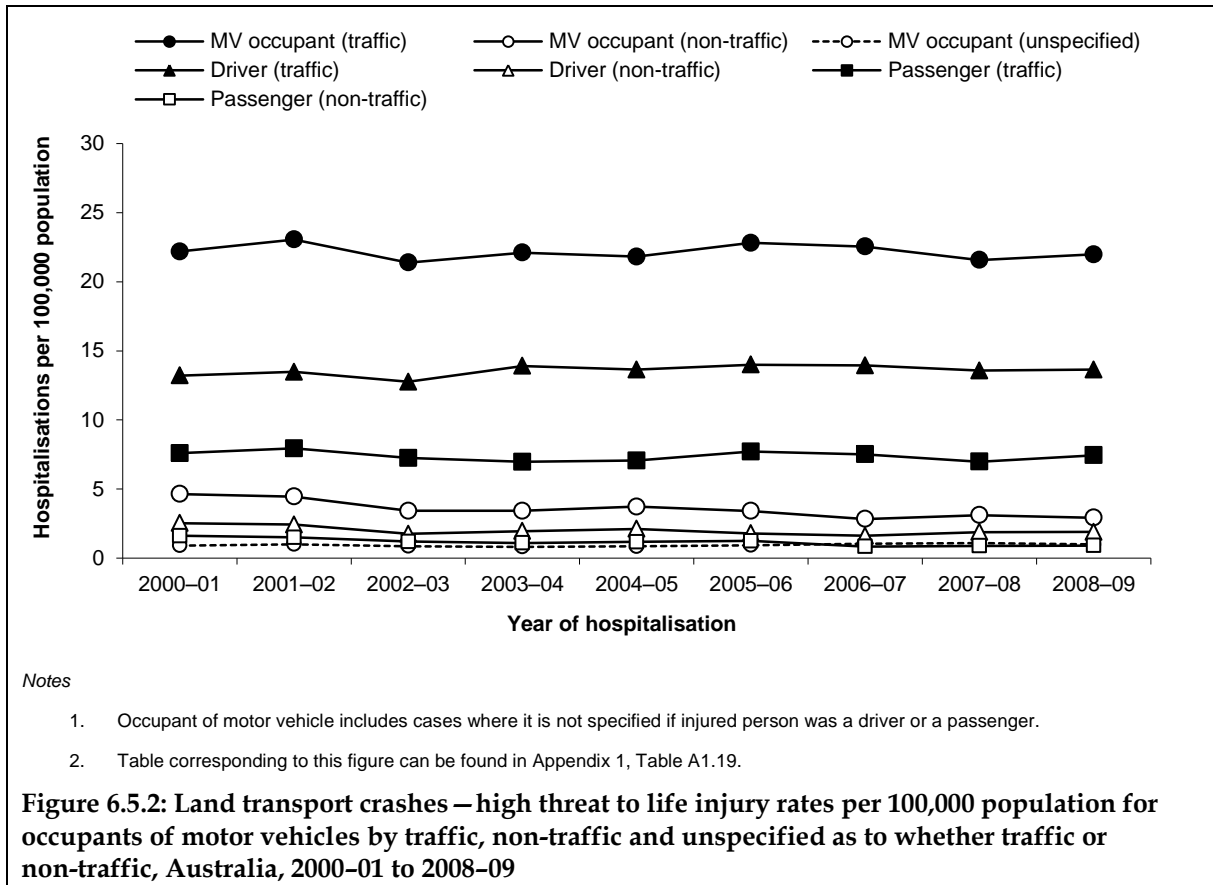
Table 6.4.5 (continued): Persons seriously injured with high threat to life due to non-traffic crashes by state/territory of residence by remoteness of residence, Australia, 2000–01 to 2008–09

Outer regional	32	29	29	19	27	22	23	40	37
Remote	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	0	n.p.
Very remote	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	0	n.p.
<i>ACT</i>									
Major city	21	34	28	38	32	27	25	33	n.p.
Inner regional	0	0	0	0	0	0	0	0	n.p.
<i>NT</i>									
Outer regional	18	11	12	11	13	16	22	18	11
Remote	5	12	9	9	21	11	n.p.	20	n.p.
Very remote	5	12	6	9	10	8	n.p.	6	n.p.



6.5 Trends in high threat to life injury when comparing traffic accidents and non-traffic accidents, 2000–01 to 2008–09





Appendix 1: Tables corresponding to Figures in main body of report

Table A1.1: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population by road user group, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Occupant of MV^(a)</i>	22.2	23.1	21.4	22.1	21.8	22.8	22.5	21.6	22.0
Driver	13.2	13.5	12.8	13.9	13.6	14.0	13.9	13.6	13.6
Passenger	7.6	7.9	7.3	7.0	7.1	7.7	7.5	7.0	7.4
Motorcyclist	5.5	6.0	5.9	6.3	6.8	7.6	8.6	8.7	9.0
Pedal cyclist	2.6	2.7	2.9	3.2	3.4	3.6	4.0	4.1	4.2
Pedestrian	5.3	4.9	4.5	4.4	4.7	4.4	4.8	4.4	4.3

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.

Table A1.2: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for drivers and passengers of motor vehicles by state/territory of residence, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Driver</i>									
NSW	11.9	10.8	9.5	12.3	11.8	12.4	12.6	11.0	11.2
Vic	14.8	15.8	14.9	16.2	15.4	15.5	14.9	15.5	15.9
Qld	12.1	13.1	13.5	13.6	13.5	13.4	13.3	13.2	12.7
WA	10.7	11.5	10.2	11.1	10.6	11.1	11.7	13.0	12.2
SA	16.6	17.2	18.8	16.6	15.9	17.4	16.4	16.6	15.9
Tas	14.8	15.2	13.7	9.8	18.8	18.4	19.0	15.5	21.5
ACT	7.6	14.0	8.2	12.9	12.5	12.3	13.1	15.2	11.5
NT	25.0	17.6	22.3	23.5	20.6	20.0	23.2	28.5	22.3
<i>Passenger</i>									
NSW	6.5	6.6	6.0	5.9	6.1	6.8	5.8	5.4	6.2
Vic	7.2	7.9	7.6	7.0	7.1	7.7	7.4	7.0	7.6
Qld	6.4	8.0	7.2	6.2	7.0	7.1	6.7	7.0	6.4
WA	8.1	7.5	7.0	7.3	6.6	6.2	8.6	7.2	7.9
SA	11.0	9.9	8.2	8.9	8.1	9.8	10.3	8.0	8.0
Tas	9.0	5.8	5.5	8.2	4.4	7.2	8.3	7.6	8.2
ACT	7.1	4.4	4.3	6.3	5.6	7.1	6.7	7.9	4.0
NT	21.7	19.2	17.5	13.9	20.1	20.3	26.3	25.5	26.0

Table A1.2 (continued): Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for drivers and passengers of motor vehicles by state/territory of residence, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Motorcyclists</i>									
NSW	4.7	4.9	4.6	6.0	5.8	6.9	7.9	7.3	7.8
Vic	5.3	6.2	5.7	5.6	6.0	6.4	7.5	7.5	8.1
Qld	6.8	7.7	8.5	8.0	10.0	9.5	11.0	11.2	11.5
WA	4.4	5.2	5.2	5.6	6.2	7.5	7.6	9.1	7.9
SA	7.4	4.9	5.3	6.3	6.4	7.8	8.6	8.7	9.3
Tas	5.5	7.1	7.8	6.0	5.1	8.3	7.7	8.7	10.1
ACT	4.7	6.8	4.5	4.1	5.9	6.6	9.3	12.4	8.6
NT	7.5	9.1	8.6	11.5	7.5	12.8	14.6	13.6	16.3
<i>Pedal cyclists</i>									
NSW	2.3	2.3	2.5	3.0	2.8	3.5	3.3	3.7	3.4
Vic	3.0	2.5	3.2	3.6	3.6	3.7	4.6	4.5	4.8
Qld	2.9	3.4	3.3	3.5	4.2	3.5	4.1	4.0	4.6
WA	2.2	2.0	2.6	1.8	2.6	2.7	3.4	3.1	3.6
SA	2.6	3.0	3.0	2.8	4.0	4.2	4.5	4.8	4.5
Tas	2.8	1.8	2.4	2.5	1.9	4.8	4.1	3.8	3.4
ACT	n.p.	2.8	3.7	2.3	3.0	4.4	4.4	6.9	8.0
NT	4.0	6.0	4.0	4.4	4.6	9.7	3.4	6.2	3.4
<i>Pedestrians</i>									
NSW	5.3	4.6	4.3	5.3	5.0	4.7	5.0	4.4	4.2
Vic	6.1	6.0	5.8	4.2	4.8	4.8	5.3	4.7	4.9
Qld	4.1	4.2	3.3	3.6	4.1	3.9	4.5	4.1	3.2
WA	3.7	3.1	3.6	3.1	3.2	3.4	3.4	3.7	3.6
SA	6.0	5.1	4.4	3.3	4.5	3.8	4.5	3.9	3.9
Tas	3.4	3.7	2.9	4.2	3.8	4.4	3.5	3.6	4.3
ACT	1.8	4.4	2.2	4.2	2.8	1.7	1.5	1.7	4.1
NT	16.2	8.0	11.4	10.9	10.0	4.0	5.5	8.7	5.0

Table A1.3: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population by remoteness of residence, Australia, 2001–02 to 2008–09

Remoteness area	Year of hospitalisation							
	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Major city	29.9	28.6	30.2	30.9	32.2	34.8	33.7	33.2
Inner regional	47.5	43.7	45.1	46.8	48.3	46.4	46.0	50.8
Outer regional	51.4	48.1	50.2	49.5	56.4	53.7	52.0	54.1
Remote	52.2	58.2	50.4	51.1	54.5	68.5	72.2	73.6
Very remote	77.9	84.2	73.2	85.8	87.4	77.0	80.5	76.4

Note: Rates not shown from 2000–01 since population data for remoteness areas were not available.

Table A1.4: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for residents of major cities by state/territory of residence, Australia, 2001–02 to 2008–09

State/territory of residence	Year of hospitalisation							
	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
NSW	25.6	24.7	30.2	29.2	32.0	31.2	28.7	29.4
Vic	36.5	34.4	34.1	35.0	36.1	39.2	38.2	35.6
Qld	29.2	28.7	27.5	29.6	29.5	36.0	35.4	35.4
WA	25.3	25.5	25.7	27.7	26.3	31.5	31.2	33.0
SA	33.3	32.0	28.6	30.9	32.7	36.6	36.9	35.2
ACT	33.1	24.9	31.9	31.8	33.1	35.7	44.8	37.7

Note: Rates not shown from 2000–01 since population data for remoteness areas were not available.

Table A1.5: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Males</i>									
0–4	8.2	8.7	5.7	6.1	5.5	6.9	5.9	4.4	4.6
5–14	20.6	19.3	18.5	17.3	20.0	19.8	19.5	18.4	17.1
15–24	99.5	105.7	96.3	103.0	105.8	105.6	103.4	97.5	106.6
25–44	57.9	61.3	60.1	61.6	62.4	67.1	71.7	70.2	68.2
45–64	35.3	36.9	35.7	38.4	40.6	44.7	49.9	51.3	55.1
65+	40.1	41.4	40.3	41.4	42.0	42.7	42.6	48.3	45.9
<i>Females</i>									
0–4	6.1	4.8	5.6	4.2	5.3	5.7	4.2	4.2	4.4
5–14	11.8	9.5	9.8	9.1	8.8	10.4	8.8	7.5	8.5
15–24	44.8	45.5	44.6	44.0	42.9	47.6	45.8	40.0	45.2
25–44	22.1	22.4	19.6	22.6	21.0	22.6	24.1	22.9	21.6
45–64	21.0	21.5	20.2	20.9	21.4	22.3	21.9	21.9	22.3
65+	34.3	31.5	30.1	30.7	33.2	30.3	35.9	33.6	34.7

Table A1.6: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for motor vehicle occupants by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Males</i>									
0–4	3.7	4.7	3.5	4.0	2.6	4.1	3.7	2.3	1.7
5–14	5.9	5.8	5.1	5.1	4.9	6.1	5.0	5.0	5.1
15–24	60.9	66.4	61.4	65.7	64.9	66.5	61.8	56.6	62.4
25–44	30.8	32.3	29.5	30.4	30.7	30.8	32.6	32.2	29.6
45–64	19.6	19.5	19.7	19.0	19.0	20.7	20.9	19.8	22.3
65+	23.8	26.2	24.7	25.9	26.0	25.0	23.5	25.7	24.6
<i>Females</i>									
0–4	2.9	3.5	4.3	2.9	3.2	4.1	3.1	3.0	3.4
5–14	4.9	5.1	4.4	4.6	4.2	5.3	4.9	3.4	5.0
15–24	37.4	38.1	37.3	38.1	34.9	39.5	37.1	32.9	35.3
25–44	17.1	17.2	15.4	16.9	15.8	16.7	17.3	16.8	15.7
45–64	17.2	17.9	15.7	15.5	16.0	17.2	15.9	15.9	15.5
65+	24.0	23.1	21.1	21.2	23.5	21.7	25.1	24.4	26.2

Table A1.7: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for motorcyclists by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Males</i>									
5–14	1.8	1.6	1.4	1.8	1.6	2.3	2.5	2.8	2.5
15–24	21.5	23.3	21.2	21.2	23.9	22.9	27.3	24.8	26.6
25–44	16.8	19.1	19.6	20.3	20.3	23.8	25.4	25.2	25.1
45–64	7.4	8.1	6.8	8.7	11.0	12.4	15.6	17.6	18.6
65+	2.1	1.9	1.7	2.7	2.3	3.1	3.6	4.1	5.0
<i>Females</i>									
5–14	0.5	n.p.	0.4	n.p.	0.4	n.p.	0.4	0.4	n.p.
15–24	1.7	1.0	1.9	1.8	1.9	1.3	2.5	1.5	2.3
25–44	1.3	1.1	1.3	1.4	1.6	2.1	2.1	1.9	1.9
45–64	0.6	0.8	0.9	1.1	1.3	1.4	1.2	1.7	2.0
65+	n.p.	n.p.	0.0	n.p.	0.4	n.p.	n.p.	0.5	0.4

Table A1.8: High threat to life injury rates per 100,000 population for motorcyclists involved in a non-traffic crash by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Males</i>									
5–14	5.9	6.0	4.9	8.6	8.1	5.8	7.1	8.1	8.8
15–24	20.0	20.6	17.8	18.5	21.0	22.0	21.2	21.1	22.1
25–44	10.2	10.1	9.8	10.5	12.3	12.2	12.0	12.5	11.0
45–64	3.4	4.0	3.2	3.8	3.8	4.3	4.3	5.0	5.0
65+	1.3	2.1	1.0	1.5	2.0	1.0	1.0	2.1	1.7
<i>Females</i>									
5–14	1.1	0.9	1.0	1.4	0.9	1.1	1.1	0.9	0.7
15–24	1.2	0.9	1.0	1.3	1.3	1.6	1.8	1.4	1.2
25–44	0.4	0.2	0.4	0.5	0.6	0.8	0.4	0.6	0.5
45–64	0.4	0.3	0.1	0.5	0.4	0.4	0.4	0.5	0.3
65+	n.p.	n.p.	n.p.	n.p.	0.4	n.p.	0.6	n.p.	n.p.

Table A1.9: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for pedal cyclists by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Males</i>									
5–14	6.3	6.3	6.9	6.0	8.1	6.8	7.1	6.4	6.8
15–24	6.9	6.5	5.2	7.1	8.1	8.3	5.9	6.4	6.6
25–44	4.1	4.5	5.3	5.9	5.5	6.4	7.1	6.8	7.4
45–64	3.6	4.2	4.8	5.1	6.0	7.0	8.9	9.5	9.7
65+	3.7	3.1	4.2	3.2	4.4	5.1	6.3	8.2	6.9
<i>Females</i>									
5–14	2.3	1.1	1.4	1.4	1.7	1.4	1.9	1.6	0.52
15–24	0.85	1.1	1.2	1.0	0.58	1.4	1.3	1.1	1.3
25–44	0.75	1.0	0.78	1.7	1.0	1.0	1.4	1.4	1.4
45–64	0.64	0.66	0.86	0.79	1.1	0.83	1.1	1.2	2.1
65+	0.37	n.p.	0.43	0.57	0.49	1.0	0.40	0.72	0.38

Table A1.10: High threat to life injury rates per 100,000 population for pedal cyclists involved in non-traffic accidents by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Males</i>									
5–14	9.9	9.5	9.5	7.9	9.1	8.3	9.2	10.3	10.4
15–24	6.1	7.1	4.7	6.0	7.7	7.2	8.5	6.4	6.6
25–44	3.2	2.9	2.8	2.8	3.3	3.7	3.0	3.3	3.7
45–64	2.8	2.6	3.0	2.6	3.8	3.5	3.3	2.8	4.5
65+	4.1	2.1	2.1	2.1	3.1	3.7	2.7	2.8	2.9
<i>Females</i>									
5–14	2.0	1.2	1.6	1.7	1.5	1.1	1.4	1.2	0.9
15–24	0.70	0.31	0.60	0.59	0.80	0.64	0.56	0.55	0.81
25–44	0.44	0.37	0.51	0.41	0.30	0.54	0.47	0.33	0.36
45–64	0.36	0.62	0.43	0.67	0.85	0.95	0.73	0.94	0.59
65+	0.52	n.p.	n.p.	n.p.	0.35	0.55	0.33	0.33	0.64

Table A1.11: Road vehicle traffic crashes – high threat to life injury rates per 100,000 population for pedestrians by age and sex, Australia, 2000–01 to 2008–09

Age group	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Males</i>									
0–4	4.4	3.2	1.5	1.5	2.1	1.8	1.8	1.4	2.6
5–14	6.3	5.5	4.9	4.3	5.3	4.2	4.8	4.0	2.3
15–24	9.8	9.2	8.0	8.4	8.0	7.3	8.0	8.7	9.5
25–44	6.0	5.2	5.4	4.4	5.4	5.6	6.2	5.5	5.3
45–64	4.5	5.0	4.3	5.3	4.2	4.1	4.2	3.9	3.7
65+	10.2	9.9	9.3	8.6	8.6	8.8	8.8	9.5	8.8
<i>Females</i>									
0–4	2.6	1.3	1.1	1.1	1.9	1.4	1.1	1.1	0.9
5–14	4.0	2.9	3.6	2.6	2.6	3.5	1.6	1.9	2.7
15–24	4.8	4.9	4.2	3.1	5.2	4.7	4.6	3.8	5.2
25–44	2.8	3.1	2.0	2.4	2.5	2.5	3.2	2.5	2.2
45–64	2.5	2.2	2.6	3.2	2.9	2.6	3.2	2.9	2.4
65+	9.4	7.7	8.3	8.4	8.4	7.0	9.5	7.4	6.8

Table A1.12: Persons seriously injured with high threat to life due to non-traffic crashes and crashes unspecified as to traffic or non-traffic as a percentage of persons seriously injured with high threat to life in all land transport crashes by road user type, Australia, 2000-01 to 2008-09

Road user type	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>Occupant of MV^(a)</i>	20.0	19.2	16.8	16.2	17.4	16.1	14.9	16.5	15.4
Driver	16.1	15.3	12.1	12.4	13.5	11.4	10.4	12.2	12.2
Passenger	17.6	16.0	14.2	13.7	14.3	14.0	10.3	11.5	10.9
Motorcyclist	43.6	41.9	40.2	41.7	42.8	40.0	37.2	38.2	35.7
Pedal cyclist	50.8	48.3	44.9	42.7	45.2	44.1	41.0	39.4	41.0
Pedestrian	21.5	22.0	22.6	21.8	25.5	20.3	17.5	19.8	18.9

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.

Table A1.13: Persons seriously injured with high threat to life due to non-traffic crash as a percentage of persons seriously injured with high threat to life in all land transport crashes by road user type, Australia, 2000-01 to 2008-09

Road user type	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>Occupant of MV^(a)</i>	16.8	15.6	13.4	13.0	14.1	12.6	10.8	12.1	11.3
Driver	16.1	15.3	12.1	12.4	13.5	11.4	10.4	12.2	12.2
Passenger	17.6	16.0	14.2	13.7	14.3	14.0	10.3	11.5	10.9
Motorcyclist	41.6	40.4	37.7	39.9	39.9	37.4	34.1	35.1	33.6
Pedal cyclist	48.0	44.6	42.0	39.0	42.4	40.3	38.0	36.2	37.9
Pedestrian	14.4	14.8	15.3	14.1	17.7	13.0	12.5	13.7	14.4

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.

Table A1.14: High threat to life injury rates per 100,000 population for non-traffic crashes by road user group, Australia, 2000-01 to 2008-09

Road user type	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>Occupant of MV^(a)</i>	4.65	4.46	3.43	3.43	3.72	3.42	2.83	3.11	2.93
Driver	2.53	2.43	1.76	1.96	2.12	1.80	1.62	1.89	1.90
Passenger	1.62	1.51	1.20	1.10	1.18	1.25	0.85	0.89	0.91
Motorcyclist	4.10	4.17	3.71	4.32	4.77	4.73	4.71	4.98	4.78
Pedal cyclist	2.54	2.29	2.20	2.15	2.64	2.64	2.57	2.51	2.74
Pedestrian	0.98	0.93	0.89	0.80	1.11	0.72	0.73	0.74	0.76

(a) Includes cases where injured person was an occupant of a motor vehicle but it was not stated whether person was a driver or a passenger.

Table A1.15: High threat to life injury rates per 100,000 population for drivers and passengers of motor vehicles involved in non-traffic accidents by state/territory of residence, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
<i>Drivers</i>									
NSW	1.8	1.7	1.4	1.6	2.1	1.8	1.3	1.6	1.9
Vic	2.6	2.2	1.6	1.6	1.5	1.4	1.4	1.4	1.2
Qld	3.4	3.6	2.4	2.7	2.7	1.9	1.7	2.4	2.2
WA	3.1	2.8	1.4	1.7	2.1	1.9	2.0	2.3	2.2
SA	2.4	2.7	2.0	2.8	2.0	2.1	2.3	1.6	1.7
Tas	4.6	3.5	3.8	3.0	3.8	1.9	1.6	4.6	5.4
ACT	n.p.	n.p.	n.p.	1.9	n.p.	1.8	n.p.	n.p.	1.5
NT	n.p.	4.0	3.1	n.p.	7.8	3.5	2.7	5.9	2.8
<i>Passengers</i>									
NSW	1.3	1.4	1.0	1.1	1.1	1.0	0.6	0.8	0.7
Vic	1.2	1.3	0.9	0.7	1.0	1.1	0.9	0.8	0.8
Qld	2.3	1.9	1.7	1.4	1.4	1.3	1.1	1.1	1.3
WA	1.8	1.8	1.4	1.1	0.9	1.1	0.8	0.9	0.9
SA	1.9	1.1	1.7	1.2	1.6	1.6	0.7	0.7	1.0
Tas	1.7	1.3	1.5	n.p.	n.p.	1.6	1.4	1.0	n.p.
ACT	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	0.0	n.p.
NT	2.5	3.4	n.p.	3.1	4.0	2.8	n.p.	2.1	1.2
<i>Motorcyclists</i>									
NSW	3.8	3.5	3.1	4.2	4.6	4.7	4.4	4.4	4.4
Vic	3.5	3.8	3.4	3.3	3.8	4.2	3.9	4.3	4.3
Qld	5.7	5.2	4.8	5.6	6.0	5.6	6.0	6.5	5.2
WA	4.2	5.0	4.2	4.4	4.0	4.4	4.7	5.0	5.5
SA	3.2	3.9	3.9	5.2	5.9	4.9	5.2	5.2	5.0
Tas	2.8	4.2	3.4	3.7	4.8	4.1	4.7	7.4	5.8
ACT	1.7	4.7	3.0	4.2	3.5	1.8	n.p.	3.3	4.0
NT	6.9	4.7	4.5	2.7	7.4	8.4	7.4	6.6	5.2
<i>Pedal cyclists</i>									
NSW	2.2	1.8	1.8	1.9	2.5	2.4	2.3	2.1	2.6
Vic	2.5	2.5	2.2	2.2	2.5	2.8	3.0	2.8	2.6
Qld	3.1	2.6	2.9	2.1	2.9	2.8	2.6	2.9	3.3
WA	3.2	2.3	2.2	2.3	2.9	2.5	1.8	1.8	2.0
SA	1.8	2.5	2.4	2.5	2.2	2.8	2.9	2.5	2.8
Tas	2.7	2.1	1.2	1.5	4.1	2.6	2.7	3.0	1.2
ACT	3.3	3.4	2.1	3.6	2.9	2.5	3.3	5.2	8.3
NT	0.0	2.3	n.p.	5.0	n.p.	n.p.	2.6	2.5	n.p.

(continued)

Table A1.15 (continued): High threat to life injury rates per 100,000 population for drivers and passengers of motor vehicles involved in non-traffic accidents by state/territory of residence, Australia, 2000-01 to 2008-09

Road user type	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>Pedestrians</i>									
NSW	0.8	0.7	0.7	0.7	1.3	0.5	0.8	0.7	0.7
Vic	0.8	1.0	0.7	0.8	0.9	0.7	0.7	0.7	0.8
Qld	1.4	1.2	1.2	0.7	0.8	1.0	0.5	0.7	0.9
WA	1.1	1.1	1.2	1.0	0.9	0.6	0.7	0.6	0.5
SA	1.2	0.9	1.0	1.0	1.8	0.9	0.6	1.2	0.6
Tas	1.5	n.p.	n.p.	n.p.	1.4	n.p.	n.p.	1.0	n.p.
ACT	0.0	0.0	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.	n.p.
NT	n.p.	n.p.	n.p.	n.p.	n.p.	0.0	n.p.	n.p.	n.p.

Table A1.16: Non-traffic crashes – high threat to life injury rates per 100,000 population by remoteness of residence, Australia, 2001-02 to 2008-09

Remoteness zone	Year of hospitalisation							
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Major city	7.8	6.9	7.5	8.8	7.9	7.6	7.8	7.9
Inner regional	17.3	14.9	15.0	16.4	16.6	15.8	16.1	17.4
Outer regional	23.1	19.8	20.5	22.3	21.8	21.5	23.3	19.8
Remote	44.0	27.5	32.0	35.6	34.2	25.5	32.3	27.5
Very remote	37.1	39.7	30.5	35.8	28.6	18.3	25.1	23.5

Note: Rates not shown for 2000-01 since population data for remoteness areas was not available.

Table A1.17: Non-traffic crashes – high threat to life injury rates per 100,000 population for residents of major cities by state/territory of residence, Australia, 2001-02 to 2008-09

State/territory of residence	Year of hospitalisation							
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
NSW	6.5	5.8	7.1	8.6	7.6	6.8	6.4	6.9
Vic	8.3	6.9	6.5	7.6	7.8	7.3	8.0	6.7
Qld	9.0	9.0	8.9	10.7	8.4	9.5	9.7	11.1
WA	8.5	7.1	7.7	8.4	7.9	7.9	8.1	8.0
SA	8.1	7.2	8.5	10.2	8.7	8.5	7.4	7.0
ACT	10.2	8.7	11.1	9.9	7.6	7.3	9.4	14.7

Note: Rates not shown for 2000-01 since population data for remoteness areas was not available.

Table A1.18: Land transport crashes – high threat to life injury rates per 100,000 population by whether accident occurred in traffic, non-traffic or unspecified as to whether traffic or non-traffic, Australia, 2000–01 to 2008–09

Traffic type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
Traffic	35.8	36.7	34.8	36.3	37.0	38.8	40.2	39.2	40.1
Non-traffic	12.4	12.0	10.3	10.8	12.3	11.6	10.9	11.4	11.3
Unspecified	4.9	4.8	4.7	4.7	5.0	5.1	5.1	4.9	4.9

Table A1.19: Land transport crashes – high threat to life injury rates per 100,000 population by road user type by accident location, Australia, 2000–01 to 2008–09

Road user type	Year of hospitalisation								
	2000–01	2001–02	2002–03	2003–04	2004–05	2005–06	2006–07	2007–08	2008–09
MV occupant (traffic)	22.2	23.1	21.4	22.1	21.8	22.8	22.5	21.6	22.0
MV occupant (non-traffic)	4.6	4.5	3.4	3.4	3.7	3.4	2.8	3.1	2.9
MV occupant (unspecified)	0.9	1.0	0.9	0.8	0.9	0.9	1.1	1.1	1.0
Driver (traffic)	13.2	13.5	12.8	13.9	13.6	14.0	13.9	13.6	13.6
Driver (non-traffic)	2.5	2.4	1.8	2.0	2.1	1.8	1.6	1.9	1.9
Passenger (traffic)	7.6	7.9	7.3	7.0	7.1	7.7	7.5	7.0	7.4
Passenger (non-traffic)	1.6	1.5	1.2	1.1	1.2	1.2	0.8	0.9	0.9
Motorcyclist (traffic)	5.5	6.0	5.9	6.3	6.8	7.6	8.6	8.7	9.0
Motorcyclist (non-traffic)	4.1	4.2	3.7	4.3	4.8	4.7	4.7	5.0	4.8
Motorcyclist (unspecified)	0.2	0.2	0.2	0.2	0.4	0.3	0.4	0.4	0.3
Pedal cyclist (traffic)	2.6	2.7	2.9	3.2	3.4	3.6	4.0	4.1	4.2
Pedal cyclist (non-traffic)	2.5	2.3	2.2	2.2	2.6	2.6	2.6	2.5	2.7
Pedal cyclist (unspecified)	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Pedestrian (traffic)	5.3	4.9	4.5	4.4	4.7	4.4	4.8	4.4	4.3
Pedestrian (non-traffic)	1.0	0.9	0.9	0.8	1.1	0.7	0.7	0.7	0.8
Pedestrian (unspecified)	0.5	0.4	0.4	0.4	0.5	0.4	0.3	0.3	0.2

Appendix 2: Trends in fatal injury due to road traffic crashes, 2000–01 to 2008–09

Table A2.1: Deaths due to road crashes by state or territory in which the crash occurred, Australia, 2000-01 to 2008-09

State/territory	Year of death								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
NSW	549	565	520	545	503	536	442	376	439
Vic	409	451	366	333	335	323	337	330	301
Qld	309	319	339	297	312	342	366	331	351
WA	199	171	184	168	174	178	225	221	205
SA	159	144	161	149	145	146	104	107	128
Tas	62	44	33	49	53	56	56	41	50
ACT	20	13	13	9	15	19	17	14	13
NT	54	44	61	45	40	49	51	69	56
Australia	1,761	1,751	1,677	1,595	1,577	1,649	1,598	1,489	1,543

Notes

- 1 Data on road crash deaths supplied by the Bureau of Infrastructure, Transport and Regional Economics (BITRE), a division within the DIT. The BITRE collects data on road deaths from a variety of sources and produces monthly reports.
- 2 Excludes deaths which occurred more than 30 days after the date on which injuries were sustained.

Table A2.2: Persons non-fatally injured due to road vehicle traffic crashes as a percentage of the total number of persons seriously and fatally injured due to road vehicle traffic crashes by state/territory of residence, Australia, 2000-01 to 2008-09

Survival percentage ^(a)	Year of hospitalisation								
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
<i>NSW</i>									
Serious injury ^(b)	94.0	94.1	94.2	94.4	94.9	95.0	95.9	96.2	95.8
Life-threatening injury ^(c)	79.1	78.2	78.2	80.6	81.5	81.9	84.8	86.1	84.9
<i>Vic</i>									
Serious injury ^(b)	94.9	94.8	95.7	95.9	96.1	96.2	96.2	96.4	96.7
Life-threatening injury ^(c)	81.5	81.1	83.7	84.9	85.1	86.2	86.4	86.7	88.5
<i>Qld</i>									
Serious injury ^(b)	93.7	94.2	93.7	94.8	95.0	94.6	94.7	95.3	95.3
Life-threatening injury ^(c)	80.1	81.8	80.7	82.7	83.8	82.4	82.4	84.0	83.6
<i>WA</i>									
Serious injury ^(b)	91.0	92.3	91.6	93.1	93.1	93.2	92.4	92.8	93.9
Life-threatening injury ^(c)	74.3	77.6	75.9	77.9	77.7	79.0	77.0	78.6	80.1
<i>SA</i>									
Serious injury ^(b)	93.4	93.9	93.5	93.9	93.9	94.1	95.9	95.9	95.0
Life-threatening injury ^(c)	80.9	81.4	79.9	79.8	80.9	82.6	87.2	86.7	84.3
<i>Tas</i>									
Serious injury ^(b)	90.9	92.7	94.5	92.5	92.4	92.9	93.0	94.6	93.9
Life-threatening injury ^(c)	74.9	79.3	82.4	75.5	76.2	79.0	79.2	83.0	82.6
<i>ACT</i>									
Serious injury ^(b)	92.0	95.8	94.9	97.3	96.0	96.3	96.9	97.6	97.9
Life-threatening injury ^(c)	77.5	89.3	86.3	92.1	87.5	85.8	88.4	91.8	91.3
<i>NT</i>									
Serious injury ^(b)	89.0	91.2	87.9	90.5	90.7	89.2	90.7	88.1	90.2
Life-threatening injury ^(c)	74.6	76.0	69.8	75.8	78.1	74.3	77.0	72.5	76.3
<i>Australia^(d)</i>									
Serious injury ^(b)	93.8	94.2	94.3	94.7	95.0	95.0	95.4	95.6	95.7
Life-threatening injury ^(c)	79.7	80.4	80.4	82.0	82.7	82.9	84.1	84.9	85.1

(a) Calculation of survival percentage assumes that injured persons discharged from hospital alive did not subsequently die as a result of their injuries and excludes deaths which occurred more than 30 days after the date on which injuries were sustained.

(b) Indicates the number of persons seriously injured as a percentage of the number seriously and fatally injured persons.

(c) Indicates the number of persons seriously injured with high threat to life as a percentage of the number seriously injured with high threat to life and fatally injured persons.

(d) Includes cases for other territories such as Cocos (Keeling) Islands, Norfolk Island and Christmas Island and cases where state/territory of residence is not specified.

Appendix 3: Data issues

Source of case data

National hospital separations data were sourced from the Australian Institute of Health and Welfare (AIHW) National Hospital Morbidity Database (NHMD) coded according to the second to sixth editions of ICD-10-AM (NCCH 2000, 2002, 2004, 2006, 2008). A 'separation' is a term used in Australian hospitals to refer to a formal, or statistical process, by which an episode of care for an admitted patient ceases (AIHW 2001). An 'episode of care' is a period of health care characterised by only one care type. This is perhaps best understood as a stay in a particular ward in a hospital. For example, a person who is in an acute care ward and is then transferred to a rehabilitation ward will have undergone two episodes of care and hence two separations within the hospital.

Land transport accidents

Hospital cases were defined as being due to a land transport accident if they contained a first reported ICD-10-AM external cause code in the range V00–V89. Cases with a Principal diagnosis other than injury and cases in which land transportation only appears as an additional external cause code were excluded on the grounds that injury due to a land transport accident was not recorded as being the main reason for admission to hospital (Table A3.1). This resulted in a starting file of 487,808 records.

Table A3.1: Selection criteria for hospital records of land transport injury

Record occurring from 1 July 2000 to 30 June 2009	Persons
Records with an ICD-10-AM 'Land Transport Accident' code (V00–V89) as external cause anywhere in the record ^(a)	558,252
Records with a 'Land Transport Accident' code (V01–V89) as first reported external cause ^(b)	553,311
Injury as the Principal diagnosis (S00–T98)	487,808

(a) There were 4,941 records with a first reported external cause code of another type of injury (e.g. complications of surgical and medical care, other unintentional injuries, falls, intentional self-harm etc.) but a 2nd or subsequent external cause code indicating a land transport accident.

(b) There were 66,503 cases with a first reported external cause code indicating a land transport accident but a Principal diagnosis outside of the injury range (S00–T98). The most common Principal diagnoses were care involving use of rehabilitation procedure, unspecified (Z50.9, $n = 25,947$), examination and observation following transport accident (Z04.1, $n = 6,628$), cervicgia (M54.2, $n = 2,127$), other specified surgical follow-up care (Z48.8, $n = 1,675$), other specified diseases and conditions complicating pregnancy, childbirth and the puerperium (O99.8, $n = 1,424$) and care involving use of other rehabilitation procedures (Z50.8, $n = 1,388$).

Road Vehicle Traffic Crashes

Hospital cases were defined as being due to road vehicle traffic crashes if they contained a Principal diagnosis in the range S00–T98 and a first reported external cause code of: V00–V06.[1], V09.2, V09.3, V10–V18.[4,5,9], V19.[4,5,6,9], V20–V28.[4,5,9], V29.[4,5,6,9], V30–V38.[5,6,7,9], V39.[4,5,6,9], V40–V48.[5,6,7,9], V49.[4,5,6,9], V50–58.[5,6,7,9], V59.[5,6,9], V60–V68.[5,6,7,9], V69.[4,5,6,9], V70–V78.[5,6,7,9], V79.[4,5,6,9], V81.1, V82.1, V82.9, V83–V86.[01,2,3], V87, V89.2, V89.3.

Key: In the list shown above, V00–V06.[1] includes all cases where the first reported external cause code is in the range V00 to V06 and having a fourth character of 1.

Serious injury

'Seriously injured' is defined for this report as an injury which results in the person being admitted to hospital, and subsequently discharged alive either on the same day or after staying for one or more nights in a hospital bed (i.e. deaths in hospital are excluded). As discharge from hospital can include transfer to home, to another acute care hospital and to another form of care (e.g. rehabilitation), a method has been used in this report to reduce over-counting of injury cases by omitting separations in which the mode of admission is recorded as being by transfer from another acute-care hospital, on the grounds that such cases are likely to result in two or more separation records for the same injury.

Serious injury with a high threat to life

'High threat to life' serious injury cases are a subset of the serious injury data described above, and also referred to as 'life-threatening' injuries in some places in this report. They are selected on the basis of having an ICISS of less than 0.941. ICISS is a measure of injury severity based upon a patient's injury diagnoses. The ICISS measure for this report is based upon ICD-10-AM coding and was derived using Australian hospital separations data (Stephenson et al. 2004). ICISS involves calculating a Survival Risk Ratio (SRR), i.e. the probability of survival, for each individual injury diagnosis code as the ratio of the number of patients with that injury code who have not died to the total number of patients with that diagnosis code. Thus, a given SRR approximates the likelihood that a patient will survive a particular injury. Each patient's ICISS score (survival probability) is the product of the probabilities of surviving each of their injuries individually. Hence, for a patient with a single injury, their ICISS is equal to the SRR for that injury, while for a patient with multiple injuries, their ICISS is equal to the product of all the SRRs for those injuries. A patient's ICISS can vary from 0 (most severe) to 1 (least severe).

Five-year trends in age-standardised rates from 2002–03 to 2006–07 for those seriously injured with high threat to life in a road vehicle traffic crash have previously been reported (Henley & Harrison 2009). This report utilises the same set of SRRs and methodology to calculate ICISS as outlined on pages 55–56 of that report.

There is potential for variation over time in admission practice, especially for lower severity cases (Harrison & Steenkamp 2002). There may also be jurisdictional differences in admission practice. Injuries with a high threat to life have been found elsewhere to be less susceptible to changes over time in admission practice (Cryer & Langley 2006; Langley et al. 2003) and may also provide more accurate comparisons between jurisdictions.

Denominators and rates

With the exception of Table 6.3.3 and Figures 6.3.5 and 6.3.6, all rates in this report were calculated using, as the denominator, the final estimate of the estimated resident population as at 31 December in the relevant year (e.g. 31 December 2006 for 2006–07 data). The rates in Table 6.3.3 and Figures 6.3.5 and 6.3.6 were calculated using, as the denominator, the number of each vehicle type registered by state and territory sourced from the ABS Motor Vehicle Census (ABS 2009b). Direct standardisation was used to age-standardise rates, using the Australian population in 2001 as the standard (ABS 2003). Note that it is a convention of the ABS and AIHW to change the standard reference population only once a decade.

Age-standardised rates were calculated in Stata version 12.0 statistical software using the `-dstdize-` command (StataCorp 2011).

State and territory of residence rather than state and territory of hospitalisation are used for all calculations in this report. Further information regarding the reasons to use state of residence can be found on page 27 of a previous land transport report (Henley & Harrison 2009).

Quantifying variability in the counts presented in this report

The data presented in this report are subject to two types of statistical error, non-random and random. (A third type of statistical error, sampling error, does not apply here because none of the data sources used involved probability sampling.)

Non-random error: Some amount of non-random error is to be expected in administrative data collections such as the hospital inpatient data on which this report relies. For example, non-random error could occur if the approach to assigning cause codes to cases were to differ systematically between jurisdictions or over time. Systems are in place to encourage uniform data collection and coding and scrutiny of data during analysis includes checking for patterns that might reflect non-random error. Nevertheless, some non-random error is likely to remain. Identified or suspected non-random errors large enough to materially affect findings are mentioned in reports.

Random error: The values presented in the report are subject to random error, or variation. Variation is relatively large when the case count is small (especially if less than about 10) and small enough to be unimportant in most circumstances when the case count is larger (i.e. more than a few tens of cases).

Some of the topics for which results are reported compare groups that vary widely in case count, largely due to differences in population size (e.g. the population of New South Wales is more than 30 times as large as the population of the Northern Territory, and the *Major cities* zone population is nearly 90 times as large as that of the *Very remote* zone). In this situation, year-to-year changes in counts or rates for the smaller-population groups may be subject to large random variation. There is potential to misinterpret such fluctuations as meaningful rises or falls in occurrence.

In this situation, and similar ones, guidance is provided to readers concerning how much variation of values can be expected due to random variation of small counts. CIs are calculated for this purpose.

In this report CIs were calculated using the Stata `-poisson-` command (CIs around slope of trend) (StataCorp 2011). This modelling is described on page 70 of 'A guide to statistical methods for injury surveillance' (Berry & Harrison 2006). CIs were used to determine if average annual increases or decreases over time were statistically significant. For example, (95% CI: 1.3%, 2.4%) indicates that there is a 95% probability that the rate of annual average increase is between 1.3% and 2.4%. If the confidence interval includes zero e.g. (95% CI: -1.3%, 1.2%), then any change in rates over time is not considered to be significant. The use of the terms 'significant' or 'significantly' in this report indicate an outcome which is statistically significant in this sense.

Confidence intervals

The AIHW is currently undertaking a review to assess the provision of confidence intervals and statistical tests when data arise from sources that provide information on all subjects, rather than from a sample survey. This review will include analysis of the methods used to

calculate confidence intervals, as well as the appropriateness of reporting confidence intervals and undertaking statistical testing for such data. This review aims to ensure that statistical methods used in the AIHW reports remain robust and appropriately inform understanding and decision making. As a consequence, the type of information reported in future editions of this publication may change.

Classification of remoteness area

Remoteness area in this report refers to the place of usual residence of the person who was admitted to hospital. The remoteness areas were specified according to the ABS Australian Standard Geographical Classification (ASGC) (ABS 2009a). According to this classification, remoteness is an index applicable to any point in Australia, based on road distance from urban centres of five sizes. The ABS has provided tables that specify the proportion of the population of each Statistical Local Area (SLA) in Australia whose place of residence is in each of five segments of the remoteness index. These segments are:

- *Major cities*, with an Accessibility/Remoteness Index of Australia (ARIA) value of 0 to 0.2
- *Inner regional*, with ARIA index value of >0.2 and ≤ 2.4
- *Outer regional*, with ARIA index value of >2.4 and ≤ 5.92
- *Remote*, with ARIA index value of >5.92 and ≤ 10.53
- *Very remote*, with average ARIA index value of >10.53 .

These tables were used to assign records to the five areas, on the basis of the SLA of usual residence of the person.

Most SLAs lie entirely within one of the five areas. If this was so for all SLAs, then each record could simply be assigned to the area in which its SLA lies. However, some SLAs overlap two or more of the areas. Records with these SLAs were assigned to remoteness areas in proportion to the area-specific distribution of the resident population of the SLA according to the 2001 census. For hospitalisations, each record in the set having a particular SLA code was assigned to one or other of the areas probabilistically, in proportion to the resident population of that SLA. The resulting values are integers.

The hospital data sets used for this report do not contain information on the crash location and it is therefore not possible to determine with certainty if the crash occurred in the remoteness area of residence of the person injured. Remoteness area of residence is nonetheless a useful classification in itself and an indicator of crash location if it can be assumed that most crashes in which people are seriously injured occur in the vicinity of where they live. The DIT estimates, based on 2000 to 2003 data, that around 30% of operators (drivers, motorcyclists and cyclists) or persons killed in fatal road crashes are involved in crashes within their postcode of residence and a further 50% or more are involved in a fatal road crash within 100 kilometres of the centroid of their postcode of residence (but not within their postcode of residence). It is likely that non-fatal crashes in which people are seriously injured follow a similar pattern.

Suppression of small cell counts in tables

Cell counts in tables that are four cases or fewer have been suppressed as have rates derived from them, to protect confidentiality and because values based on very small numbers are sometimes difficult to interpret. In the instances where only one cell in a row or column has a count of four or less, counts of one or more other cells in the same row or column have generally also been suppressed.

Comparability with other reports

Australian hospitals use an Australian modification of the international standard classification called the International Statistical Classification of Diseases and Related Health Problems (ICD) when reporting data on persons injured and subsequently admitted to hospital (morbidity data). ICD provides a nationally consistent basis for looking at morbidity due to transport accidents of all kinds (road, rail, water and air). However, it is not necessarily consistent with the approach taken by the BITRE or others in looking at safety in each transport mode individually. For example, road safety statistics compiled by the BITRE are focused on crashes on public roads, whereas ICD covers road crashes both on and off public roads. Serious injury data series published previously by the BITRE for the period 1999–00 to

2002–03 excluded same-day separations from the definition of serious injury. Previously published AIHW reports dealing with serious injury due to land transport accidents for the periods 2003–04 (Berry & Harrison 2007), 2005–06 (Berry & Harrison 2008) and 2006–07 (Henley & Harrison 2009) include same-day separations in the figures. This effectively means the threshold for serious injury is now 'admitted to hospital', regardless of the length of stay. These AIHW reports included a small section examining trends in serious injury due to land transport accidents over a rolling 5-year period. This current report is the second in a line of reports to provide a more detailed trend analysis over a more extended period of time, in this instance 9 years. The previous report in this series provided a detailed trend analysis of serious injury related to land transport accidents for the period from 2000–01 to 2007–08 (Henley & Harrison 2011). Unlike most previous reports, the bulk of the analysis for this report and the previous trends report pertains to injuries which are considered to be high threat to life.

For national road deaths, readers should refer to the 'road safety/statistics' part of the BITRE website at <www.btre.gov.au>, where road death statistics are published on a monthly basis. For details on marine, rail and air safety, the Australian Transport Safety Bureau website should be consulted at <www.atsb.gov.au>.

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