

Queensland Road Crash Weekly Report

Report No: 1424

Data Extracted: 19 May 2025

Fatalities: Year to Date to Sunday, 18 May 2025

Table 1: Comparative Queensland Road Fatalities

	2020	2021	2022	2023	2024	2025	Variation in 2025 from 2024		Variation in 2025 from the 2020 to 2024 Avg	
	Year to Date to 18 May						no.	%	no. ₁	%
Total fatal crashes	75	91	107	87	100	94	-6	-6.0%	2	2.2%
Total fatalities	80	100	119	92	107	100	-7	-6.5%	0	0.4%
Driver fatalities	34	40	58	42	45	51	6	13.3%	7	16.4%
Passenger fatalities	11	20	20	9	14	13	-1	-7.1%	-2	-12.2%
Motorcycle/Moped rider and pillion fatalities	21	30	30	30	33	22	-11	-33.3%	-7	-23.6%
Bicycle rider and pillion fatalities	2	3	0	2	2	3	1	50.0%	1	66.7%
Personal mobility device user fatalities ₂	-	-	-	0	3	2	-1	-33.3%	-	-
Pedestrian fatalities	12	7	11	9	10	9	-1	-10.0%	-1	-8.2%
Other fatalities ₃	0	0	0	0	0	0	0	-	0	-
Fatalities involving heavy freight vehicles ₄	16	18	23	18	13	15	2	15.4%	-3	-14.8%

Note:
Figures are preliminary.
¹ Figures are rounded to the nearest whole number.
² Personal mobility device users were recorded as pedestrians prior to 1 November 2022.
³ Includes other fatalities such as horse riders and train drivers and passengers.
⁴ Includes all fatalities as a result of crashes involving heavy freight vehicles. These figures are also included in the road user type breakdown above (e.g. drivers, passengers, etc).

During 1 January to 18 May 2025, there were 100 fatalities as a result of crashes within Queensland, which is seven fatalities (or 6.5%) fewer than the same period for the previous year and equal to the previous five year average for the same period (Table 1).

Figure 1: Cumulative Daily Road Fatalities, Queensland

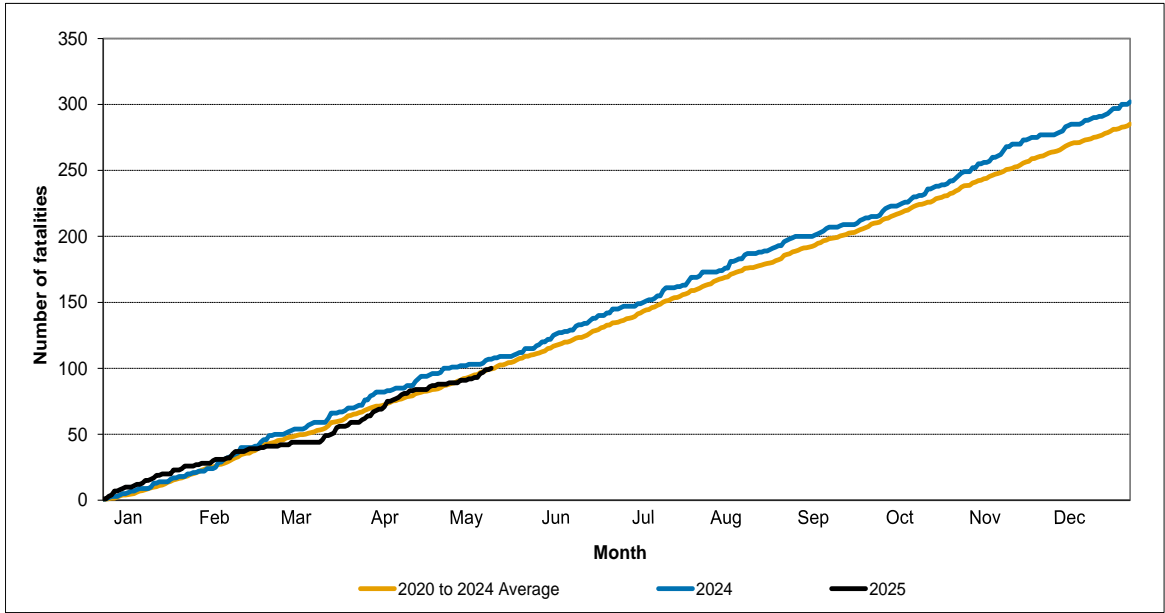


Table 2: Fatalities by Police Region

Police Region	2020	2021	2022	2023	2024	2025	Variation in 2025 from 2024		Variation in 2025 from the 2020 to 2024 Avg	
	Year to Date to 18 May						no.	%	no.*	%
Brisbane	9	18	9	8	22	14	-8	-36.4%	1	6.1%
Central	15	9	25	6	15	14	-1	-6.7%	0	0.0%
Far Northern	6	7	12	8	8	4	-4	-50.0%	-4	-51.2%
North Coast	17	30	26	28	19	32	13	68.4%	8	33.3%
Northern	7	10	7	3	8	4	-4	-50.0%	-3	-42.9%
South Eastern	10	11	11	16	15	13	-2	-13.3%	0	3.2%
Southern	16	15	29	23	20	19	-1	-5.0%	-2	-7.8%

Note:

Figures are preliminary.

Where Police Region was known.

* Figures are rounded to the nearest whole number.

Table 3: Fatalities by TMR Customer Services Branch Region

Transport and Main Roads Customer Services Branch Region	2020	2021	2022	2023	2024	2025	Variation in 2025 from 2024		Variation in 2025 from the 2020 to 2024 Avg	
	Year to Date to 18 May						no.	%	no.*	%
Central	15	10	25	6	15	14	-1	-6.7%	0	-1.4%
Northern	13	17	19	11	16	8	-8	-50.0%	-7	-47.4%
SEQ North	16	17	24	18	25	22	-3	-12.0%	2	10.0%
SEQ South	18	25	26	28	27	29	2	7.4%	4	16.9%
Southern	18	31	25	29	24	27	3	12.5%	2	6.3%

Note:

Figures are preliminary.

Where CSB Region was known.

* Figures are rounded to the nearest whole number.

Table 4: Fatalities by TMR Program Delivery and Operations Region

Transport and Main Roads Program Delivery and Operations Region	2020	2021	2022	2023	2024	2025	Variation in 2025 from 2024		Variation in 2025 from the 2020 to 2024 Avg	
	Year to Date to 18 May						no.	%	no.*	%
Central Queensland	15	10	25	6	15	14	-1	-6.7%	0	-1.4%
Metropolitan	11	16	15	11	28	17	-11	-39.3%	1	4.9%
North Coast	12	15	21	15	8	17	9	112.5%	3	19.7%
North Queensland	13	17	19	11	16	8	-8	-50.0%	-7	-47.4%
South Coast	10	11	13	19	14	15	1	7.1%	2	11.9%
Southern Queensland	19	31	26	30	26	29	3	11.5%	3	9.8%

Note

Figures are preliminary.

Where PDO Region was known.

* Figures are rounded to the nearest whole number.

Fatalities: 1 January 2019 to 31 December 2024

Table 5: Fatalities by characteristic

Behaviour / Characteristic: Fatalities as a result of crashes	2019	2020	2021	2022	2023	2024		Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
1 January 2019 to 31 December 2024	no.	no.	no.	no.	no.	no.	%	no.	%	no.*	%
All fatalities	220	278	275	295	276	302	-	26	9.4%	33	12.4%
Involving speeding drivers/riders	51	70	78	88	90	69	22.8%	-21	-23.3%	-6	-8.5%
Involving drink drivers/riders	46	62	64	66	51	42	13.9%	-9	-17.6%	-16	-27.3%
Involving drug drivers/riders~	43	68	53	64	61	48	15.9%	-13	-21.3%	-10	-17.0%
Involving distracted/inattentive drivers/riders	22	26	25	37	32	29	9.6%	-3	-9.4%	1	2.1%
Fatigue related crashes (involving drivers/riders)	30	33	42	34	34	35	11.6%	1	2.9%	0	1.2%
Involving young adult drivers/riders, aged 16 to 24 years	69	81	79	73	74	69	22.8%	-5	-6.8%	-6	-8.2%
Involving young adult drivers/riders, aged 16 years	4	1	0	2	0	4	1.3%	4	-	3	185.7%
Involving young adult drivers/riders, aged 17 to 20 years	42	32	49	33	44	31	10.3%	-13	-29.5%	-9	-22.5%
Involving young adult drivers/riders, aged 21 to 24 years	24	49	34	39	32	36	11.9%	4	12.5%	0	1.1%
Involving senior adult drivers/riders, aged 60 to 74 years	46	49	50	75	55	74	24.5%	19	34.5%	19	34.5%
Involving senior adult drivers/riders, aged 75 years or over	24	24	17	26	26	29	9.6%	3	11.5%	6	23.9%
Involving learner drivers/riders	9	10	14	8	11	9	3.0%	-2	-18.2%	-1	-13.5%
Involving provisional/P1/P2 drivers/riders	43	34	46	46	29	25	8.3%	-4	-13.8%	-15	-36.9%
Involving unlicensed drivers/riders	24	37	39	40	43	42	13.9%	-1	-2.3%	5	14.8%
Involving heavy freight vehicles	36	47	51	52	50	52	17.2%	2	4.0%	5	10.2%
Involving motorcycles (excluding mopeds)	44	55	67	71	81	80	26.5%	-1	-1.2%	16	25.8%
Involving mopeds	2	0	0	2	1	0	0.0%	-1	-100.0%	-1	-100.0%
Involving buses	0	3	3	4	3	8	2.6%	5	166.7%	5	207.7%
Child road user fatalities, aged 16 years or younger^	14	15	15	18	7	13	4.3%	6	85.7%	-1	-5.8%
Young adult road user fatalities, aged 17 to 24 years^	53	49	48	50	55	42	14.0%	-13	-23.6%	-9	-17.6%
Mature adult road user fatalities, aged 25 to 59 years^	98	148	153	149	144	155	51.7%	11	7.6%	17	12.0%
Senior adult road user fatalities, aged 60 to 74 years^	31	38	31	45	46	62	20.7%	16	34.8%	24	62.3%
Senior adult road user fatalities, aged 75 years or over^	24	28	28	33	24	28	9.3%	4	16.7%	1	2.2%
Vehicle occupant fatalities	150	183	178	188	166	176	-	10	6.0%	3	1.7%
Vehicle occupant fatalities, where restraint use was known	110	139	147	143	139	125	-	-14	-10.1%	-11	-7.8%
Unrestrained vehicle occupant fatalities#	28	43	40	39	42	25	20.0%	-	-33.8%	-	-29.4%

Note:

Figures are preliminary.

* Figures are rounded to the nearest whole number.

^ Where age was known.

~ Drug driving figures for fatal crashes are available from 1 January 2017, therefore figures have been compared against the previous four year average.

Restraint use is not applicable for all road user types (i.e. pedestrians, motorcycle riders/pillions, etc) and is not always known. Therefore the variation in unrestrained vehicle occupant casualties is measured as a change in the percentage of all vehicle occupant casualties, instead of the change in number, where restraint use was known.

Fatalities per 100,000 population: 12 months to 31 March 2025

Table 6: Fatalities per 100,000 population, by state

State	April 2023 to March 2024			April 2024 to March 2025			Percentage difference in rate with previous 12 month period
	Fatalities	Population ('000) as at Sep 2023	Fatalities per 100,000 population	Fatalities	Population ('000) as at Sep 2024	Fatalities per 100,000 population	
Queensland	288	5,496.7	5.24	290	5,608.7	5.17	-1.3%
New South Wales	340	8,390.4	4.05	348	8,511.2	4.09	0.9%
Victoria	290	6,866.3	4.22	284	7,013.0	4.05	-4.1%
South Australia	98	1,861.2	5.27	90	1,882.7	4.78	-9.2%
Western Australia	167	2,909.1	5.74	193	2,981.8	6.47	12.8%
Tasmania	32	574.1	5.57	35	576.0	6.08	9.0%
Northern Territory	46	253.8	18.12	48	255.6	18.78	3.6%
Australian Capital Territory	4	468.8	0.85	12	475.6	2.52	195.7%
Rest of Australia	977	21,328.7	4.58	1,010	21,700.7	4.65	1.6%
Australian Total	1,265	26,825.4	4.72	1,300	27,309.4	4.76	0.9%

Data source:

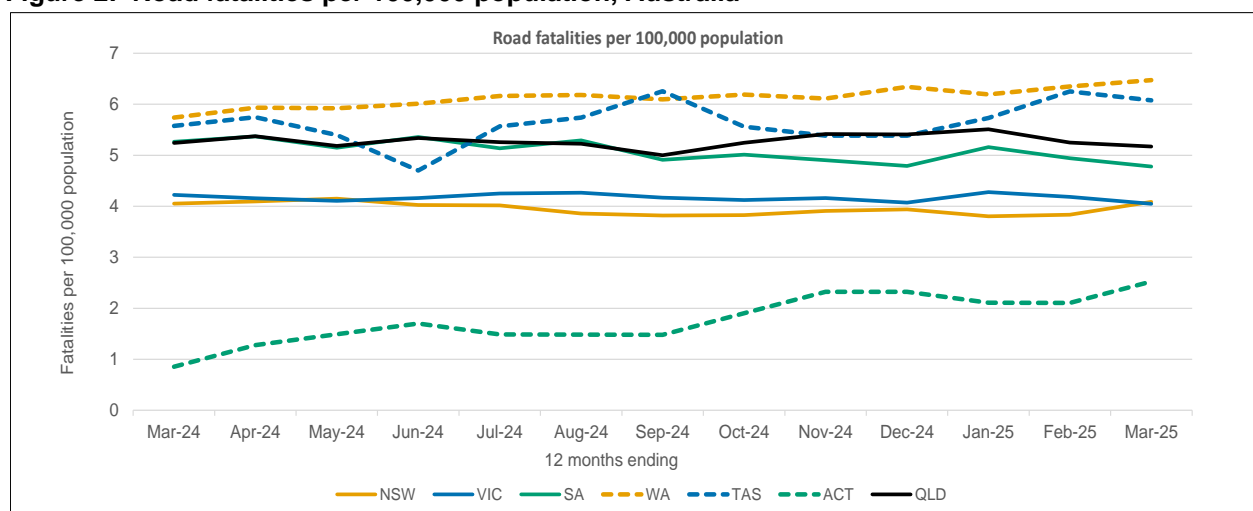
Population: Australian Bureau of Statistics - Catalog 3101.0

Interstate fatalities: Relevant State Authority

Note:

Figures are preliminary

Figure 2: Road fatalities per 100,000 population, Australia



For the 12 month period, 1 April 2024 to 31 March 2025:

- There were 290 fatalities within Queensland, which is two fatalities (or 0.7%) greater than the previous 12 month period (288).
- The road fatality rate for Queensland was 5.17 fatalities per 100,000 population which is 1.3% lower than the previous 12 month period (5.24) and is fifth behind the Australian Capital Territory (2.52), Victoria (4.05), New South Wales (4.09) and South Australia (4.78).
- There were 1,300 fatalities within Australia, which is 35 fatalities (or 2.8%) greater than the previous 12 month period (1,265).
- The road fatality rate for Australia was 4.76 fatalities per 100,000 population which is 0.9% higher than the previous 12 month period (4.72).

Hospitalised Casualties: Year to Date to Wednesday, 31 July 2024

Table 7: Comparative Queensland Hospitalised Casualties

	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
	Year to Date to 31 July						no.	%	no. ¹	%
Total hospitalisation crashes	3,290	2,934	3,746	3,365	3,879	4,010	131	3.4%	567	16.5%
Total hospitalised casualties	4,161	3,591	4,687	4,212	4,801	4,887	86	1.8%	597	13.9%
Driver hospitalised casualties	2,332	2,038	2,730	2,382	2,669	2,727	58	2.2%	297	12.2%
Passenger hospitalised casualties	833	647	869	812	832	832	0	0.0%	33	4.2%
Motorcycle/Moped rider and pillion hospitalised casualties	593	530	651	552	683	690	7	1.0%	88	14.7%
Bicycle rider and pillion hospitalised casualties	209	215	193	209	250	245	-5	-2.0%	30	13.8%
Personal mobility device user hospitalised casualties ²	-	-	-	-	119	146	27	22.7%	-	-
Pedestrian hospitalised casualties	183	156	227	251	237	237	0	0.0%	26	12.4%
Other hospitalised casualties ³	11	5	17	6	11	10	-1	-9.1%	0	0.0%
Hospitalised casualties involving heavy freight vehicles ⁴	311	244	275	321	356	342	-14	-3.9%	41	13.5%

Note:

Figures are preliminary.

¹ Figures are rounded to the nearest whole number.

² Personal mobility device users were recorded as pedestrians prior to 1 November 2022

³ Includes other hospitalised casualties such as horse riders and train drivers and passengers.

⁴ Includes all hospitalised casualties as a result of crashes involving heavy freight vehicles. These figures are also included in the road user type breakdown above (e.g. drivers, passengers, etc).

During 1 January to 31 July 2024, there were 4,887 hospitalised casualties as a result of crashes within Queensland, which is 86 hospitalised casualties (or 1.8%) greater than the same period for the previous year and 597 hospitalised casualties (or 13.9%) greater than the previous five year average for the same period (Table 7).

Figure 3: Cumulative Daily Hospitalised Casualties, Queensland

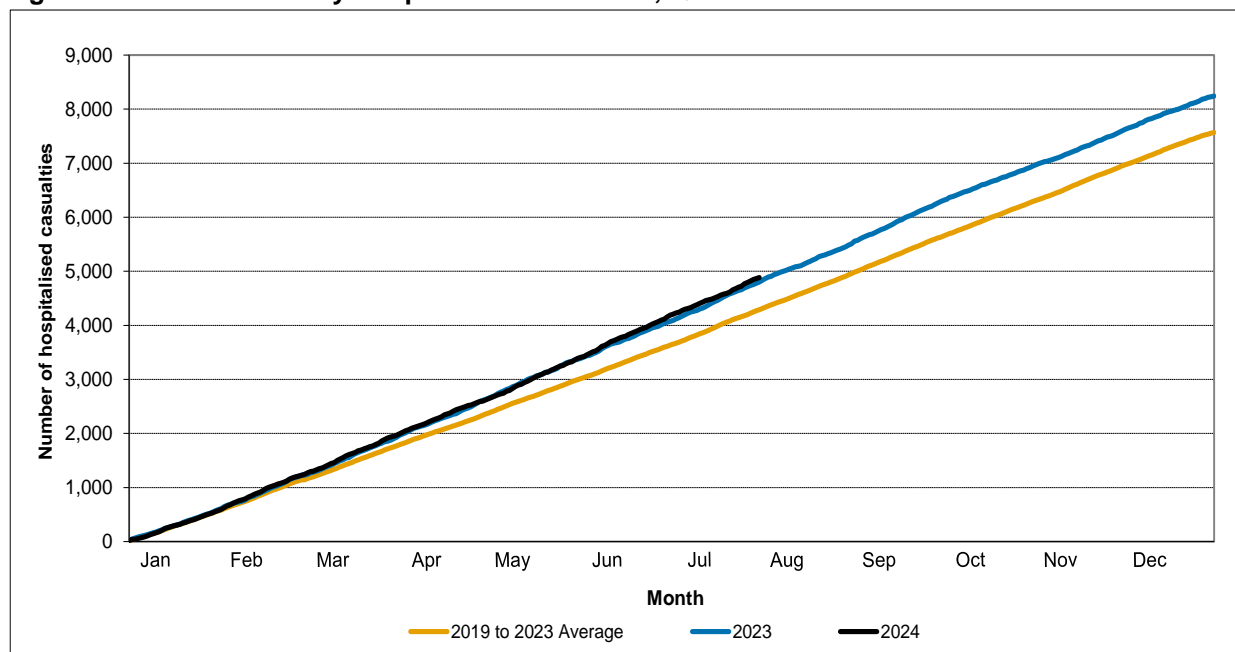


Table 8: Hospitalised Casualties by Police Region

Police Region	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
	Year to Date to 31 July						no.	%	no.*	%
Brisbane	987	798	987	827	1,093	1,127	34	3.1%	189	20.1%
Central	459	432	548	488	496	516	20	4.0%	31	6.5%
Far Northern	312	224	298	287	290	299	9	3.1%	17	6.0%
North Coast	855	785	944	901	1,001	969	-32	-3.2%	72	8.0%
Northern	251	215	300	274	288	287	-1	-0.3%	21	8.1%
South Eastern	720	653	939	833	954	984	30	3.1%	164	20.0%
Southern	577	484	671	602	679	704	25	3.7%	101	16.8%

Note:

Figures are preliminary.

Where Police Region was known.

* Figures are rounded to the nearest whole number.

Table 9: Hospitalised Casualties by TMR Customer Services Branch Region

Transport and Main Roads Customer Services Branch Region	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
	Year to Date to 31 July						no.	%	no.*	%
Central	465	434	553	491	502	520	18	3.6%	31	6.3%
Northern	560	437	594	558	575	586	11	1.9%	41	7.6%
SEQ North	1,012	899	1,057	1,003	1,116	1,204	88	7.9%	187	18.3%
SEQ South	1,538	1,305	1,788	1,551	1,946	1,893	-53	-2.7%	267	16.4%
Southern	586	516	695	609	662	683	21	3.2%	69	11.3%

Note:

Figures are preliminary.

Where CSB Region was known.

* Figures are rounded to the nearest whole number.

Table 10: Hospitalised Casualties by TMR Program Delivery and Operations Region

Transport and Main Roads Program Delivery and Operations Region	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
	Year to Date to 31 July						no.	%	no.*	%
Central Queensland	465	434	553	491	502	520	18	3.6%	31	6.3%
Metropolitan	1,152	914	1,154	962	1,279	1,295	16	1.3%	203	18.6%
North Coast	631	577	675	686	743	736	-7	-0.9%	74	11.1%
North Queensland	560	437	594	558	575	586	11	1.9%	41	7.6%
South Coast	728	671	956	851	977	1,016	39	4.0%	179	21.4%
Southern Queensland	625	558	755	664	725	733	8	1.1%	68	10.2%

Note

Figures are preliminary.

Where PDO Region was known.

* Figures are rounded to the nearest whole number.

Hospitalised Casualties: 1 January 2018 to 31 December 2023 and Year to Date to 31 July 2024

Table 11: Hospitalised Casualties by Characteristic

Behaviour / Characteristic: Hospitalised casualties as a result of crashes	2018	2019	2020	2021	2022	2023		Variation in 2023 from 2022		Variation in 2023 from the 2018 to 2022 Avg		Year to Date to 31 July 2024	
1 January 2018 to 31 December 2023 and Year to Date to 31 July 2024	no.	no.	no.	no.	no.	no.	%	no.	%	no.*	%	no.	%
All hospitalised casualties	6,825	7,020	7,011	7,908	7,668	8,243	-	575	7.5%	957	13.1%	4,887	
Involving speeding drivers/riders	380	338	391	452	488	433	5.3%	-55	-11.3%	23	5.7%	229	4.7%
Involving drink drivers/riders	621	634	803	891	823	819	9.9%	-4	-0.5%	65	8.6%	494	10.1%
Involving drug drivers/riders	180	263	345	273	267	243	2.9%	-24	-9.0%	-23	-8.5%	158	3.2%
Involving distracted/inattentive drivers/riders	1,361	1,482	1,488	1,644	1,748	1,672	20.3%	-76	-4.3%	127	8.2%	990	20.3%
Fatigue related crashes (involving drivers/riders)	470	479	474	544	548	492	6.0%	-56	-10.2%	-11	-2.2%	255	5.2%
Involving young adult drivers/riders, aged 16 to 24 years	2,187	2,226	2,439	2,614	2,437	2,637	32.0%	200	8.2%	256	10.8%	1,543	31.6%
Involving young adult drivers/riders, aged 16 years	41	52	54	66	60	57	0.7%	-3	-5.0%	2	4.4%	42	0.9%
Involving young adult drivers/riders, aged 17 to 20 years	1,109	1,166	1,306	1,387	1,308	1,476	17.9%	168	12.8%	221	17.6%	777	15.9%
Involving young adult drivers/riders, aged 21 to 24 years	1,103	1,109	1,182	1,259	1,184	1,234	15.0%	50	4.2%	67	5.7%	809	16.6%
Involving senior adult drivers/riders, aged 60 to 74 years	1,272	1,386	1,207	1,496	1,478	1,603	19.4%	125	8.5%	235	17.2%	912	18.7%
Involving senior adult drivers/riders, aged 75 years or over	500	480	433	558	560	604	7.3%	44	7.9%	98	19.3%	385	7.9%
Involving learner drivers/riders	196	189	249	221	270	278	3.4%	8	3.0%	53	23.6%	158	3.2%
Involving provisional/P1/P2 drivers/riders	1,270	1,262	1,307	1,511	1,313	1,445	17.5%	132	10.1%	112	8.4%	708	14.5%
Involving unlicensed drivers/riders	501	514	560	571	629	628	7.6%	-1	-0.2%	73	13.2%	419	8.6%
Involving heavy freight vehicles	495	501	454	500	543	610	7.4%	67	12.3%	111	22.3%	342	7.0%
Involving motorcycles (excluding mopeds)	967	965	1,004	1,076	1,031	1,215	14.7%	184	17.8%	206	20.5%	685	14.0%
Involving mopeds	61	76	54	37	36	50	0.6%	14	38.9%	-3	-5.3%	30	0.6%
Involving buses	121	112	85	131	111	101	1.2%	-10	-9.0%	-11	-9.8%	97	2.0%
Child road user hospitalised casualties, aged 16 years or younger^	483	488	524	609	625	646	7.8%	21	3.4%	100	18.4%	405	8.3%
Young adult road user hospitalised casualties, aged 17 to 24 years^	1,426	1,451	1,634	1,706	1,592	1,746	21.2%	154	9.7%	184	11.8%	1,020	20.9%
Mature adult road user hospitalised casualties, aged 25 to 59 years^	3,695	3,827	3,787	4,224	4,048	4,381	53.2%	333	8.2%	465	11.9%	2,578	52.9%
Senior adult road user hospitalised casualties, aged 60 to 74 years^	851	871	761	920	949	1,005	12.2%	56	5.9%	135	15.5%	601	12.3%
Senior adult road user hospitalised casualties, aged 75 years or over^	357	363	296	434	436	452	5.5%	16	3.7%	75	19.8%	271	5.6%
Vehicle occupant hospitalised casualties	5,118	5,306	5,298	6,056	5,813	5,981	-	168	2.9%	463	8.4%	3,559	-
Vehicle occupant hospitalised casualties, where restraint use was known	4,274	4,483	4,369	5,109	4,914	5,068	-	154	3.1%	438	9.5%	2,911	-
Unrestrained vehicle occupant hospitalised casualties#	189	180	188	206	239	188	3.7%	-	-23.7%	-	-14.3%	111	3.8%

Note:

Figures are preliminary.

* Figures are rounded to the nearest whole number.

^ Where age was known.

Restraint use is not applicable for all road user types (i.e. pedestrians, motorcycle riders/pillions, etc) and is not always known. Therefore the variation in unrestrained vehicle occupant casualties is measured as a change in the percentage of all vehicle occupant casualties, instead of the change in number, where restraint use was known.