

Queensland Road Crash Weekly Report

Report No: 1404f

Data Extracted: 30 May 2025

Fatalities: 1 January to 31 December 2024

Table 1: Comparative Queensland Road Fatalities

	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
							no.	%	no. ¹	%
Total fatal crashes	197	251	246	273	261	273	12	4.6%	27	11.2%
Total fatalities	220	278	275	295	274	302	28	10.2%	34	12.5%
Driver fatalities	113	134	116	139	127	124	-3	-2.4%	-2	-1.4%
Passenger fatalities	37	49	62	49	37	52	15	40.5%	5	11.1%
Motorcycle/Moped rider and pillion fatalities	45	54	67	73	79	77	-2	-2.5%	13	21.1%
Bicycle rider and pillion fatalities	6	7	10	6	5	8	3	60.0%	1	17.6%
Personal mobility device user fatalities ²	-	-	-	0 ²	3	8	5	166.7%	-	-
Pedestrian fatalities	18	34	20	28	23	33	10	43.5%	8	34.1%
Other fatalities ³	1	0	0	0	0	0	0	-	0	-
Fatalities involving heavy freight vehicles ⁴	36	47	51	52	50	52	2	4.0%	5	10.2%

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 31 December 2024, there were 302 fatalities as a result of crashes within Queensland, which is 28 fatalities (or 10.2%) greater than the previous year and 34 fatalities (or 12.5%) greater than the previous five year average (Table 1).

Figure 1: Cumulative Daily Road Fatalities, Queensland

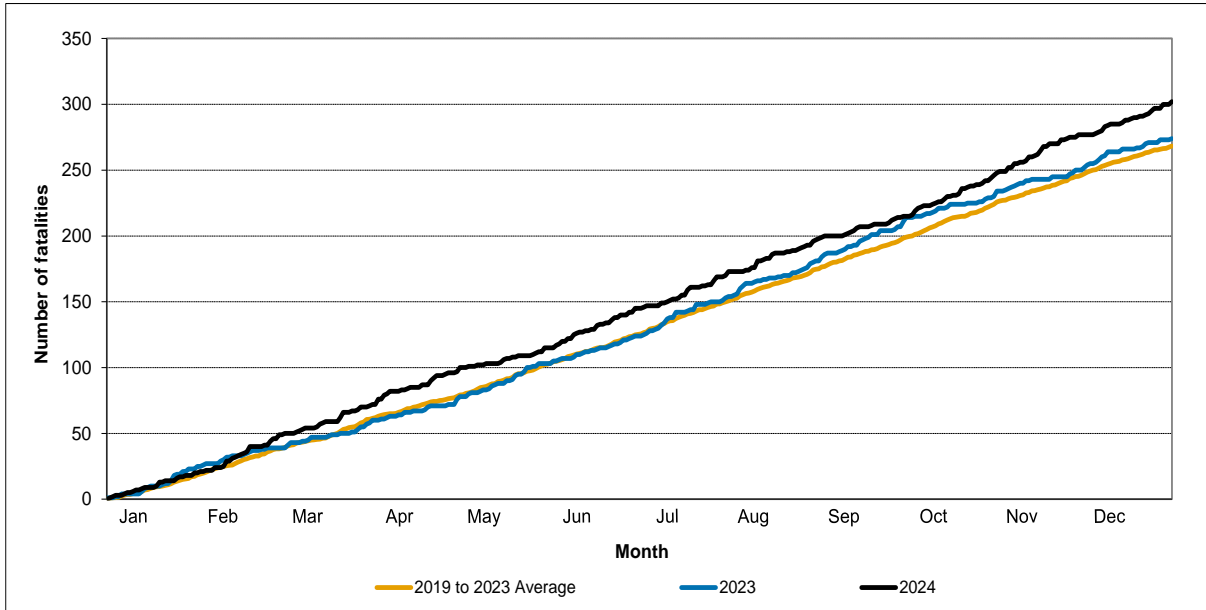


Table 2: Fatalities by Police Region

Police Region	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
							no.	%	no.*	%
Brisbane	26	19	36	33	22	43	21	95.5%	16	58.1%
Central	32	39	33	52	35	49	14	40.0%	11	28.3%
Far Northern	30	27	19	35	18	33	15	83.3%	7	27.9%
North Coast	44	76	72	62	83	59	-24	-28.9%	-8	-12.5%
Northern	23	30	25	15	21	17	-4	-19.0%	-6	-25.4%
South Eastern	16	42	40	40	36	37	1	2.8%	2	6.3%
Southern	49	45	50	58	59	64	5	8.5%	12	22.6%

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	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
							no.	%	no.*	%
Central	32	40	34	52	35	49	14	40.0%	10	26.9%
Northern	53	57	44	50	39	50	11	28.2%	1	2.9%
SEQ North	44	48	52	52	56	55	-1	-1.8%	5	9.1%
SEQ South	41	67	74	81	64	77	13	20.3%	12	17.7%
Southern	50	66	71	60	80	71	-9	-11.3%	6	8.6%

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	2019	2020	2021	2022	2023	2024	Variation in 2024 from 2023		Variation in 2024 from the 2019 to 2023 Avg	
							no.	%	no.*	%
Central Queensland	32	40	34	52	35	49	14	40.0%	10	26.9%
Metropolitan	29	24	40	43	30	56	26	86.7%	23	68.7%
North Coast	33	42	43	44	44	34	-10	-22.7%	-7	-17.5%
North Queensland	53	57	44	50	39	50	11	28.2%	1	2.9%
South Coast	18	46	41	43	41	39	-2	-4.9%	1	3.2%
Southern Queensland	55	69	73	63	85	74	-11	-12.9%	5	7.2%

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	274	302	-	28	10.2%	34	12.5%
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	33	29	9.6%	-4	-12.1%	0	1.4%
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	73	69	22.8%	-4	-5.5%	-6	-8.0%
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	31	36	11.9%	5	16.1%	1	1.7%
Involving senior adult drivers/riders, aged 60 to 74 years	46	49	50	75	54	74	24.5%	20	37.0%	19	35.0%
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	53	42	14.0%	-11	-20.8%	-9	-17.0%
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	164	176	-	12	7.3%	3	2.0%
Vehicle occupant fatalities, where restraint use was known	110	139	147	143	137	125	-	-12	-8.8%	-10	-7.5%
Unrestrained vehicle occupant fatalities#	28	43	40	39	42	25	20.0%	-	-34.8%	-	-29.6%

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 December 2024

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

State	January to December 2023			January to December 2024			Percentage difference in rate with previous 12 month period
	Fatalities	Population ('000) as at Jun 2023	Fatalities per 100,000 population	Fatalities	Population ('000) as at Jun 2024	Fatalities per 100,000 population	
Queensland	274	5,460.5	5.02	302	5,583.8	5.41	7.8%
New South Wales	340	8,341.2	4.08	334	8,479.3	3.94	-3.4%
Victoria	295	6,816.2	4.33	284	6,978.7	4.07	-6.0%
South Australia	117	1,853.0	6.31	90	1,878.0	4.79	-24.1%
Western Australia	159	2,883.8	5.51	188	2,965.1	6.34	15.0%
Tasmania	36	573.7	6.27	31	575.5	5.39	-14.2%
Northern Territory	31	253.1	12.25	60	255.1	23.52	92.0%
Australian Capital Territory	4	466.4	0.86	11	473.9	2.32	170.6%
Rest of Australia	982	21,192.3	4.63	998	21,610.5	4.62	-0.3%
Australian Total	1,256	26,652.8	4.71	1,300	27,194.4	4.78	1.4%

Data source:

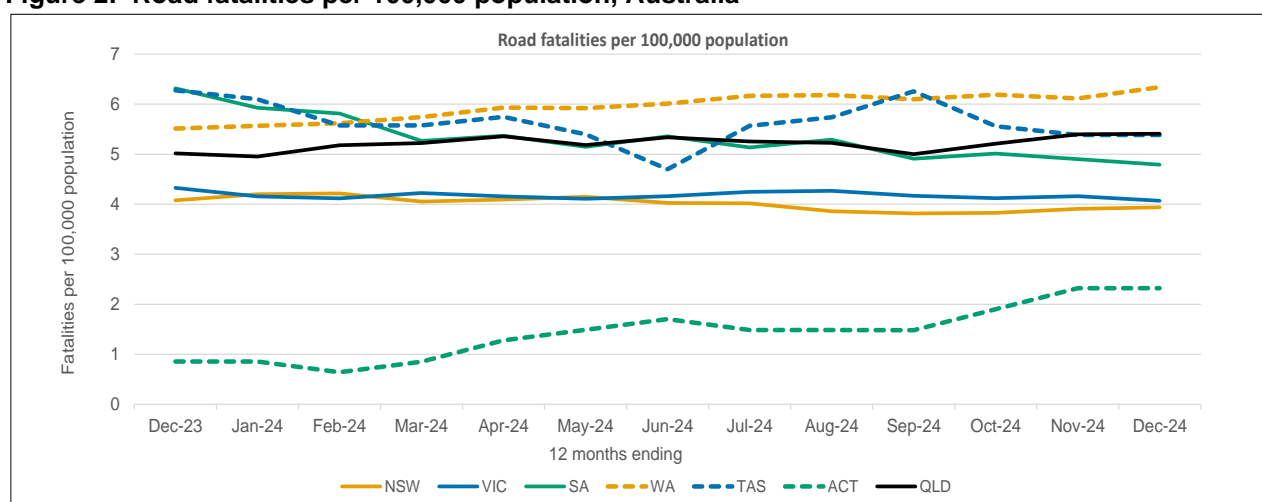
Population: Australian Bureau of Statistics - Catalog 3101.0

Interstate fatalities: Relevant State Authority

Note:

Figures are preliminary

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



For the 12 month period, 1 January to 31 December 2024:

- There were 302 fatalities within Queensland, which is 28 fatalities (or 10.2%) greater than the previous 12 month period (274).
- The road fatality rate for Queensland was 5.41 fatalities per 100,000 population which is 7.8% higher than the previous 12 month period (5.02) and is sixth behind the Australian Capital Territory (2.32), New South Wales (3.94), Victoria (4.07), South Australia (4.79) and Tasmania (5.39).
- There were 1,300 fatalities within Australia, which is 44 fatalities (or 3.5%) greater than the previous 12 month period (1,256).
- The road fatality rate for Australia was 4.78 fatalities per 100,000 population which is 1.4% higher than the previous 12 month period (4.71).

Hospitalised Casualties: Year to Date to Saturday, 31 August 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 August						no.	%	no. ¹	%
Total hospitalisation crashes	3,801	3,487	4,253	3,940	4,465	4,647	182	4.1%	658	16.5%
Total hospitalised casualties	4,775	4,270	5,326	4,906	5,509	5,662	153	2.8%	705	14.2%
Driver hospitalised casualties	2,677	2,405	3,113	2,766	3,067	3,156	89	2.9%	350	12.5%
Passenger hospitalised casualties	948	791	978	923	948	948	0	0.0%	30	3.3%
Motorcycle/Moped rider and pillion hospitalised casualties	674	639	734	670	798	822	24	3.0%	119	16.9%
Bicycle rider and pillion hospitalised casualties	236	244	226	240	281	282	1	0.4%	37	14.9%
Personal mobility device user hospitalised casualties ²	-	-	-	-	134	168	34	25.4%	-	-
Pedestrian hospitalised casualties	228	185	258	300	269	273	4	1.5%	25	10.1%
Other hospitalised casualties ³	12	6	17	7	12	13	1	8.3%	2	20.4%
Hospitalised casualties involving heavy freight vehicles ⁴	349	285	313	377	414	406	-8	-1.9%	58	16.8%

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 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 August 2024, there were 5,662 hospitalised casualties as a result of crashes within Queensland, which is 153 hospitalised casualties (or 2.8%) greater than the same period for the previous year and 705 hospitalised casualties (or 14.2%) greater than the previous five year average for the same period (Table 7).

Figure 3: Cumulative Daily Hospitalised Casualties, Queensland

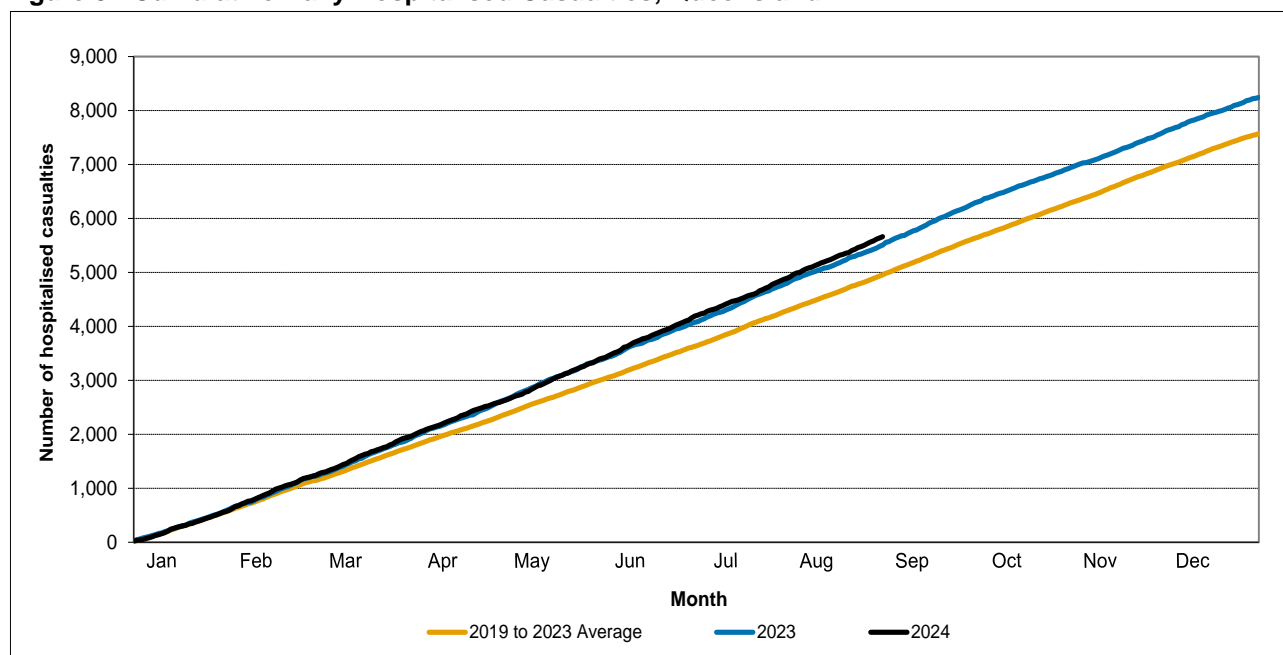


Table 8: Hospitalised Casualties by Police Region

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 August						no.	%	no.*	%
Brisbane	1,137	926	1,113	967	1,237	1,276	39	3.2%	200	18.6%
Central	526	520	623	573	594	620	26	4.4%	53	9.3%
Far Northern	360	275	334	330	349	356	7	2.0%	26	8.0%
North Coast	979	932	1,072	1,042	1,155	1,130	-25	-2.2%	94	9.1%
Northern	287	265	361	314	334	332	-2	-0.6%	20	6.3%
South Eastern	824	750	1,059	977	1,077	1,129	52	4.8%	192	20.4%
Southern	662	602	764	703	763	818	55	7.2%	119	17.1%

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 August						no.	%	no.*	%
Central	532	522	629	577	603	624	21	3.5%	51	9.0%
Northern	644	538	691	641	678	688	10	1.5%	50	7.8%
SEQ North	1,171	1,036	1,195	1,171	1,277	1,392	115	9.0%	222	19.0%
SEQ South	1,750	1,533	2,038	1,829	2,195	2,174	-21	-1.0%	305	16.3%
Southern	678	641	773	688	756	783	27	3.6%	76	10.7%

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 August						no.	%	no.*	%
Central Queensland	532	522	629	577	603	624	21	3.5%	51	9.0%
Metropolitan	1,316	1,070	1,309	1,139	1,446	1,478	32	2.2%	222	17.7%
North Coast	724	676	770	803	857	868	11	1.3%	102	13.3%
North Queensland	644	538	691	641	678	688	10	1.5%	50	7.8%
South Coast	835	772	1,080	997	1,103	1,163	60	5.4%	206	21.5%
Southern Queensland	724	692	847	749	822	840	18	2.2%	73	9.5%

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 August 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 August 2024	
1 January 2018 to 31 December 2023 and Year to Date to 31 August 2024	no.	no.	no.	no.	no.	no.	%	no.	%	no.*	%	no.	%
All hospitalised casualties	6,825	7,020	7,011	7,908	7,668	8,240	-	572	7.5%	954	13.1%	5,662	-
Involving speeding drivers/riders	380	338	391	452	488	433	5.3%	-55	-11.3%	23	5.7%	266	4.7%
Involving drink drivers/riders	621	634	803	891	823	819	9.9%	-4	-0.5%	65	8.6%	556	9.8%
Involving drug drivers/riders	180	263	345	273	267	243	2.9%	-24	-9.0%	-23	-8.5%	192	3.4%
Involving distracted/inattentive drivers/riders	1,361	1,482	1,488	1,644	1,748	1,671	20.3%	-77	-4.4%	126	8.2%	1,143	20.2%
Fatigue related crashes (involving drivers/riders)	470	479	474	544	548	492	6.0%	-56	-10.2%	-11	-2.2%	285	5.0%
Involving young adult drivers/riders, aged 16 to 24 years	2,187	2,226	2,439	2,614	2,437	2,635	32.0%	198	8.1%	254	10.7%	1,786	31.5%
Involving young adult drivers/riders, aged 16 years	41	52	54	66	60	57	0.7%	-3	-5.0%	2	4.4%	53	0.9%
Involving young adult drivers/riders, aged 17 to 20 years	1,109	1,166	1,306	1,387	1,308	1,475	17.9%	167	12.8%	220	17.5%	906	16.0%
Involving young adult drivers/riders, aged 21 to 24 years	1,103	1,109	1,182	1,259	1,184	1,233	15.0%	49	4.1%	66	5.6%	916	16.2%
Involving senior adult drivers/riders, aged 60 to 74 years	1,272	1,386	1,207	1,496	1,478	1,601	19.4%	123	8.3%	233	17.0%	1,056	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%	451	8.0%
Involving learner drivers/riders	196	189	249	221	270	278	3.4%	8	3.0%	53	23.6%	199	3.5%
Involving provisional/P1/P2 drivers/riders	1,270	1,262	1,307	1,511	1,313	1,444	17.5%	131	10.0%	111	8.4%	819	14.5%
Involving unlicensed drivers/riders	501	514	560	571	629	628	7.6%	-1	-0.2%	73	13.2%	476	8.4%
Involving heavy freight vehicles	495	501	454	500	543	607	7.4%	64	11.8%	108	21.7%	406	7.2%
Involving motorcycles (excluding mopeds)	967	965	1,004	1,076	1,031	1,214	14.7%	183	17.7%	205	20.4%	814	14.4%
Involving mopeds	61	76	54	37	36	50	0.6%	14	38.9%	-3	-5.3%	36	0.6%
Involving buses	121	112	85	131	111	101	1.2%	-10	-9.0%	-11	-9.8%	108	1.9%
Child road user hospitalised casualties, aged 16 years or younger^	483	488	524	609	625	646	7.9%	21	3.4%	100	18.4%	465	8.2%
Young adult road user hospitalised casualties, aged 17 to 24 years^	1,426	1,451	1,634	1,706	1,592	1,745	21.2%	153	9.6%	183	11.7%	1,160	20.5%
Mature adult road user hospitalised casualties, aged 25 to 59 years^	3,695	3,827	3,787	4,224	4,048	4,381	53.3%	333	8.2%	465	11.9%	3,007	53.2%
Senior adult road user hospitalised casualties, aged 60 to 74 years^	851	871	761	920	949	1,003	12.2%	54	5.7%	133	15.2%	709	12.5%
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%	309	5.5%
Vehicle occupant hospitalised casualties	5,118	5,306	5,298	6,056	5,813	5,979	-	166	2.9%	461	8.4%	4,104	-
Vehicle occupant hospitalised casualties, where restraint use was known	4,274	4,483	4,369	5,109	4,914	5,066	-	152	3.1%	436	9.4%	3,358	-
Unrestrained vehicle occupant hospitalised casualties#	189	180	188	206	239	188	3.7%	-	-23.7%	-	-14.3%	128	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.