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2021 Summary Road Crash Report

Queensland Road Fatalities

Updated May 2024

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Purpose

The purpose of this report is to provide a summary of the characteristics of road fatalities and motor vehicles/controllers involved in fatal crashes during 2021.

Data

2.1 Definition of a road traffic crash

The road traffic crash data presented within this report has been extracted from the Department of Transport and Main Roads' (TMR) RoadCrash database. A road traffic crash, for the purpose of the RoadCrash database and reporting, is a crash reported to the Queensland Police Service (QPS), which resulted from the movement of at least one road vehicle on a public road or road related area and resulted in a person being killed or injured.

Queensland road fatalities during 2021

(Note: Data extracted 13 May 2024)

3.1 Long term trend

The Queensland road fatality rate for 2021 was 5.27 fatalities per 100,000 population, which is 2.0% fewer than the rate for the previous year (5.38).

This represents a departure from the consistently lower fatality rates in the years leading up to 2019 and is the seventh lowest road fatality rate recorded for a calendar year since accurate records began in 1952. The lowest road fatality rate within Queensland (4.32) occurred during 2019 and the second lowest road fatality rate (4.72) occurred during 2014.

Figure 1: Fatalities per 100,000 population, Queensland, 1969 to 2021
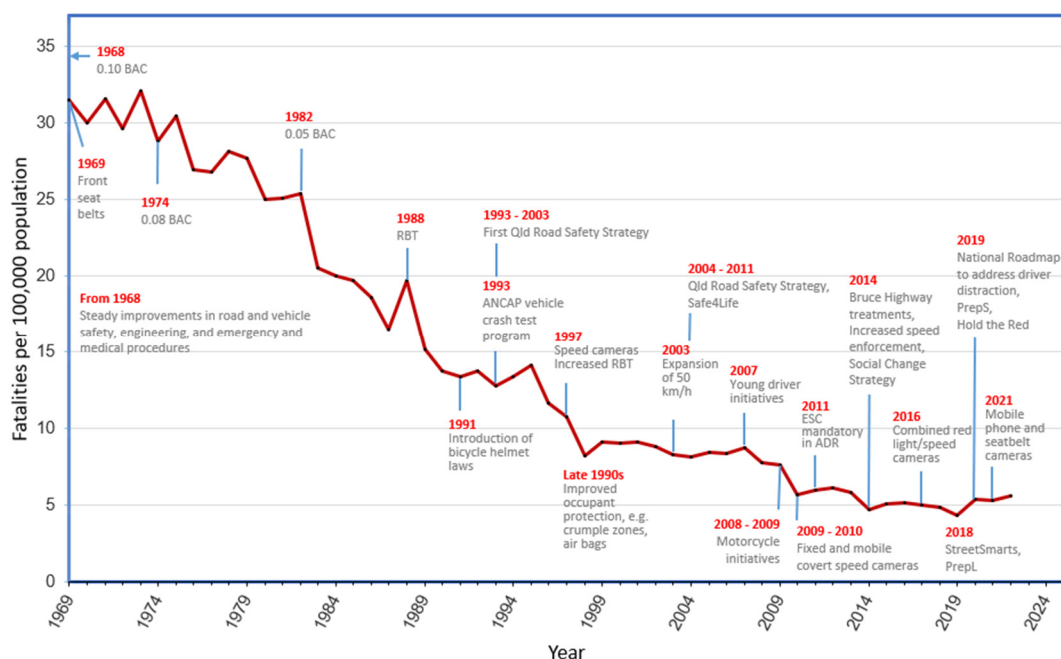
3.2   Queensland road fatalities

In 2021 there were 275 road fatalities within Queensland, which is three fatalities (or 1.1%) fewer than the previous year of 278 fatalities and 27 fatalities (or 10.8%) greater than the previous five-year average.

3.3   Major characteristics, relative increases, and relative decreases of road fatalities within Queensland

3.3.1   Major characteristics[1]

The major characteristics of road fatalities in Queensland during 2021 were:

- involving the fatal-five – 176 (64.0%)
- involving drivers/riders who disobeyed road rules - 176 (64.0%)
- alcohol/drug related crashes - 117 (42.5%)
- occurring in North Coast Police Region - 72 fatalities (38.9%)
- involving young adult drivers/riders (16-24) - 79 fatalities (28.7%)
- involving speeding drivers/riders - 78 fatalities (28.4%)
- unrestrained vehicle occupant fatalities - 40 fatalities (27.2% of vehicle occupant fatalities, where restraint use was known).

3.3.2   Increases[2]

The major relative increases in the number of road fatalities in Queensland during 2021 compared with 2020 and the previous five-year average (2016 to 2020) were:

- involving the fatal-five – 176 (64.0%) – 25 (16.6%) greater than 2020 and 45 (34.1%) greater than the previous five-year average

- unrestrained vehicle occupant fatalities – 40 (27.2% of vehicle occupant fatalities, where restraint use was known) – three (7.0%) fewer than 2020 and 10 (31.6%) greater than the previous five-year average

- involving speeding drivers/riders –78 (28.4%) – nine (or 13.0%) greater than 2020 and 21 (or 35.9%) greater than the previous five-year average

- involving motorcycles/mopeds – 67 (or 24.4%) – 12 (21.8%) greater than 2020 and 15 (or 29.3%) greater than the previous five-year average

- involving drink drivers/riders – 64 (23.3%) – two (3.2%) greater than 2020 and 12 (or 23.1%) greater than the previous five-year average.

3.3.3   Decreases[3]

The major relative decreases in the number of road fatalities in Queensland during 2021 compared with 2020 and the 2016 to 2020 average were:

- pedestrian fatalities – 20 (7.3%) – 14 (or 41.2%) fewer than 2020 and 12 (37.1%) fewer than the previous five-year average.

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[1] Major characteristics represent at least 25 per cent of road fatalities within Queensland during 2021.
[2] Major relative increases represent at least 20% of all fatalities during 2021 and increased when compared with the previous five-year average (approximately 20%).
[3] Major relative decreases represent at least 10 per cent of road fatalities during 2021-22 and decreased during 2022-23 by at least 10 per cent when compared with the previous five-year average.

3.4 Interstate comparison – fatalities per 100,000 population

The Queensland road fatality rate for 2021 was 5.27 fatalities per 100,000 population, which is 2.0% lower than the 2020 fatality rate (5.38), and is fourth behind ACT (2.43), NSW (3.40) and VIC (3.57).

Table 1: Fatalities per 100,000 population by State, 2021 compared with 2020

State	2020			2021			Percentage difference in rate with the previous year
	Fatalities	Population ('000) as at Jun 2020	Fatalities per 100,000 population	Fatalities	Population ('000) as at Jun 2021	Fatalities per 100,000 population	
Queensland	278	5,165.6	5.38	275	5,215.8	5.27	-2.0%
New South Wales	284	8,110.6	3.50	275	8,097.1	3.40	-3.0%
Victoria	211	6,615.0	3.19	234	6,547.8	3.57	12.0%
South Australia	93	1,790.4	5.19	99	1,802.6	5.49	5.7%
Western Australia	155	2,712.9	5.71	166	2,749.4	6.04	5.7%
Tasmania	37	557.6	6.64	35	567.2	6.17	-7.0%
Northern Territory	31	247.4	12.53	35	248.2	14.10	12.6%
Australian Capital Territory	7	444.9	1.57	11	452.5	2.43	54.5%
Rest of Australia	818	20,483.6	3.99	855	20,469.6	4.18	4.6%
Australian Total	1,096	25,649.2	4.27	1,130	25,685.4	4.40	3.0%

Data source:

Population: Australian Bureau of Statistics - Catalog 3101.0

Interstate Road Toll: Relevant State Authority

Figure 2: Fatalities per 100,000 population, by State, 12 months ending December 2021
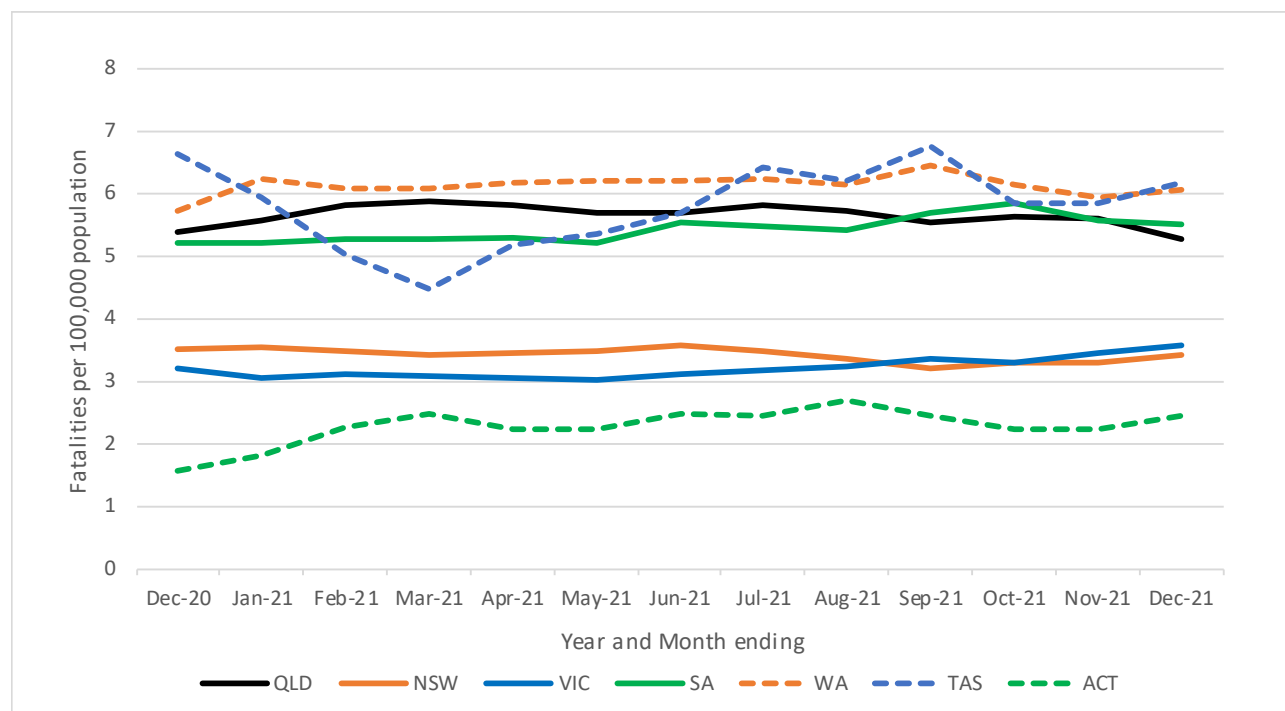
Appendix A

The terms **crash**, **casualty** and **vehicles involved** are used within the Appendix. To assist with the explanation of these terms, the following example has been provided. If two motor vehicles collide, then one road traffic crash has taken place which involved two vehicles/controllers. If there were three people injured in one of the motor vehicles and two people injured in the other motor vehicle, then this one crash has resulted in five casualties.

A.1   Fatalities as a result of crashes

A **fatality** is recorded when a person dies within 30 days as a result of injuries sustained in a road traffic crash.

Table A.1.1: Fatalities by gender and age group, Queensland, 2021 compared with 2020 and the 2016 to 2020 average

Gender / Age Group	2016 to 2020 Average		2020		2021		2021 v 2020		2021 v 2016 to 2020 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Male^										
0-16	7.0	3.8%	8	4.0%	8	3.9%	0	0.0%	1.0	14.3%
17-24	37.4	20.0%	32	15.8%	41	19.8%	9	28.1%	3.6	9.6%
25-59	98.2	52.6%	119	58.9%	112	54.1%	-7	-5.9%	13.8	14.1%
60-74	24.6	13.2%	26	12.9%	28	13.5%	2	7.7%	3.4	13.8%
75+	19.4	10.4%	17	8.4%	18	8.7%	1	5.9%	-1.4	-7.2%
Female^										
0-16	3.8	6.2%	7	9.2%	6	9.0%	-1	-14.3%	2.2	57.9%
17-24	10.4	17.0%	17	22.4%	7	10.4%	-10	-58.8%	-3.4	-32.7%
25-59	27.4	44.8%	29	38.2%	41	61.2%	12	41.4%	13.6	49.6%
60-74	10.2	16.7%	12	15.8%	3	4.5%	-9	-75.0%	-7.2	-70.6%
75+	9.4	15.4%	11	14.5%	10	14.9%	-1	-9.1%	0.6	6.4%
All*										
0-16	11.0	4.4%	15	5.4%	15	5.5%	0	0.0%	4.0	36.4%
17-24	47.8	19.3%	49	17.6%	48	17.5%	-1	-2.0%	0.2	0.4%
25-59	125.6	50.6%	148	53.2%	153	55.6%	5	3.4%	27.4	21.8%
60-74	34.8	14.0%	38	13.7%	31	11.3%	-7	-18.4%	-3.8	-10.9%
75+	28.8	11.6%	28	10.1%	28	10.2%	0	0.0%	-0.8	-2.8%

Note:

^ Where fatality age and gender were known

* Where fatality age was known. May include fatalities with an unknown gender

Table A.1.2: Fatalities by road user type, Queensland, 2021 compared with 2020 and the 2016 to 2020 average

Road User Type	2016 to 2020 Average		2020		2021		2021 v 2020		2021 v 2016 to 2020 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Driver	114.8	46.3%	134	48.2%	116	42.2%	-18	-13.4%	1.2	1.0%
Passenger	43.6	17.6%	49	17.6%	62	22.5%	13	26.5%	18.4	42.2%
Motorcycle/moped rider or pillion	50.8	20.5%	54	19.4%	67	24.4%	13	24.1%	16.2	31.9%
Bicycle rider or pillion	6.8	2.7%	7	2.5%	10	3.6%	3	42.9%	3.2	47.1%
Pedestrian	31.8	12.8%	34	12.2%	20	7.3%	-14	-41.2%	-11.8	-37.1%
Other^	0.4	0.2%	0	0.0%	0	0.0%	0	-	-0.4	-100.0%
Total	248.2	100.0%	278	100.0%	275	100.0%	-3	-1.1%	26.8	10.8%

Note:

^ Includes other fatalities such as horse riders and train drivers and passengers.

Table A.1.3: Fatalities by month, Queensland, 2021 compared with 2020 and the 2016 to 2020 average

Month	2016 to 2020 Average		2020		2021		2021 v 2020		2021 v 2016 to 2020 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
January	17.8	7.2%	10	3.6%	19	6.9%	9	90.0%	1.2	6.7%
February	15.6	6.3%	15	5.4%	28	10.2%	13	86.7%	12.4	79.5%
March	20.8	8.4%	23	8.3%	27	9.8%	4	17.4%	6.2	29.8%
April	16.6	6.7%	20	7.2%	17	6.2%	-3	-15.0%	0.4	2.4%
May	20.6	8.3%	22	7.9%	16	5.8%	-6	-27.3%	-4.6	-22.3%
June	22.4	9.0%	27	9.7%	26	9.5%	-1	-3.7%	3.6	16.1%
July	24.8	10.0%	25	9.0%	32	11.6%	7	28.0%	7.2	29.0%
August	22.0	8.9%	27	9.7%	22	8.0%	-5	-18.5%	0.0	0.0%
September	22.8	9.2%	25	9.0%	16	5.8%	-9	-36.0%	-6.8	-29.8%
October	21.8	8.8%	30	10.8%	36	13.1%	6	20.0%	14.2	65.1%
November	18.2	7.3%	24	8.6%	22	8.0%	-2	-8.3%	3.8	20.9%
December	24.8	10.0%	30	10.8%	14	5.1%	-16	-53.3%	-10.8	-43.5%
Total	248.2	100.0%	278	100.0%	275	100.0%	-3	-1.1%	26.8	10.8%

Table A.1.4: Fatalities by reporting period, Queensland, 2016 to 2021

Period	2016	2017	2018	2019	2020	2021	2017 to 2021 Daily Fatality Rate
	no.	no.	no.	no.	no.	no.	no.
Queensland School Holiday							
Easter	12	7	9	6	13	11	0.54
Winter	9	18	17	13	16	13	0.96
Spring	11	20	7	14	17	11	0.82
Summer*	39	25	28	14	35	20	0.54
Reporting Period							
Easter	0	2	4	4	2	5	0.68
Christmas*	6	10	13	1	10	5	0.65
Long Weekend							
Anzac Day	2	-	-	-	-	2	0.67
Australia Day	-	-	-	0	0	-	0.00
Labour Day	2	2	2	1	3	1	0.60
Queen's Birthday	3	4	2	5	6	3	1.33

Note:

* This period extends across two calendar years and is therefore listed under the year the period started. For example the 2021-22 Christmas period (December 2021 to January 2022) is listed

Table A.1.5: Road crash reporting periods, Queensland, 2016 to 2021

Period	2016	2017	2018	2019	2020	2021
Queensland School Holiday						
Easter	25 Mar to 10 Apr	1 to 17 Apr	30 Mar to 16 Apr	6 to 22 Apr	4 to 19 Apr	2 to 18 Apr
Winter	25 Jun to 10 Jul	24 Jun to 9 Jul	30 Jun to 15 Jul	29 Jun to 14 Jul	27 Jun to 12 Jul	26 Jun to 11 Jul
Spring	17 Sep to 3 Oct	16 Sep to 2 Oct	22 Sep to 7 Oct	21 Sep to 7 Oct	19 Sep to 5 Oct	18 Sep to 4 Oct
Summer*	10 Dec to 22 Jan	9 Dec to 21 Jan	15 Dec to 28 Jan	14 Dec to 27 Jan	12 Dec to 26 Jan	11 Dec to 23 Jan
Reporting Period						
Easter	24 to 28 Mar	13 to 17 Apr	29 Mar to 2 Apr	18 to 22 Apr	9 to 13 Apr	1 to 5 Apr
Christmas*^	23 Dec to 3 Jan	23 Dec to 3 Jan	23 Dec to 3 Jan	23 Dec to 3 Jan	23 Dec to 3 Jan	23 Dec to 3 Jan
Long Weekend						
Anzac Day	23 to 25 Apr	-	-	-	-	24 to 26 Apr
Australia Day	-	-	-	26 to 28 Jan	25 to 27 Jan	-
Labour Day	30 Apr to 2 May	29 Apr to 1 May	5 to 7 May	4 to 6 May	2 to 4 May	1 to 3 May
Queen's Birthday	1 to 3 Oct	30 Sep to 2 Oct	29 Sep to 1 Oct	5 to 7 Oct	3 to 5 Oct	2 to 4 Oct

Note:

* This period extends across two calendar years and is therefore listed under the year the period started. For example the 2021-22 Christmas period (December 2021 to January 2022) is listed under

^ During 2011, ANZPAA, a joint initiative of the Australian and New Zealand Police, along with the Department of Infrastructure and Transport and the New Zealand Ministry of Transport established a fixed Christmas/New Year reporting period (23 December to 3 January).

Figure A.1.1: Fatalities by day of week and time of day, Queensland, 2021 compared with 2020 and the 2016 to 2020 average
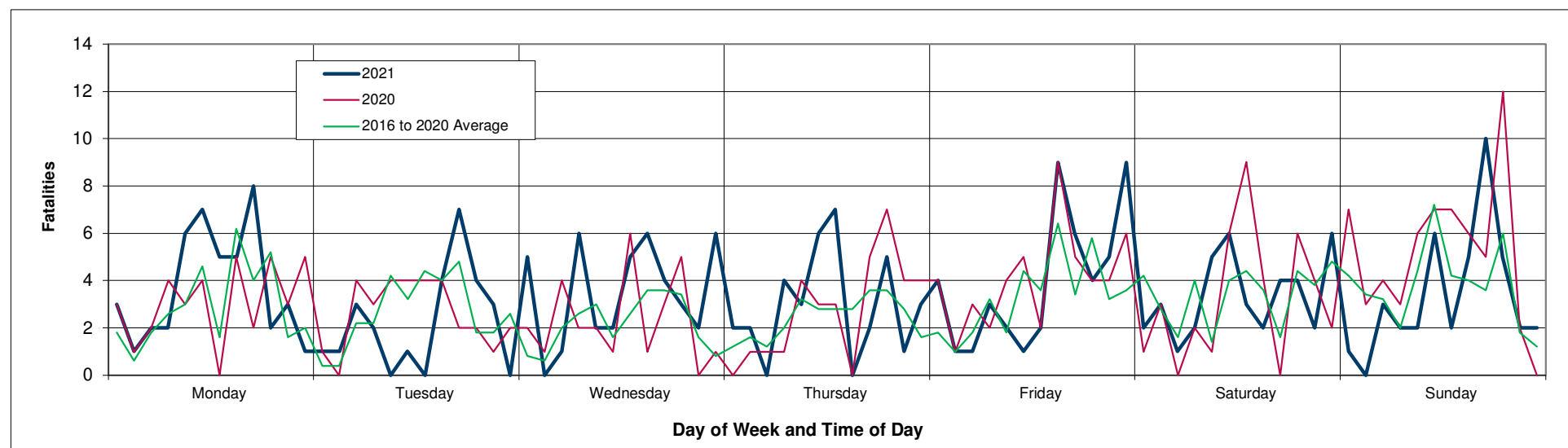
Table A.1.6: Fatalities by crash type and crash nature, Queensland, 2021 compared with 2020 and the 2016 to 2020 average

Crash Type/Nature	2016 to 2020 Average		2020		2021		2021 v 2020		2021 v 2016 to 2020 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Single Vehicle										
Fall from vehicle	13.8	5.6%	22	7.9%	12	4.4%	-10	-45.5%	-1.8	-13.0%
Hit object	91.4	36.8%	94	33.8%	96	34.9%	2	2.1%	4.6	5.0%
Hit parked vehicle	3.4	1.4%	2	0.7%	4	1.5%	2	100.0%	0.6	17.6%
Overturned	15.2	6.1%	18	6.5%	26	9.5%	8	44.4%	10.8	71.1%
Multi-Vehicle										
Angle	31.8	12.8%	36	12.9%	41	14.9%	5	13.9%	9.2	28.9%
Head-on	43.4	17.5%	55	19.8%	61	22.2%	6	10.9%	17.6	40.6%
Rear-end	11.0	4.4%	13	4.7%	15	5.5%	2	15.4%	4.0	36.4%
Sideswipe	7.8	3.1%	6	2.2%	4	1.5%	-2	-33.3%	-3.8	-48.7%
Hit Pedestrian										
Hit pedestrian	28.8	11.6%	30	10.8%	15	5.5%	-15	-50.0%	-13.8	-47.9%
Other										
Hit animal	1.2	0.5%	2	0.7%	1	0.4%	-1	-50.0%	-0.2	-16.7%
Other	0.4	0.2%	0	0.0%	0	0.0%	0	-	-0.4	-100.0%
Total Fatalities	248.2	100.0%	278	100.0%	275	100.0%	-3	-1.1%	26.8	10.8%

Table A.1.7: Fatalities by roadway feature and traffic control, Queensland, 2021 compared with 2020 and the 2016 to 2020 average

Characteristic	2016 to 2020 Average		2020		2021		2021 v 2020		2021 v 2016 to 2020 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Roadway Feature										
Cross intersection	17.2	6.9%	17	6.1%	21	7.6%	4	23.5%	3.8	22.1%
T-Junction intersection	26.2	10.6%	23	8.3%	24	8.7%	1	4.3%	-2.2	-8.4%
Y-Junction intersection	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Multiple road intersection	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Interchange	3.0	1.2%	3	1.1%	8	2.9%	5	166.7%	5.0	166.7%
Roundabout	2.6	1.0%	5	1.8%	2	0.7%	-3	-60.0%	-0.6	-23.1%
Bridge/causeway	6.4	2.6%	10	3.6%	14	5.1%	4	40.0%	7.6	118.8%
Railway crossing	0.2	0.1%	0	0.0%	1	0.4%	1	-	0.8	400.0%
Median opening	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Merge lane	1.2	0.5%	3	1.1%	0	0.0%	-3	-100.0%	-1.2	-100.0%
Forestry/National park road	1.0	0.4%	2	0.7%	4	1.5%	2	100.0%	3.0	300.0%
Bikeway	0.2	0.1%	0	0.0%	0	0.0%	0	-	-0.2	-100.0%
Other	8.0	3.2%	9	3.2%	9	3.3%	0	0.0%	1.0	12.5%
No roadway feature	182.2	73.4%	206	74.1%	192	69.8%	-14	-6.8%	9.8	5.4%
Traffic Control										
Police	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Road/Rail worker	0.4	0.2%	0	0.0%	0	0.0%	0	-	-0.4	-100.0%
Supervised school crossing	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Operating traffic lights	11.4	4.6%	13	4.7%	17	6.2%	4	30.8%	5.6	49.1%
Flashing amber lights	0.0	0.0%	0	0.0%	1	0.4%	1	-	1.0	-
Railway - lights only	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Railway - lights and boom gate	0.2	0.1%	0	0.0%	1	0.4%	1	-	0.8	400.0%
Stop sign	4.0	1.6%	5	1.8%	3	1.1%	-2	-40.0%	-1.0	-25.0%
Give way sign	13.2	5.3%	13	4.7%	13	4.7%	0	0.0%	-0.2	-1.5%
Railway crossing sign	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian crossing sign	1.2	0.5%	1	0.4%	0	0.0%	-1	-100.0%	-1.2	-100.0%
School crossing - flags	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian operated lights	0.2	0.1%	0	0.0%	0	0.0%	0	-	-0.2	-100.0%
Local area traffic management device	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Other	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
No traffic control	217.6	87.7%	246	88.5%	240	87.3%	-6	-2.4%	22.4	10.3%

Table A.1.8: Fatalities by speed limit, Police region and ABS remoteness classification, Queensland, 2021 compared with 2020 and the 2016 to 2020 average

Characteristic	2016 to 2020 Average		2020		2021		2021 v 2020		2021 v 2016 to 2020 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Speed Limit*										
0 to 40 km/h	2.6	1.0%	2	0.7%	4	1.5%	2	100.0%	1.4	53.8%
50 km/h	19.2	7.7%	24	8.6%	22	8.0%	-2	-8.3%	2.8	14.6%
60 km/h	51.2	20.6%	53	19.1%	55	20.0%	2	3.8%	3.8	7.4%
70 km/h	16.0	6.4%	20	7.2%	27	9.8%	7	35.0%	11.0	68.8%
80 to 90 km/h	45.0	18.1%	63	22.7%	35	12.7%	-28	-44.4%	-10.0	-22.2%
100 to 110 km/h	114.2	46.0%	116	41.7%	132	48.0%	16	13.8%	17.8	15.6%
Police Region^										
Brisbane	27.6	16.3%	19	9.9%	36	19.5%	17	89.5%	8.4	30.4%
Central	32.8	19.3%	39	20.4%	33	17.8%	-6	-15.4%	0.2	0.6%
Far Northern	26.2	15.4%	27	14.1%	19	10.3%	-8	-29.6%	-7.2	-27.5%
North Coast	62.2	36.7%	76	39.8%	72	38.9%	-4	-5.3%	9.8	15.8%
Northern	20.8	12.3%	30	15.7%	25	13.5%	-5	-16.7%	4.2	20.2%
South Eastern	30.8	18.2%	42	22.0%	40	21.6%	-2	-4.8%	9.2	29.9%
Southern	47.8	28.2%	45	23.6%	50	27.0%	5	11.1%	2.2	4.6%
Remoteness Classification#										
Major Cities	77.6	31.3%	83	29.9%	96	34.9%	13	15.7%	18.4	23.7%
Inner Regional	77.0	31.0%	87	31.3%	79	28.7%	-8	-9.2%	2.0	2.6%
Outer Regional	66.2	26.7%	76	27.3%	65	23.6%	-11	-14.5%	-1.2	-1.8%
Remote	16.2	6.5%	17	6.1%	23	8.4%	6	35.3%	6.8	42.0%
Very Remote	11.2	4.5%	15	5.4%	12	4.4%	-3	-20.0%	0.8	7.1%

Note:

* Where speed limit was known

^ Where Police region was known

 # Where remoteness classification was known. These figures were extracted using the Australian Bureau of Statistics (ABS) Australian Standard Geographical Classification (ASGC) Remoteness Classification.

Table A.1.9: Fatalities by behaviour/characteristic, Queensland, 2021 compared with 2020 and the 2016 to 2020 average

Behaviour / Characteristic	2016 to 2020 Average		2020		2021		2021 v 2020		2021 v 2016 to 2020 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
All fatalities	248.2	-	278	-	275	-	-3	-1.1%	26.8	10.8%
Alcohol/drug related crashes	113.6	45.8%	144	51.8%	117	42.5%	-27	-18.8%	3.4	3.0%
Involving drug drivers/riders[1]	-	-	68	24.5%	53	19.3%	-15	-22.1%	-	-
Involving alcohol impaired pedestrians	11.2	4.5%	11	4.0%	6	2.2%	-5	-45.5%	-5.2	-46.4%
Involving the fatal-five	131.2	52.9%	151	54.3%	176	64.0%	25	16.6%	44.8	34.1%
Involving drink drivers/riders	52.0	21.0%	62	22.3%	64	23.3%	2	3.2%	12.0	23.1%
Unrestrained vehicle occupant fatalities (where known)[2]	30.4	25.2%	43	30.9%	40	27.2%	-3	-7.0%	9.6	31.6%
Involving speeding drivers/riders	57.4	23.1%	69	24.8%	78	28.4%	9	13.0%	20.6	35.9%
Fatigue related crashes involving motor vehicles	29.8	12.0%	33	11.9%	42	15.3%	9	27.3%	12.2	40.9%
Involving distracted/inattentive drivers/riders	29.4	11.8%	26	9.4%	25	9.1%	-1	-3.8%	-4.4	-15.0%
Involving drivers/riders who disobeyed road rules	149.6	60.3%	176	63.3%	176	64.0%	0	0.0%	26.4	17.6%
Involving drivers/riders who disobeyed road rules (traffic lights/signs)	4.8	1.9%	5	1.8%	16	5.8%	11	220.0%	11.2	233.3%
Involving drivers/riders who disobeyed road rules (fail to giveway/stop)	13.4	5.4%	14	5.0%	14	5.1%	0	0.0%	0.6	4.5%
Involving drivers/riders who disobeyed road rules (other)	139.4	56.2%	167	60.1%	164	59.6%	-3	-1.8%	24.6	17.6%
Involving young adult drivers/riders (aged 16 to 24 years)	69.0	27.8%	81	29.1%	79	28.7%	-2	-2.5%	10.0	14.5%
Involving senior adult drivers/riders (aged 60 years or over)	71.2	28.7%	70	25.2%	65	23.6%	-5	-7.1%	-6.2	-8.7%
Involving senior adult drivers/riders (aged 60 to 74 years)	52.4	21.1%	49	17.6%	50	18.2%	1	2.0%	-2.4	-4.6%
Involving senior adult drivers/riders (aged 75 years or over)	23.2	9.3%	24	8.6%	17	6.2%	-7	-29.2%	-6.2	-26.7%
Involving unlicensed drivers/riders	26.2	10.6%	37	13.3%	39	14.2%	2	5.4%	12.8	48.9%
Involving unregistered motor vehicles	14.6	5.9%	14	5.0%	24	8.7%	10	71.4%	9.4	64.4%
Involving vehicle defects	7.2	2.9%	5	1.8%	7	2.5%	2	40.0%	-0.2	-2.8%
Involving heavy freight vehicles	41.8	16.8%	47	16.9%	51	18.5%	4	8.5%	9.2	22.0%
Involving buses	4.2	1.7%	3	1.1%	3	1.1%	0	0.0%	-1.2	-28.6%
Involving motorcycles/mopeds	51.8	20.9%	55	19.8%	67	24.4%	12	21.8%	15.2	29.3%
Involving motorcycles	50.8	20.5%	55	19.8%	67	24.4%	12	21.8%	16.2	31.9%
Involving mopeds	1.0	0.4%	0	0.0%	0	0.0%	0	-	-1.0	-100.0%
Involving bicycles	7.0	2.8%	8	2.9%	10	3.6%	2	25.0%	3.0	42.9%
Involving personal mobility devices[3]	-	-	-	-	-	-	-	-	-	-
Involving pedestrians	29.8	12.0%	31	11.2%	20	7.3%	-11	-35.5%	-9.8	-32.9%
Involving atmospheric conditions	3.0	1.2%	4	1.4%	6	2.2%	2	50.0%	3.0	100.0%
Involving rain/wet/slippery conditions	14.8	6.0%	21	7.6%	25	9.1%	4	19.0%	10.2	68.9%
Involving road conditions	34.6	13.9%	48	17.3%	47	17.1%	-1	-2.1%	12.4	35.8%
Involving lighting conditions	25.4	10.2%	39	14.0%	36	13.1%	-3	-7.7%	10.6	41.7%
se was known)	120.6	48.6%	139	50.0%	147	53.5%	8	5.8%	26.4	21.9%

Note:

[1] *Drug driving information is available from 2017*

[2] *Unrestrained vehicle occupant fatalities are calculated as a percentage of all vehicle occupant fatalities, where restraint use was known*

[3] *PMD involvement is available from 1 November 2022*

A.2 Motor vehicles/controllers involved in fatal crashes

A **motor vehicle** is a unit type grouping that includes the following vehicle (unit) types: car, station wagon, utility, panel van, rigid truck, articulated truck, bus, motorcycle, moped, road train/B-Double/B-Triple and special purpose vehicle. Pedestrians, bicycles, towed devices, wheeled recreational devices (WRD), personal mobility devices (PMD, e.g. Segway) and animals are NOT considered motor vehicles.

A **special purpose vehicle** refers to plant, machinery and equipment (e.g. grader, excavator, road roller, motorised road sweeper, farm machinery etc) and any other special purpose vehicle such as ambulance, hearse, fire engine, tow truck, mobile crane, truck with machinery mounted, motorised camper, motorised wheelchair, garbage collection vehicle, concrete mixer, mobile home, golf buggy and motorised go-kart. Vehicles must be capable of exceeding 10km/hr.

A **motorcycle** refers to mechanically or electrically propelled two, three or four wheeled bikes including motorcycles with or without side-cars or trailers, motor scooters, trail bikes, mini bikes, and mopeds.

Please note that some vehicle (unit) types are not reportable individually.

Table A.2.1: Motor vehicles involved in fatal crashes by vehicle type, Queensland, 2016 to 2021

Unit Type	2016	2017	2018	2019	2020	2021
	no.	no.	no.	no.	no.	no.
Light passenger vehicle	238	247	239	219	280	256
Motorcycle/Moped	69	51	43	46	56	66
Heavy freight vehicle	39	33	50	34	43	46
Bus	3	8	5	0	3	3
Special purpose vehicle	1	4	3	0	3	12
All Motor Vehicles	350	343	340	299	385	383

Table A.2.2: Motor vehicles on register (as at 30 June) by vehicle type, Queensland, 2016 to 2021

Unit Type	2016	2017	2018	2019	2020	2021
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	3,604,990	3,705,399	3,797,369	3,868,274	3,918,042	4,047,220
Motorcycle/Moped	198,468	207,138	211,038	213,181	217,383	226,187
Heavy Freight Vehicle	93,019	94,819	97,678	99,440	99,939	103,600
Bus	21,094	21,338	21,852	21,848	20,745	21,580
Other^	142,418	147,033	152,385	156,619	158,917	166,402
All Motor Vehicles	4,059,989	4,175,727	4,280,322	4,359,362	4,415,026	4,564,989

Note:

^ Includes vehicles types such as conditionally registered vehicles, campervans, motorhomes, mobile machinery and motorised wheelchairs. Dealer plates are not included.

Table A.2.3: Motor vehicles involved in fatal crashes per 10,000 motor vehicles on register (as at 30 June) by vehicle type, Queensland, 2016 to 2021

Unit Type	2016	2017	2018	2019	2020	2021
	no.	no.	no.	no.	no.	no.
Light passenger vehicle	0.66	0.67	0.63	0.57	0.71	0.63
Motorcycle/Moped	3.48	2.46	2.04	2.16	2.58	2.92
Heavy freight vehicle	4.19	3.48	5.12	3.42	4.30	4.44
Bus	1.42	3.75	2.29	0.00	1.45	1.39

Table A.2.4: Licensed drivers and riders involved in fatal crashes by year, age group and licence type, Queensland, 2016 to 2021

Age Group	Licence Type	2016	2017	2018	2019	2020	2021
		no.	no.	no.	no.	no.	no.
16 to 24^	Learner (L)	3	6	4	4	5	9
	Provisional (P, P1, P2)	23	23	29	32	31	36
	Open (O)	22	28	17	16	24	19
	All (L, P, P1, P2, O)	48	57	50	52	60	64
25 to 59^	Learner (L)	1	2	3	3	3	2
	Provisional (P, P1, P2)	13	5	9	5	2	4
	Open (O)	176	153	153	135	188	182
	All (L, P, P1, P2, O)	190	160	165	143	193	188
60 to 74^	Learner (L)	0	0	0	0	1	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	49	51	54	44	45	50
	All (L, P, P1, P2, O)	49	51	54	44	46	50
75 and over^	Learner (L)	0	0	0	0	0	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	22	22	17	21	22	17
	All (L, P, P1, P2, O)	22	22	17	21	22	17
All*	Learner (L)	4	8	7	7	9	11
	Provisional (P, P1, P2)	36	28	38	37	33	40
	Open (O)	269	254	241	216	279	268
	All (L, P, P1, P2, O)	309	290	286	260	321	319

Note:

^ Where controller age and licence level were known.

* Where controller licence level was known. May include controllers with an unknown age.

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.

Table A.2.5: Licences on record (as at 30 June) by year, age group and licence type, Queensland, 2016 to 2021

Age Group	Licence Type	2016	2017	2018	2019	2020	2021
		no.	no.	no.	no.	no.	no.
16 to 24	Learner (L)	131,455	132,201	140,751	135,468	148,364	140,941
	Provisional (P, P1, P2)	165,703	166,953	167,361	166,455	159,853	174,279
	Open (O)	184,509	188,361	191,427	193,980	196,519	200,064
	All (L, P, P1, P2, O)	481,667	487,515	499,539	495,903	504,736	515,284
25 to 59	Learner (L)	41,689	41,829	43,348	44,667	50,786	52,278
	Provisional (P, P1, P2)	37,246	36,881	35,000	35,375	34,712	35,858
	Open (O)	2,103,567	2,137,373	2,167,381	2,194,732	2,232,287	2,260,822
	All (L, P, P1, P2, O)	2,182,502	2,216,083	2,245,729	2,274,774	2,317,785	2,348,958
60 to 74	Learner (L)	1,467	1,467	1,602	1,792	1,861	2,086
	Provisional (P, P1, P2)	1,172	1,127	1,071	1,132	1,017	1,042
	Open (O)	645,764	668,196	691,577	712,981	734,032	757,659
	All (L, P, P1, P2, O)	648,403	670,790	694,250	715,905	736,910	760,787
75 and over	Learner (L)	77	73	91	100	95	100
	Provisional (P, P1, P2)	76	73	70	75	62	58
	Open (O)	192,981	206,302	217,964	233,009	246,809	263,799
	All (L, P, P1, P2, O)	193,134	206,448	218,125	233,184	246,966	263,957
All	Learner (L)	174,688	175,570	185,792	182,027	201,106	195,405
	Provisional (P, P1, P2)	204,197	205,034	203,502	203,037	195,644	211,237
	Open (O)	3,126,821	3,200,232	3,268,349	3,334,702	3,409,647	3,482,344
	All (L, P, P1, P2, O)	3,505,706	3,580,836	3,657,643	3,719,766	3,806,397	3,888,986

Note:

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.

Table A.2.6: Licensed drivers and riders involved in fatal crashes per 100,000 licences on record (as at 30 June) by year, age group and licence type, Queensland, 2016 to 2021

Age Group	Licence Type	2016	2017	2018	2019	2020	2021
		no.	no.	no.	no.	no.	no.
16 to 24^	Learner (L)	2.28	4.54	2.84	2.95	3.37	6.39
	Provisional (P, P1, P2)	13.88	13.78	17.33	19.22	19.39	20.66
	Open (O)	11.92	14.87	8.88	8.25	12.21	9.50
	All (L, P, P1, P2, O)	9.97	11.69	10.01	10.49	11.89	12.42
25 to 59^	Learner (L)	2.40	4.78	6.92	6.72	5.91	3.83
	Provisional (P, P1, P2)	34.90	13.56	25.71	14.13	5.76	11.16
	Open (O)	8.37	7.16	7.06	6.15	8.42	8.05
	All (L, P, P1, P2, O)	8.71	7.22	7.35	6.29	8.33	8.00
60 to 74^	Learner (L)	0.00	0.00	0.00	0.00	53.73	0.00
	Provisional (P, P1, P2)	0.00	0.00	0.00	0.00	0.00	0.00
	Open (O)	7.59	7.63	7.81	6.17	6.13	6.60
	All (L, P, P1, P2, O)	7.56	7.60	7.78	6.15	6.24	6.57
75 and over^	Learner (L)	0.00	0.00	0.00	0.00	0.00	0.00
	Provisional (P, P1, P2)	0.00	0.00	0.00	0.00	0.00	0.00
	Open (O)	11.40	10.66	7.80	9.01	8.91	6.44
	All (L, P, P1, P2, O)	11.39	10.66	7.79	9.01	8.91	6.44
All*	Learner (L)	2.29	4.56	3.77	3.85	4.48	5.63
	Provisional (P, P1, P2)	17.63	13.66	18.67	18.22	16.87	18.94
	Open (O)	8.60	7.94	7.37	6.48	8.18	7.70
	All (L, P, P1, P2, O)	8.81	8.10	7.82	6.99	8.43	8.20

Note:

^ Where controller age and licence level were known.

* Where controller licence level was known. May include controllers with an unknown age.

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.