



ROAD SAFETY MONTHLY SUMMARY AUGUST 2009



TRANSPORT
ACCIDENT
COMMISSION

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Status Report

Road Toll (to midnight 20 September 2009)

- The road toll stands at 212 for the year, 5% less than at the same time in 2008 (223).
- 21 people died in July and 22 in August on Victorian roads. This compares to 27 in both July and August 2008.

* Due to a change in coding of accident injury severity following the introduction of the new crash data system by Victoria Police, it is not possible to compare serious injury data from 2006 onwards with previous years' data, as a discontinuity in the data series has been introduced with the introduction of a new reporting system on 1 January 2006.

| Category | 2009 | 2008 | 2007 | 2009 v 2008 | | 2009 v 2007 | | 5 Year Av |
|--|------------|------------|------------|-------------|---------------|-------------|---------------|------------|
| Casualties (Rolling 12 Month Total) | | | | | | | | |
| Fatal (to August) | 295 | 336 | 338 | -41 | (-12%) | -43 | (-13%) | 324 |
| per 10,000 veh | 0.73 | 0.86 | 0.89 | -0.13 | (-15%) | -0.16 | (-18%) | 0.87 |
| per 100,000 pop | 5.50 | 6.38 | 6.54 | -0.88 | (-14%) | -1.04 | (-16%) | 6.43 |
| Accidents (Rolling 12 Month Total) | | | | | | | | |
| Fatal (to August) | 269 | 298 | 303 | -29 | (-10%) | -34 | (-11%) | 293 |
| per 10,000 veh | 0.67 | 0.76 | 0.79 | -0.09 | (-12%) | -0.12 | (-15%) | 0.79 |
| per 100,000 pop | 5.02 | 5.66 | 5.86 | -0.64 | (-11%) | -0.84 | (-14%) | 5.80 |

| Category | 2009 | 2008 | 2007 | 2009 v 2008 | | 2009 v 2007 | | 3 Year Av |
|--|--------------|--------------|--------------|-------------|---------------|-------------|--------------|--------------|
| Casualties (Rolling 12 Month Total) | | | | | | | | |
| *Serious (to May) | 6,810 | 7,623 | 7,441 | -813 | (-11%) | -631 | (-8%) | 7,291 |
| per 10,000 veh | 17.1 | 19.6 | 19.6 | -2.5 | (-13%) | -2.5 | (-13%) | 18.3 |
| per 100,000 pop | 127.6 | 145.4 | 144.8 | -17.8 | (-12%) | -17.2 | (-12%) | 136.6 |
| Accidents (Rolling 12 Month Total) | | | | | | | | |
| *Serious (to May) | 5,698 | 6,279 | 6,000 | -581 | (-9%) | -302 | (-5%) | 5,992 |
| per 10,000 veh | 14.3 | 16.2 | 15.8 | -1.9 | (-12%) | -1.5 | (-9%) | 15.0 |
| per 100,000 pop | 106.8 | 119.7 | 116.8 | -12.9 | (-11%) | -10.0 | (-9%) | 112.3 |

Note: Data is subject to revision as additional information about known accidents is received, and as new accident reports are received and processed.

Fatalities: January – August

| Category | 2009 | 2008 | 2007 | 2009 v 2008 | 2009 v 2007 | 5 Year Av |
|-----------------|------|------|------|-------------|-------------|-----------|
| Overview | | | | | | |
| Fatalities | 201 | 209 | 205 | -8 | -4 | 211 |
| Accidents | 180 | 189 | 180 | -9 | 0 | 189 |
| Sex | | | | | | |
| Male | 142 | 143 | 146 | -1 | -4 | 150 |
| Female | 58 | 66 | 59 | -8 | -1 | 61 |
| Roaduser | | | | | | |
| Bicyclist | 4 | 2 | 3 | 2 | 1 | 5 |
| Driver | 98 | 103 | 112 | -5 | -14 | 104 |
| Motorcyclist | 23 | 26 | 23 | -3 | 0 | 25 |
| Passenger | 42 | 40 | 42 | 2 | 0 | 42 |
| Pedestrian | 34 | 38 | 25 | -4 | 9 | 34 |
| Location | | | | | | |
| Melbourne | 100 | 107 | 103 | -7 | -3 | 104 |
| Rural Victoria | 101 | 102 | 102 | -1 | -1 | 107 |
| Agegroup | | | | | | |
| 0-4 | 5 | 4 | 3 | 1 | 2 | 4 |
| 5-15 | 8 | 5 | 10 | 3 | -2 | 6 |
| 16-17 | 4 | 6 | 4 | -2 | 0 | 6 |
| 18-20 | 30 | 15 | 27 | 15 | 3 | 22 |
| 21-25 | 18 | 35 | 24 | -17 | -6 | 27 |
| 26-29 | 12 | 15 | 20 | -3 | -8 | 17 |
| 30-39 | 26 | 31 | 29 | -5 | -3 | 36 |
| 40-49 | 29 | 24 | 24 | 5 | 5 | 27 |
| 50-59 | 25 | 23 | 21 | 2 | 4 | 20 |
| 60-69 | 13 | 11 | 23 | 2 | -10 | 16 |
| 70+ | 31 | 40 | 20 | -9 | 11 | 30 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |
| Alctime | | | | | | |
| High (Melb) | 49 | 52 | 53 | -3 | -4 | 54 |
| High (Rural) | 46 | 50 | 43 | -4 | 3 | 54 |
| High (Vic) | 95 | 102 | 96 | -7 | -1 | 108 |
| Low (Melb) | 51 | 55 | 50 | -4 | 1 | 49 |
| Low (Rural) | 55 | 52 | 59 | 3 | -4 | 53 |
| Low (Vic) | 106 | 107 | 109 | -1 | -3 | 103 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

Fatalities: January - August

| Category | 2009 | 2008 | 2007 | 2009 v 2008 | 2009 v 2007 | 5 Year Av |
|-----------------------------------|-----------|-----------|-----------|-------------|-------------|-----------|
| Police Region and Division | | | | | | |
| Region 1 | 11 | 16 | 23 | -5 | -12 | 18 |
| 1-1 Melbourne | 2 | 5 | 8 | -3 | -6 | 5 |
| 1-2 Prahran | 0 | 0 | 7 | 0 | -7 | 3 |
| 1-3 Caulfield | 5 | 2 | 5 | 3 | 0 | 4 |
| 1-4 Moorabbin | 4 | 9 | 3 | -5 | 1 | 6 |
| Region 2 | 44 | 43 | 42 | 1 | 2 | 49 |
| 2-1 Altona North | 9 | 12 | 10 | -3 | -1 | 10 |
| 2-2 Geelong | 11 | 13 | 9 | -2 | 2 | 11 |
| 2-3 Ballarat | 5 | 11 | 7 | -6 | -2 | 10 |
| 2-4 Horsham | 5 | 3 | 0 | 2 | 5 | 5 |
| 2-5 Warrnambool | 14 | 4 | 16 | 10 | -2 | 13 |
| Region 3 | 41 | 43 | 59 | -2 | -18 | 47 |
| 3-1 Mill Park | 10 | 6 | 6 | 4 | 4 | 7 |
| 3-2 Broadmeadows | 6 | 8 | 10 | -2 | -4 | 9 |
| 3-3 Bendigo | 8 | 13 | 9 | -5 | -1 | 9 |
| 3-4 Shepparton | 14 | 6 | 12 | 8 | 2 | 12 |
| 3-5 Mildura | 3 | 10 | 22 | -7 | -19 | 10 |
| Region 4 | 51 | 45 | 38 | 6 | 13 | 45 |
| 4-1 Rosanna | 7 | 3 | 4 | 4 | 3 | 4 |
| 4-2 Nunawading | 8 | 8 | 10 | 0 | -2 | 8 |
| 4-3 Knox | 17 | 13 | 13 | 4 | 4 | 15 |
| 4-4 Seymour | 10 | 15 | 6 | -5 | 4 | 11 |
| 4-5 Wangaratta | 9 | 6 | 5 | 3 | 4 | 7 |
| Region 5 | 54 | 62 | 43 | -8 | 11 | 52 |
| 5-1 Frankston | 10 | 18 | 8 | -8 | 2 | 11 |
| 5-2 Dandenong | 20 | 19 | 16 | 1 | 4 | 19 |
| 5-3 Morwell | 11 | 9 | 12 | 2 | -1 | 12 |
| 5-4 Bairnsdale | 13 | 16 | 7 | -3 | 6 | 10 |
| Accident Type | | | | | | |
| Intersection | | | | | | |
| Adjacent direction | 13 | 21 | 17 | -8 | -4 | 19 |
| Opposing direction | 4 | 6 | 8 | -2 | -4 | 7 |
| Other | | | | | | |
| Head on | 27 | 29 | 26 | -2 | 1 | 28 |
| Same direction | 9 | 11 | 16 | -2 | -7 | 12 |
| Manoeuvre/o'taking | 14 | 7 | 11 | 7 | 3 | 10 |
| On path | 1 | 4 | 2 | -3 | -1 | 3 |
| Single vehicle | 88 | 84 | 83 | 4 | 5 | 87 |
| Other (incl peds) | 45 | 47 | 42 | -2 | 3 | 45 |

Fatalities: 12 months to August

| Category | 08/09 | 07/08 | 06/07 | 08/09 v 07/08 | | 08/09 v 06/07 | | 5 Year Av |
|-----------------|-------|-------|-------|---------------|--------|---------------|--------|-----------|
| Overview | | | | | | | | |
| Fatalities | 295 | 336 | 338 | -41 | (-12%) | -43 | (-13%) | 324 |
| Accidents | 269 | 298 | 303 | -29 | (-10%) | -34 | (-11%) | 293 |
| Sex | | | | | | | | |
| Male | 210 | 240 | 240 | -30 | (-13%) | -30 | (-13%) | 233 |
| Female | 84 | 96 | 98 | -12 | (-13%) | -14 | (-14%) | 91 |
| Roaduser | | | | | | | | |
| Bicyclist | 11 | 5 | 7 | 6 | (120%) | 4 | (57%) | 8 |
| Driver | 135 | 164 | 178 | -29 | (-18%) | -43 | (-24%) | 157 |
| Motorcyclist | 40 | 48 | 43 | -8 | (-17%) | -3 | (-7%) | 43 |
| Passenger | 54 | 65 | 69 | -11 | (-17%) | -15 | (-22%) | 66 |
| Pedestrian | 55 | 54 | 41 | 1 | (2%) | 14 | (34%) | 51 |
| Location | | | | | | | | |
| Melbourne | 159 | 162 | 158 | -3 | (-2%) | 1 | (1%) | 158 |
| Rural Victoria | 136 | 174 | 180 | -38 | (-22%) | -44 | (-24%) | 166 |
| Agegroup | | | | | | | | |
| 0-4 | 6 | 4 | 4 | 2 | (50%) | 2 | (50%) | 4 |
| 5-15 | 9 | 6 | 13 | 3 | (50%) | -4 | (-31%) | 9 |
| 16-17 | 9 | 12 | 9 | -3 | (-25%) | 0 | (0%) | 11 |
| 18-20 | 43 | 27 | 44 | 16 | (59%) | -1 | (-2%) | 35 |
| 21-25 | 27 | 53 | 40 | -26 | (-49%) | -13 | (-33%) | 42 |
| 26-29 | 19 | 24 | 32 | -5 | (-21%) | -13 | (-41%) | 26 |
| 30-39 | 41 | 56 | 43 | -15 | (-27%) | -2 | (-5%) | 53 |
| 40-49 | 48 | 40 | 38 | 8 | (20%) | 10 | (26%) | 42 |
| 50-59 | 34 | 41 | 40 | -7 | (-17%) | -6 | (-15%) | 34 |
| 60-69 | 19 | 16 | 33 | 3 | (19%) | -14 | (-42%) | 22 |
| 70+ | 40 | 57 | 42 | -17 | (-30%) | -2 | (-5%) | 46 |
| Unknown | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Altime | | | | | | | | |
| High (Melb) | 78 | 83 | 89 | -5 | (-6%) | -11 | (-12%) | 86 |
| High (Rural) | 65 | 81 | 78 | -16 | (-20%) | -13 | (-17%) | 82 |
| High (Vic) | 143 | 164 | 167 | -21 | (-13%) | -24 | (-14%) | 168 |
| Low (Melb) | 81 | 79 | 69 | 2 | (3%) | 12 | (17%) | 73 |
| Low (Rural) | 71 | 93 | 102 | -22 | (-24%) | -31 | (-30%) | 84 |
| Low (Vic) | 152 | 172 | 171 | -20 | (-12%) | -19 | (-11%) | 156 |
| Unknown | 0 | 0 | 0 | 0 | | 0 | | 0 |

Fatalities: 12 months to August

| Category | 08/09 | 07/08 | 06/07 | 08/09 v 07/08 | | 08/09 v 06/07 | | 5 Year Av |
|-----------------------------------|-----------|-----------|-----------|---------------|---------------|---------------|---------------|-----------|
| Police Region and Division | | | | | | | | |
| Region 1 | 23 | 24 | 30 | -1 | (-4%) | -7 | (-23%) | 26 |
| 1-1 Melbourne | 6 | 7 | 8 | -1 | (-14%) | -2 | (-25%) | 7 |
| 1-2 Prahran | 3 | 1 | 7 | 2 | (200%) | -4 | (-57%) | 5 |
| 1-3 Caulfield | 8 | 3 | 9 | 5 | (167%) | -1 | (-11%) | 6 |
| 1-4 Moorabbin | 6 | 13 | 6 | -7 | (-54%) | 0 | | 8 |
| Region 2 | 67 | 69 | 70 | -2 | (-3%) | -3 | (-4%) | 76 |
| 2-1 Altona North | 15 | 27 | 14 | -12 | (-44%) | 1 | (7%) | 18 |
| 2-2 Geelong | 17 | 14 | 15 | 3 | (21%) | 2 | (13%) | 16 |
| 2-3 Ballarat | 11 | 15 | 15 | -4 | (-27%) | -4 | (-27%) | 15 |
| 2-4 Horsham | 7 | 6 | 3 | 1 | (17%) | 4 | (133%) | 9 |
| 2-5 Warrnambool | 17 | 7 | 23 | 10 | (143%) | -6 | (-26%) | 19 |
| Region 3 | 65 | 74 | 91 | -9 | (-12%) | -26 | (-29%) | 76 |
| 3-1 Mill Park | 14 | 9 | 9 | 5 | (56%) | 5 | (56%) | 11 |
| 3-2 Broadmeadows | 16 | 14 | 15 | 2 | (14%) | 1 | (7%) | 15 |
| 3-3 Bendigo | 11 | 23 | 16 | -12 | (-52%) | -5 | (-31%) | 16 |
| 3-4 Shepparton | 19 | 15 | 17 | 4 | (27%) | 2 | (12%) | 19 |
| 3-5 Mildura | 5 | 13 | 34 | -8 | (-62%) | -29 | (-85%) | 15 |
| Region 4 | 67 | 73 | 65 | -6 | (-8%) | 2 | (3%) | 68 |
| 4-1 Rosanna | 9 | 3 | 9 | 6 | (200%) | 0 | (0%) | 7 |
| 4-2 Nunawading | 13 | 14 | 12 | -1 | (-7%) | 1 | (8%) | 14 |
| 4-3 Knox | 21 | 19 | 19 | 2 | (11%) | 2 | (11%) | 20 |
| 4-4 Seymour | 15 | 24 | 14 | -9 | (-38%) | 1 | (7%) | 17 |
| 4-5 Wangaratta | 9 | 13 | 11 | -4 | (-31%) | -2 | (-18%) | 11 |
| Region 5 | 73 | 96 | 82 | -23 | (-24%) | -9 | (-11%) | 78 |
| 5-1 Frankston | 17 | 22 | 15 | -5 | (-23%) | 2 | (13%) | 17 |
| 5-2 Dandenong | 25 | 27 | 30 | -2 | (-7%) | -5 | (-17%) | 26 |
| 5-3 Morwell | 15 | 20 | 24 | -5 | (-25%) | -9 | (-38%) | 18 |
| 5-4 Bairnsdale | 16 | 27 | 13 | -11 | (-41%) | 3 | (23%) | 17 |
| Accident Type | | | | | | | | |
| Intersection | | | | | | | | |
| Adjacent direction | 16 | 32 | 34 | -16 | (-50%) | -18 | (-53%) | 29 |
| Opposing direction | 5 | 11 | 12 | -6 | (-55%) | -7 | (-58%) | 10 |
| Other | | | | | | | | |
| Head on | 35 | 46 | 43 | -11 | (-24%) | -8 | (-19%) | 44 |
| Same direction | 15 | 14 | 23 | 1 | (7%) | -8 | (-35%) | 17 |
| Manoeuvre/o'taking | 24 | 9 | 15 | 15 | (167%) | 9 | (60%) | 15 |
| On path | 3 | 8 | 5 | -5 | (-63%) | -2 | (-40%) | 7 |
| Single vehicle | 128 | 149 | 142 | -21 | (-14%) | -14 | (-10%) | 137 |
| Other (incl peds) | 69 | 67 | 64 | 2 | (3%) | 5 | (8%) | 65 |

Serious injuries: 12 months to May

Due to a change in coding of accident injury severity following the introduction of the new crash data system by Victoria Police, it is not possible to compare serious injury data from 2006 onwards with previous years' data, as a discontinuity in the data series has been introduced with the introduction of a new reporting system on 1 Jan 2006.

| Category | 08/09 | 07/08 | 06/07 | 08/09 v 07/08 | 08/09 v 06/07 | 3 Year Av |
|-----------------|-------|-------|-------|---------------|---------------|-----------|
| Overview | | | | | | |
| Casualties | 6,810 | 7,623 | 7,441 | -813 (-11%) | -631 (-8%) | 7,291 |
| Accidents | 5,698 | 6,279 | 6,000 | -581 (-9%) | -302 (-5%) | 5,992 |
| Sex | | | | | | |
| Male | 3,999 | 4,481 | 4,155 | -482 (-11%) | -156 (-4%) | 4,212 |
| Female | 2,760 | 3,102 | 3,140 | -342 (-11%) | -380 (-12%) | 3,001 |
| Unknown | 51 | 40 | 146 | 11 (28%) | -95 (-65%) | 79 |
| Roaduser | | | | | | |
| Bicyclist | 485 | 515 | 490 | -30 (-6%) | -5 (-1%) | 497 |
| Driver | 3,171 | 3,628 | 3,619 | -457 (-13%) | -448 (-12%) | 3,473 |
| Motorcyclist | 1,071 | 1,144 | 920 | -73 (-6%) | 151 (16%) | 1,045 |
| Passenger | 1,351 | 1,575 | 1,665 | -224 (-14%) | -314 (-19%) | 1,530 |
| Pedestrian | 728 | 758 | 743 | -30 (-4%) | -15 (-2%) | 743 |
| Unknown | 4 | 3 | 4 | 1 | 0 | 4 |
| Location | | | | | | |
| Melbourne | 4,767 | 5,401 | 5,240 | -634 (-12%) | -473 (-9%) | 5,136 |
| Rural Victoria | 1,982 | 2,154 | 2,174 | -172 (-8%) | -192 (-9%) | 2,103 |
| Unknown | 61 | 68 | 27 | -7 | 34 | 52 |
| Agegroup | | | | | | |
| 0-4 | 57 | 75 | 71 | -18 (-24%) | -14 (-20%) | 68 |
| 5-15 | 281 | 350 | 388 | -69 (-20%) | -107 (-28%) | 340 |
| 16-17 | 188 | 237 | 251 | -49 (-21%) | -63 (-25%) | 225 |
| 18-20 | 761 | 877 | 811 | -116 (-13%) | -50 (-6%) | 816 |
| 21-25 | 883 | 1,067 | 1,030 | -184 (-17%) | -147 (-14%) | 993 |
| 26-29 | 581 | 634 | 581 | -53 (-8%) | 0 (0%) | 599 |
| 30-39 | 1,171 | 1,328 | 1,240 | -157 (-12%) | -69 (-6%) | 1,246 |
| 40-49 | 984 | 1,049 | 1,023 | -65 (-6%) | -39 (-4%) | 1,019 |
| 50-59 | 719 | 786 | 736 | -67 (-9%) | -17 (-2%) | 747 |
| 60-69 | 517 | 504 | 440 | 13 (3%) | 77 (18%) | 487 |
| 70+ | 581 | 593 | 546 | -12 (-2%) | 35 (6%) | 573 |
| Unknown | 87 | 123 | 324 | -36 (-29%) | -237 (-73%) | 178 |
| Altime | | | | | | |
| High (Melb) | 2,276 | 2,481 | 2,489 | -205 (-8%) | -213 (-9%) | 2,415 |
| High (Rural) | 905 | 986 | 941 | -81 (-8%) | -36 (-4%) | 944 |
| High (Vic) | 3,181 | 3,467 | 3,430 | -286 (-8%) | -249 (-7%) | 3,359 |
| Low (Melb) | 2,491 | 2,920 | 2,751 | -429 (-15%) | -260 (-9%) | 2,721 |
| Low (Rural) | 1,077 | 1,168 | 1,233 | -91 (-8%) | -156 (-13%) | 1,159 |
| Low (Vic) | 3,568 | 4,088 | 3,984 | -520 (-13%) | -416 (-10%) | 3,880 |
| Unknown | 61 | 68 | 27 | -7 | 34 | 52 |

Serious injuries: 12 months to May

Due to a change in coding of accident injury severity following the introduction of the new crash data system by Victoria Police, it is not possible to compare serious injury data from 2006 onwards with previous years' data, as a discontinuity in the data series has been introduced with the introduction of a new reporting system on 1 Jan 2006.

| Category | 08/09 | 07/08 | 06/07 | 08/09 v 07/08 | 08/09 v 06/07 | 3 Year Av | | |
|-----------------------------------|--------------|--------------|--------------|---------------|---------------|-------------|---------------|--------------|
| Police Region and Division | | | | | | | | |
| Region 1 | 1,230 | 1,264 | 1,192 | -34 | (-3%) | 38 | (3%) | 1,229 |
| 1-1 Melbourne | 387 | 365 | 355 | 22 | (6%) | 32 | (9%) | 369 |
| 1-2 Prahran | 279 | 241 | 239 | 38 | (16%) | 40 | (17%) | 253 |
| 1-3 Caulfield | 286 | 335 | 292 | -49 | (-15%) | -6 | (-2%) | 304 |
| 1-4 Moorabbin | 278 | 323 | 306 | -45 | (-14%) | -28 | (-9%) | 302 |
| Region 2 | 1,482 | 1,539 | 1,502 | -57 | (-4%) | -20 | (-1%) | 1,508 |
| 2-1 Altona North | 573 | 551 | 507 | 22 | (4%) | 66 | (13%) | 544 |
| 2-2 Geelong | 432 | 477 | 440 | -45 | (-9%) | -8 | (-2%) | 450 |
| 2-3 Ballarat | 269 | 268 | 274 | 1 | (0%) | -5 | (-2%) | 270 |
| 2-4 Horsham | 71 | 87 | 106 | -16 | (-18%) | -35 | (-33%) | 88 |
| 2-5 Warrnambool | 137 | 156 | 175 | -19 | (-12%) | -38 | (-22%) | 156 |
| Region 3 | 1,232 | 1,376 | 1,389 | -144 | (-10%) | -157 | (-11%) | 1,332 |
| 3-1 Mill Park | 253 | 292 | 313 | -39 | (-13%) | -60 | (-19%) | 286 |
| 3-2 Broadmeadows | 453 | 505 | 526 | -52 | (-10%) | -73 | (-14%) | 495 |
| 3-3 Bendigo | 230 | 213 | 214 | 17 | (8%) | 16 | (7%) | 219 |
| 3-4 Shepparton | 199 | 200 | 209 | -1 | (-1%) | -10 | (-5%) | 203 |
| 3-5 Mildura | 97 | 166 | 127 | -69 | (-42%) | -30 | (-24%) | 130 |
| Region 4 | 1,418 | 1,710 | 1,748 | -292 | (-17%) | -330 | (-19%) | 1,625 |
| 4-1 Rosanna | 206 | 236 | 273 | -30 | (-13%) | -67 | (-25%) | 238 |
| 4-2 Nunawading | 491 | 610 | 612 | -119 | (-20%) | -121 | (-20%) | 571 |
| 4-3 Knox | 413 | 532 | 507 | -119 | (-22%) | -94 | (-19%) | 484 |
| 4-4 Seymour | 173 | 173 | 219 | 0 | (0%) | -46 | (-21%) | 188 |
| 4-5 Wangaratta | 135 | 159 | 137 | -24 | (-15%) | -2 | (-1%) | 144 |
| Region 5 | 1,387 | 1,666 | 1,583 | -279 | (-17%) | -196 | (-12%) | 1,545 |
| 5-1 Frankston | 400 | 413 | 384 | -13 | (-3%) | 16 | (4%) | 399 |
| 5-2 Dandenong | 611 | 806 | 787 | -195 | (-24%) | -176 | (-22%) | 735 |
| 5-3 Morwell | 232 | 286 | 276 | -54 | (-19%) | -44 | (-16%) | 265 |
| 5-4 Bairnsdale | 144 | 161 | 136 | -17 | (-11%) | 8 | (6%) | 147 |
| Unknown | 61 | 68 | 27 | -7 | | 34 | | 52 |
| Accident Type | | | | | | | | |
| Intersection | | | | | | | | |
| Adjacent direction | 1,031 | 1,170 | 1,209 | -139 | (-12%) | -178 | (-15%) | 1,137 |
| Opposing direction | 635 | 763 | 747 | -128 | (-17%) | -112 | (-15%) | 715 |
| Other | | | | | | | | |
| Head on | 409 | 436 | 455 | -27 | (-6%) | -46 | (-10%) | 433 |
| Same direction | 995 | 1,144 | 1,124 | -149 | (-13%) | -129 | (-11%) | 1,088 |
| Manoeuvre/o'taking | 471 | 441 | 454 | 30 | (7%) | 17 | (4%) | 455 |
| On path | 339 | 353 | 319 | -14 | (-4%) | 20 | (6%) | 337 |
| Single vehicle | 2,141 | 2,460 | 2,335 | -319 | (-13%) | -194 | (-8%) | 2,312 |
| Other (incl peds) | 789 | 856 | 798 | -67 | (-8%) | -9 | (-1%) | 814 |

Victorian Road Deaths: monthly totals since 1951

| Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Totals |
|------------|-----------|-----------|------------|------------|-----------|-----------|------------|------------|-----------|-----------|-----------|------------|--------------|
| 1951 | | | | | | | 61 | 59 | 52 | 38 | 29 | 41 | |
| 1952 | 45 | 40 | 54 | 61 | 54 | 69 | 67 | 55 | 44 | 44 | 31 | 20 | 584 |
| 1953 | 23 | 28 | 54 | 58 | 49 | 42 | 50 | 37 | 44 | 27 | 36 | 32 | 480 |
| 1954 | 44 | 42 | 28 | 60 | 55 | 36 | 63 | 33 | 25 | 52 | 30 | 41 | 509 |
| 1955 | 44 | 36 | 45 | 55 | 48 | 56 | 64 | 44 | 44 | 32 | 40 | 40 | 548 |
| 1956 | 34 | 48 | 51 | 67 | 53 | 65 | 71 | 47 | 39 | 39 | 44 | 48 | 606 |
| 1957 | 50 | 41 | 46 | 58 | 52 | 54 | 57 | 53 | 51 | 46 | 32 | 49 | 589 |
| 1958 | 50 | 38 | 42 | 58 | 54 | 41 | 54 | 53 | 57 | 40 | 57 | 52 | 596 |
| 1959 | 50 | 57 | 61 | 50 | 75 | 55 | 42 | 48 | 52 | 55 | 63 | 63 | 671 |
| 1960 | 49 | 53 | 57 | 76 | 70 | 70 | 67 | 62 | 61 | 77 | 52 | 66 | 760 |
| 1961 | 63 | 57 | 68 | 74 | 58 | 68 | 78 | 82 | 59 | 62 | 60 | 65 | 794 |
| 1962 | 65 | 41 | 76 | 78 | 72 | 80 | 70 | 77 | 62 | 53 | 64 | 70 | 808 |
| 1963 | 67 | 56 | 65 | 85 | 66 | 68 | 77 | 55 | 55 | 58 | 61 | 67 | 780 |
| 1964 | 73 | 71 | 78 | 71 | 83 | 89 | 80 | 89 | 67 | 66 | 62 | 75 | 904 |
| 1965 | 63 | 64 | 86 | 88 | 80 | 87 | 79 | 69 | 81 | 77 | 68 | 87 | 929 |
| 1966 | 75 | 59 | 75 | 103 | 74 | 86 | 87 | 80 | 75 | 66 | 90 | 85 | 955 |
| 1967 | 61 | 79 | 91 | 97 | 81 | 71 | 59 | 67 | 70 | 68 | 60 | 83 | 887 |
| 1968 | 70 | 78 | 86 | 78 | 73 | 76 | 73 | 77 | 72 | 80 | 81 | 105 | 949 |
| 1969 | 79 | 68 | 79 | 87 | 86 | 77 | 87 | 83 | 87 | 83 | 94 | 101 | 1,011 |
| 1970 | 85 | 84 | 106 | 80 | 87 | 88 | 110 | 106 | 78 | 95 | 68 | 74 | 1,061 |
| 1971 | 83 | 75 | 77 | 68 | 76 | 86 | 85 | 72 | 78 | 73 | 74 | 76 | 923 |
| 1972 | 61 | 62 | 75 | 82 | 75 | 71 | 98 | 85 | 83 | 62 | 80 | 81 | 915 |
| 1973 | 75 | 75 | 95 | 85 | 64 | 66 | 61 | 85 | 89 | 88 | 66 | 86 | 935 |
| 1974 | 56 | 62 | 81 | 60 | 70 | 73 | 67 | 62 | 53 | 70 | 80 | 72 | 806 |
| 1975 | 67 | 65 | 87 | 73 | 97 | 94 | 57 | 75 | 69 | 66 | 71 | 89 | 910 |
| 1976 | 79 | 78 | 88 | 78 | 69 | 79 | 60 | 70 | 82 | 78 | 77 | 100 | 938 |
| 1977 | 65 | 71 | 89 | 79 | 65 | 79 | 70 | 91 | 68 | 74 | 96 | 107 | 954 |
| 1978 | 75 | 54 | 95 | 63 | 64 | 69 | 68 | 77 | 65 | 84 | 83 | 72 | 869 |
| 1979 | 63 | 60 | 86 | 75 | 45 | 64 | 66 | 75 | 69 | 79 | 72 | 93 | 847 |
| 1980 | 48 | 55 | 66 | 59 | 47 | 56 | 60 | 53 | 45 | 58 | 61 | 49 | 657 |
| 1981 | 69 | 60 | 58 | 61 | 74 | 65 | 61 | 63 | 68 | 71 | 59 | 57 | 766 |
| 1982 | 55 | 53 | 59 | 59 | 67 | 45 | 47 | 71 | 53 | 69 | 65 | 66 | 709 |
| 1983 | 42 | 59 | 53 | 63 | 62 | 61 | 65 | 51 | 59 | 43 | 54 | 52 | 664 |
| 1984 | 65 | 48 | 58 | 50 | 56 | 48 | 46 | 50 | 71 | 53 | 55 | 58 | 658 |
| 1985 | 56 | 47 | 50 | 65 | 75 | 50 | 51 | 50 | 58 | 61 | 56 | 64 | 683 |
| 1986 | 56 | 50 | 70 | 69 | 59 | 53 | 42 | 54 | 54 | 52 | 59 | 51 | 669 |
| 1987 | 62 | 43 | 57 | 52 | 63 | 59 | 62 | 49 | 62 | 61 | 55 | 80 | 705 |
| 1988 | 49 | 58 | 69 | 54 | 79 | 50 | 54 | 52 | 64 | 59 | 43 | 70 | 701 |
| 1989 | 76 | 65 | 80 | 59 | 67 | 73 | 52 | 65 | 82 | 50 | 41 | 66 | 776 |
| 1990 | 48 | 44 | 55 | 39 | 56 | 64 | 41 | 34 | 48 | 35 | 40 | 44 | 548 |
| 1991 | 45 | 39 | 70 | 30 | 34 | 29 | 44 | 47 | 41 | 36 | 35 | 53 | 503 |
| 1992 | 34 | 33 | 34 | 47 | 33 | 29 | 23 | 27 | 28 | 38 | 30 | 40 | 396 |
| 1993 | 27 | 40 | 37 | 39 | 44 | 33 | 33 | 27 | 34 | 39 | 43 | 40 | 436 |
| 1994 | 36 | 31 | 44 | 35 | 27 | 33 | 29 | 37 | 17 | 27 | 32 | 30 | 378 |
| 1995 | 38 | 35 | 26 | 33 | 34 | 41 | 27 | 34 | 34 | 32 | 38 | 46 | 418 |
| 1996 | 40 | 47 | 35 | 38 | 28 | 29 | 30 | 35 | 49 | 24 | 33 | 30 | 418 |
| 1997 | 36 | 25 | 30 | 30 | 40 | 22 | 39 | 26 | 26 | 29 | 39 | 35 | 377 |
| 1998 | 29 | 29 | 32 | 36 | 31 | 22 | 40 | 19 | 37 | 36 | 49 | 30 | 390 |
| 1999 | 32 | 31 | 35 | 35 | 34 | 24 | 35 | 26 | 28 | 38 | 29 | 37 | 384 |
| 2000 | 32 | 26 | 46 | 32 | 39 | 32 | 33 | 29 | 36 | 29 | 44 | 29 | 407 |
| 2001 | 44 | 30 | 31 | 32 | 31 | 41 | 34 | 37 | 35 | 51 | 41 | 37 | 444 |
| 2002 | 32 | 31 | 45 | 31 | 45 | 32 | 27 | 25 | 31 | 30 | 31 | 37 | 397 |
| 2003 | 21 | 41 | 36 | 28 | 31 | 28 | 20 | 23 | 23 | 24 | 24 | 31 | 330 |
| 2004 | 32 | 22 | 30 | 30 | 46 | 28 | 27 | 26 | 22 | 28 | 25 | 27 | 343 |
| 2005 | 33 | 27 | 47 | 21 | 29 | 23 | 30 | 25 | 25 | 33 | 17 | 36 | 346 |
| 2006 | 24 | 37 | 23 | 23 | 27 | 23 | 25 | 22 | 43 | 20 | 31 | 39 | 337 |
| 2007 | 23 | 23 | 32 | 25 | 26 | 28 | 28 | 20 | 23 | 37 | 26 | 41 | 332 |
| 2008 | 28 | 20 | 37 | 25 | 25 | 20 | 27 | 27 | 18 | 25 | 26 | 25 | 303 |
| 2009 | 31 | 20 | 25 | 33 | 19 | 32 | 21 | 22 | | | | | 201 |
| Ave | 51 | 48 | 58 | 57 | 56 | 54 | 54 | 52 | 53 | 52 | 52 | 58 | 641 |
| Max | 85 | 84 | 106 | 103 | 97 | 94 | 110 | 106 | 89 | 95 | 96 | 107 | 1,061 |
| Min | 21 | 20 | 23 | 21 | 19 | 20 | 20 | 19 | 17 | 20 | 17 | 20 | 303 |

Fatalities by Week (2004 to 2009)

| Week Ending | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Cumulative 2009 | % Change 2009-2008 | 12 Month Moving Total |
|--------------|------------|------------|------------|------------|------------|------------|-----------------|--------------------|-----------------------|
| 4-Jan | 5 | 4 | 5 | 4 | 4 | 4 | 4 | 0% | 303 |
| 11-Jan | 6 | 7 | 2 | 1 | 8 | 11 | 15 | 25% | 306 |
| 18-Jan | 8 | 3 | 4 | 7 | 4 | 6 | 21 | 31% | 308 |
| 25-Jan | 7 | 15 | 13 | 5 | 3 | 2 | 23 | 21% | 307 |
| 1-Feb | 7 | 6 | 5 | 6 | 9 | 8 | 31 | 11% | 306 |
| 8-Feb | 3 | 4 | 7 | 6 | 3 | 5 | 36 | 16% | 308 |
| 15-Feb | 7 | 4 | 17 | 4 | 5 | 7 | 43 | 19% | 310 |
| 22-Feb | 7 | 6 | 8 | 13 | 4 | 4 | 47 | 18% | 310 |
| 1-Mar | 4 | 11 | 3 | 14 | 9 | 3 | 50 | 2% | 304 |
| 8-Mar | 6 | 6 | 6 | 5 | 8 | 3 | 53 | -7% | 299 |
| 15-Mar | 8 | 6 | 3 | 3 | 10 | 7 | 60 | -10% | 296 |
| 22-Mar | 7 | 14 | 10 | 8 | 6 | 4 | 64 | -12% | 294 |
| 29-Mar | 7 | 14 | 2 | 6 | 9 | 7 | 71 | -13% | 292 |
| 5-Apr | 6 | 9 | 4 | 8 | 10 | 8 | 79 | -14% | 290 |
| 12-Apr | 5 | 4 | 3 | 5 | 3 | 4 | 83 | -13% | 291 |
| 19-Apr | 6 | 6 | 7 | 4 | 6 | 9 | 92 | -9% | 294 |
| 26-Apr | 11 | 6 | 9 | 6 | 7 | 11 | 103 | -5% | 298 |
| 3-May | 9 | 7 | 11 | 5 | 6 | 8 | 111 | -3% | 300 |
| 10-May | 11 | 6 | 2 | 10 | 3 | 4 | 115 | -2% | 301 |
| 17-May | 10 | 12 | 8 | 2 | 8 | 4 | 119 | -5% | 297 |
| 24-May | 8 | 4 | 5 | 7 | 7 | 1 | 120 | -9% | 291 |
| 31-May | 12 | 3 | 6 | 15 | 3 | 6 | 126 | -7% | 294 |
| 7-Jun | 5 | 6 | 4 | 1 | 4 | 4 | 130 | -6% | 294 |
| 14-Jun | 9 | 5 | 8 | 4 | 7 | 8 | 138 | -5% | 295 |
| 21-Jun | 10 | 9 | 4 | 7 | 6 | 7 | 145 | -5% | 296 |
| 28-Jun | 4 | 2 | 1 | 5 | 2 | 13 | 158 | 3% | 307 |
| 5-Jul | 4 | 7 | 10 | 8 | 8 | 2 | 160 | -1% | 301 |
| 12-Jul | 6 | 6 | 5 | 9 | 7 | 7 | 167 | -1% | 301 |
| 19-Jul | 10 | 6 | 8 | 2 | 2 | 3 | 170 | -1% | 302 |
| 26-Jul | 3 | 7 | 3 | 6 | 6 | 8 | 178 | 1% | 304 |
| 2-Aug | 5 | 8 | 8 | 1 | 7 | 4 | 182 | -1% | 301 |
| 9-Aug | 11 | 6 | 4 | 2 | 8 | 6 | 188 | -2% | 299 |
| 16-Aug | 2 | 6 | 3 | 7 | 6 | 7 | 195 | -2% | 300 |
| 23-Aug | 5 | 2 | 6 | 9 | 3 | 4 | 199 | -1% | 301 |
| 30-Aug | 7 | 8 | 2 | 4 | 8 | 0 | 199 | -5% | 293 |
| 6-Sep | 5 | 3 | 8 | 6 | 2 | 4 | 203 | -4% | 295 |
| 13-Sep | 7 | 3 | 11 | 7 | 6 | 2 | 205 | -6% | 291 |
| 20-Sep | 5 | 6 | 19 | 5 | 6 | 7 | 212 | -5% | 292 |
| 27-Sep | 3 | 13 | 4 | 4 | 3 | | | | |
| 4-Oct | 5 | 6 | 11 | 13 | 9 | | | | |
| 11-Oct | 8 | 9 | 2 | 7 | 5 | | | | |
| 18-Oct | 7 | 8 | 4 | 9 | 5 | | | | |
| 25-Oct | 3 | 3 | 4 | 5 | 4 | | | | |
| 1-Nov | 8 | 7 | 7 | 5 | 5 | | | | |
| 8-Nov | 5 | 6 | 4 | 8 | 3 | | | | |
| 15-Nov | 8 | 6 | 11 | 5 | 8 | | | | |
| 22-Nov | 5 | 2 | 6 | 7 | 8 | | | | |
| 29-Nov | 6 | 3 | 15 | 6 | 5 | | | | |
| 6-Dec | 7 | 8 | 5 | 16 | 4 | | | | |
| 13-Dec | 5 | 6 | 6 | 7 | 8 | | | | |
| 20-Dec | 4 | 5 | 11 | 8 | 5 | | | | |
| 27-Dec | 9 | 13 | 3 | 5 | 8 | | | | |
| 31-Dec | 2 | 4 | | | | | | | |
| Total | 343 | 346 | 337 | 332 | 303 | 212 | | | |

Alcohol Related Deaths

BAC Fatalities (12 months to June 2009)

- 28% of killed and tested drivers and riders had a BAC at 0.05 g/100ml or over (48 of 174) compared to 26% over the previous 12 month period (55 of 209).
- In Melbourne, 21 drivers/riders killed and tested were at or over 0.05, with 48% of these having a BAC in excess of 0.15 g/100ml. Across rural Victoria, 27 drivers/riders killed and tested were at or over 0.05, with 67% of these having a BAC over 0.15.
- Of the 48 drivers and riders killed and tested at or over 0.05, 23% (11) were aged under 21, 27% (13) were aged 21-29, 21% (10) were aged 30-39 and 29% (14) were aged 40 years and over. In the previous year (55 killed) the corresponding figures were 15% (8), 29% (16), 27% (15) and 29% (16), respectively.

BAC (January - June)

| Category | 2009 | 2008 | 2007 | 2009 v 2008 | 2009 v 2007 | 5 Year Av |
|---|-------|-------|-------|-------------|-------------|-----------|
| Melbourne Drivers and Riders | | | | | | |
| <0.05 | 31 | 31 | 29 | 0 | (0%) | 32 |
| [a] at 0.05 & above | 10 | 12 | 15 | -2 | (-17%) | 13 |
| % at 0.05 & above | (24%) | (28%) | (34%) | | | (29%) |
| [b] >0.15 | 3 | 5 | 5 | -2 | (-40%) | 6 |
| %>0.15 | (7%) | (12%) | (11%) | | | (14%) |
| [b] as a % of [a] | (30%) | (42%) | (33%) | | | (48%) |
| BAC Unknown | 1 | 1 | 2 | 0 | (0%) | 1 |
| Country Drivers and Riders | | | | | | |
| <0.05 | 36 | 37 | 37 | -1 | (-3%) | 36 |
| [a] at 0.05 & above | 13 | 13 | 15 | 0 | (0%) | 13 |
| % at 0.05 & above | (27%) | (26%) | (29%) | | | (26%) |
| [b] >0.15 | 6 | 8 | 9 | -2 | (-25%) | 8 |
| %>0.15 | (12%) | (16%) | (17%) | | | (16%) |
| [b] as a % of [a] | (46%) | (62%) | (60%) | | | (61%) |
| BAC Unknown | 1 | 0 | 1 | 1 | 0 | 1 |
| Victorian Total Drivers and Riders | | | | | | |
| <0.05 | 67 | 68 | 66 | -1 | (-1%) | 68 |
| [a] at 0.05 & above | 23 | 25 | 30 | -2 | (-8%) | 26 |
| % at 0.05 & above | (26%) | (27%) | (31%) | | | (27%) |
| [b] >0.15 | 9 | 13 | 14 | -4 | (-31%) | 14 |
| %>0.15 | (10%) | (14%) | (15%) | | | (15%) |
| [b] as a % of [a] | (39%) | (52%) | (47%) | | | (55%) |
| BAC Unknown | 2 | 1 | 3 | 1 | (100%) | 3 |
| Victorian Total Pedestrians | | | | | | |
| <0.05 | 16 | 15 | 15 | 1 | (7%) | 16 |
| [a] at 0.05 & above | 8 | 8 | 2 | 0 | (0%) | 7 |
| % at 0.05 & above | (33%) | (35%) | (12%) | | | (31%) |
| [b] >0.15 | 1 | 5 | 1 | -4 | (-80%) | 4 |
| %>0.15 | (4%) | (22%) | (6%) | | | (17%) |
| [b] as a % of [a] | (13%) | (63%) | (50%) | | | (53%) |
| BAC Unknown | 2 | 2 | 1 | 0 | (0%) | 2 |

BAC (12 months to June)

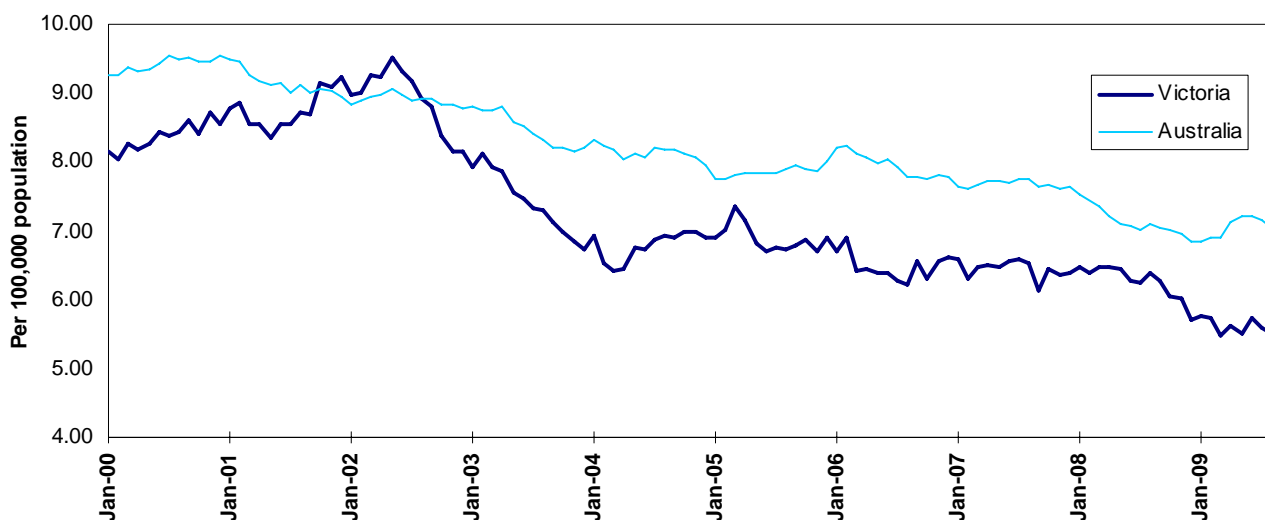
| Category | 2009 | 2008 | 2007 | 2009 v 2008 | | 2009 v 2007 | | 5 Year Av |
|---|-------|-------|-------|-------------|--------|-------------|--------|-----------|
| Melbourne Drivers and Riders | | | | | | | | |
| <0.05 | 64 | 65 | 66 | -1 | (-2%) | -2 | (-3%) | 64 |
| [a] at 0.05 & above | 21 | 24 | 18 | -3 | (-13%) | 3 | (17%) | 23 |
| % at 0.05 & above | (25%) | (27%) | (21%) | | | | | (26%) |
| [b] >0.15 | 10 | 12 | 5 | -2 | (-17%) | 5 | (100%) | 11 |
| %>0.15 | (12%) | (13%) | (6%) | | | | | (12%) |
| [b] as a % of [a] | (48%) | (50%) | (28%) | | | | | (46%) |
| BAC Unknown | 3 | 1 | 3 | 2 | (200%) | 0 | (0%) | 3 |
| Country Drivers and Riders | | | | | | | | |
| <0.05 | 62 | 89 | 84 | -27 | (-30%) | -22 | (-26%) | 77 |
| [a] at 0.05 & above | 27 | 31 | 32 | -4 | (-13%) | -5 | (-16%) | 28 |
| % at 0.05 & above | (30%) | (26%) | (28%) | | | | | (26%) |
| [b] >0.15 | 18 | 19 | 18 | -1 | (-5%) | 0 | (0%) | 18 |
| %>0.15 | (20%) | (16%) | (16%) | | | | | (17%) |
| [b] as a % of [a] | (67%) | (61%) | (56%) | | | | | (65%) |
| BAC Unknown | 3 | 1 | 6 | 2 | (200%) | -3 | (-50%) | 4 |
| Victorian Total Drivers and Riders | | | | | | | | |
| <0.05 | 126 | 154 | 150 | -28 | (-18%) | -24 | (-16%) | 141 |
| [a] at 0.05 & above | 48 | 55 | 50 | -7 | (-13%) | -2 | (-4%) | 51 |
| % at 0.05 & above | (28%) | (26%) | (25%) | | | | | (26%) |
| [b] >0.15 | 28 | 31 | 23 | -3 | (-10%) | 5 | (22%) | 29 |
| %>0.15 | (16%) | (15%) | (12%) | | | | | (15%) |
| [b] as a % of [a] | (58%) | (56%) | (46%) | | | | | (57%) |
| BAC Unknown | 6 | 2 | 9 | 4 | (200%) | -3 | (-33%) | 7 |
| Victorian Total Pedestrians | | | | | | | | |
| <0.05 | 40 | 32 | 26 | 8 | (25%) | 14 | (54%) | 32 |
| [a] at 0.05 & above | 17 | 14 | 12 | 3 | (21%) | 5 | (42%) | 14 |
| % at 0.05 & above | (30%) | (30%) | (32%) | | | | | (30%) |
| [b] >0.15 | 8 | 10 | 8 | -2 | (-20%) | 0 | (0%) | 9 |
| %>0.15 | (14%) | (22%) | (21%) | | | | | (20%) |
| [b] as a % of [a] | (47%) | (71%) | (67%) | | | | | (66%) |
| BAC Unknown | 3 | 2 | 5 | 1 | (50%) | -2 | (-40%) | 4 |

The National Picture

| State | Killed (12 months to August) | | | | | 2009 v 2008 |
|----------------|------------------------------|-------|-------|-------|-----|-------------|
| | 2009 | 2008 | 2007 | 2006 | | |
| NSW | 457 | 386 | 446 | 514 | 71 | (18%) |
| VIC | 295 | 336 | 338 | 315 | -41 | (-12%) |
| QLD | 340 | 331 | 380 | 331 | 9 | (3%) |
| SA | 123 | 108 | 107 | 131 | 15 | (14%) |
| WA | 187 | 218 | 226 | 184 | -31 | (-14%) |
| TAS | 63 | 38 | 58 | 57 | 25 | (66%) |
| NT | 44 | 74 | 45 | 52 | -30 | (-41%) |
| ACT | 10 | 15 | 18 | 14 | -5 | (-33%) |
| AUST TOTAL | 1,519 | 1,506 | 1,618 | 1,598 | 13 | (1%) |
| AUST minus VIC | 1,224 | 1,170 | 1,280 | 1,283 | 54 | (5%) |

| State | Deaths per 10,000 registered vehicles (12 months to August) | | | Deaths per 100,000 population (12 months to August) | | |
|----------------|--|------|------|--|-------|-------|
| | 2009 | 2008 | 2007 | 2009 | 2008 | 2007 |
| NSW | 0.98 | 0.86 | 1.02 | 6.51 | 5.56 | 6.49 |
| VIC | 0.73 | 0.86 | 0.89 | 5.50 | 6.38 | 6.54 |
| QLD | 1.03 | 1.05 | 1.26 | 7.83 | 7.79 | 9.18 |
| SA | 1.03 | 0.92 | 0.93 | 7.62 | 6.77 | 6.80 |
| WA | 1.03 | 1.25 | 1.35 | 8.49 | 10.17 | 10.83 |
| TAS | 1.57 | 0.97 | 1.52 | 12.57 | 7.65 | 11.79 |
| NT | 3.45 | 6.04 | 3.82 | 19.71 | 33.90 | 21.21 |
| ACT | 0.40 | 0.62 | 0.79 | 2.88 | 4.38 | 5.35 |
| AUST TOTAL | 0.96 | 0.99 | 1.10 | 7.03 | 7.09 | 7.75 |
| AUST minus VIC | 1.04 | 1.03 | 1.17 | 7.53 | 7.32 | 8.15 |

Victoria v Australia – 12 Month Moving Fatality Rate



Booze-Bus Random Breath Testing

January-August

| | 2009 | 2008 | 2007 | 2009 v 2008 | | 2009 v 2007 | |
|-----------|---------|---------|---------|-------------|--------|-------------|--------|
| Melbourne | 675,546 | 780,931 | 655,143 | -105,385 | (-13%) | 20,403 | (3%) |
| Country | 133,048 | 157,756 | 178,244 | -24,708 | (-16%) | -45,196 | (-25%) |
| Vic Total | 808,594 | 938,687 | 833,387 | -130,093 | (-14%) | -24,793 | (-3%) |

12 months to August vs previous 12 months

| | 2009 | 2008 | 2007 | 2009 v 2008 | | 2009 v 2007 | |
|-----------|-----------|-----------|-----------|-------------|--------|-------------|--------|
| Melbourne | 1,073,971 | 1,106,300 | 1,014,891 | -32,329 | (-3%) | 59,080 | (6%) |
| Country | 215,121 | 237,855 | 266,422 | -22,734 | (-10%) | -51,301 | (-19%) |
| Vic Total | 1,289,092 | 1,344,155 | 1,281,313 | -55,063 | (-4%) | 7,779 | (1%) |

Mobile Safety Camera Data

Speed Infringements Issued from Mobile Cameras (monthly totals)

Monthly Average = 46,121

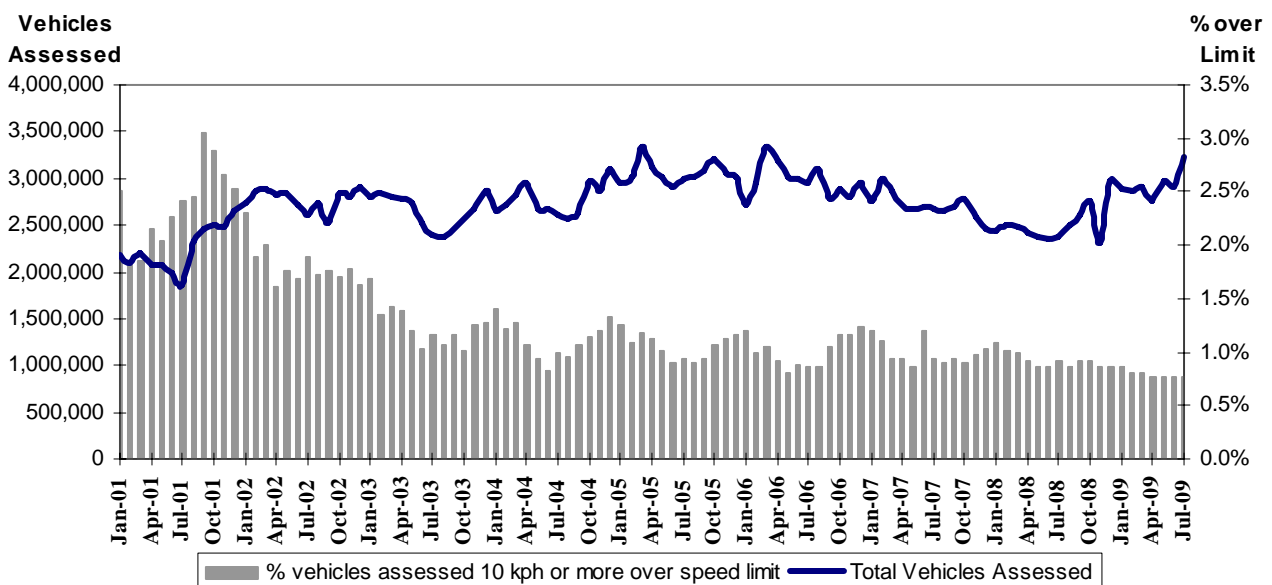
| 2008 | | | | | 2009 | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul |
| 40,730 | 44,653 | 50,920 | 41,762 | 45,270 | 55,949 | 47,286 | 49,261 | 43,314 | 37,758 | 46,126 | 50,428 |

Excessive Speed Infringements Issued from Mobile Cameras (monthly totals)

Monthly Average = 364

| 2008 | | | | | 2009 | | | | | | |
|------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|
| Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul |
| 345 | 309 | 422 | 325 | 332 | 422 | 351 | 438 | 359 | 339 | 394 | 327 |

Mobile Safety Cameras – Vehicles assessed and percentage of vehicles assessed 10km/h or more over speed limit per month



Explanations and References

Hi-Alcetime is those times of the day and week (*shaded* in the table below) when casualty crashes are **ten times more likely to involve alcohol** than casualty crashes at other (**Lo-Alcetime**) times.

| | 12am - 6am | 6am - 8am | 8am - 10am | 10am - 2pm | 2pm - 4pm | 4pm - 6pm | 6pm - 12pm |
|-----------|------------|-----------|------------|------------|-----------|-----------|------------|
| Monday | | | | | | | |
| Tuesday | | | | | | | |
| Wednesday | | | | | | | |
| Thursday | | | | | | | |
| Friday | | | | | | | |
| Saturday | | | | | | | |
| Sunday | | | | | | | |

Useful Internet Sites

TAC Sites

- TAC Safety (Road Safety) www.tacsafety.com.au
- TAC How safe is your car www.howsafeisyourcar.com.au
- TAC Learners Log www.learnerslog.com.au
- TAC Motorcycle Safety Website www.spokes.com.au
- TAC Corporate site www.tac.vic.gov.au

Victorian Sites:

- VicRoads www.vicroads.vic.gov.au
- Victorian Police (Operation Countdown) www.operationcountdown.com.au
- Parliamentary Road Safety Committee www.parliament.vic.gov.au/parlrsc/
- ARRB Transport Research www.arrb.com.au
- RACV www.racv.com.au
- Monash University Accident Research Centre www.general.monash.edu.au/muarc
- Roadsafe www.roadsafe.org.au

National and Interstate Sites:

- Australian Transport Safety Bureau www.atsb.gov.au
- Roads and Traffic Authority (NSW) www.rta.nsw.gov.au
- Queensland Transport - Road Safety www.roadsafety.net
- Department of Transport (SA) www.transport.sa.gov.au/index.htm
- Main Roads Western Australia - Road Safety www.mrwa.wa.gov.au

International Sites:

- National Highway Traffic Safety Admin (USA) www.nhtsa.dot.gov
- Swedish Road and Transport Institute (VTI) www.vti.se
- SWOV Institute for Road Safety Research www.swov.nl

Related Sites:

- Australian Drug Foundation www.adf.org.au
- Bicycle Victoria www.bv.com.au

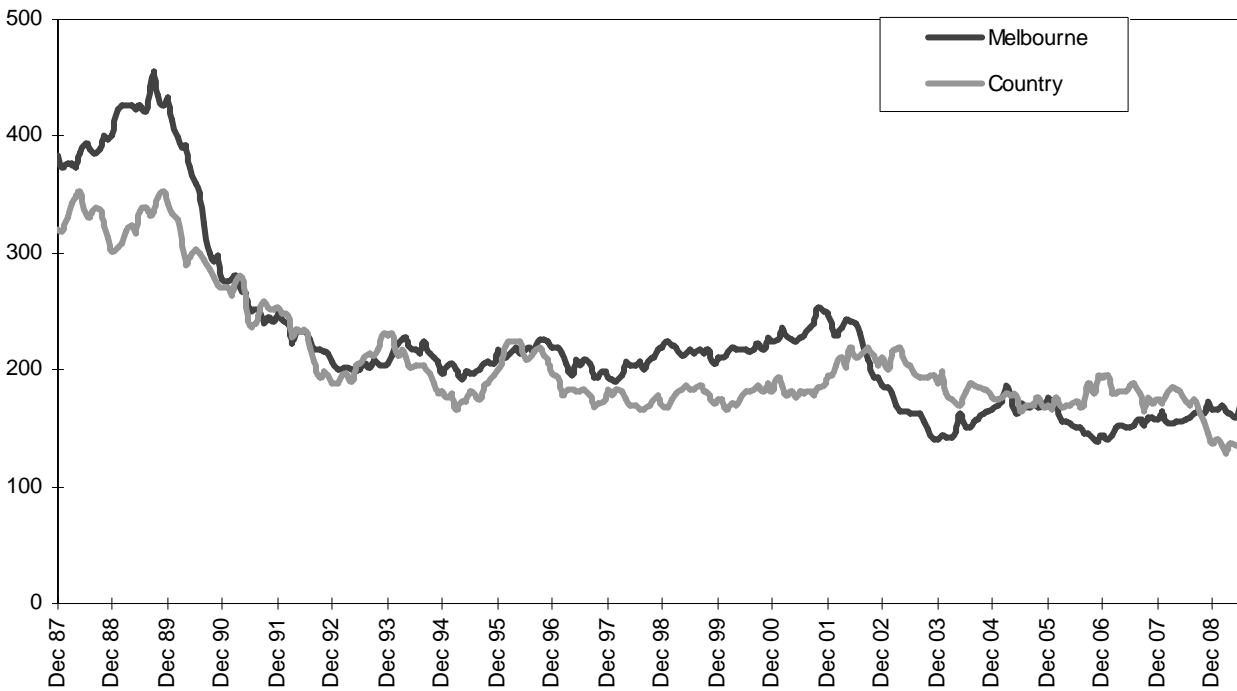
Graphs

| | |
|---|----------------|
| Urban/Rural Fatalities | Graphs 1 |
| Road User Group Fatalities | Graphs 2 (a-d) |
| Pedestrian and Driver/Rider Deaths with a BAC at 0.05 and over | Graphs 3 (a-e) |
| Single Vehicle Fatalities | Graph 4 |
| Random Breath Testing | Graphs 5 (a-b) |

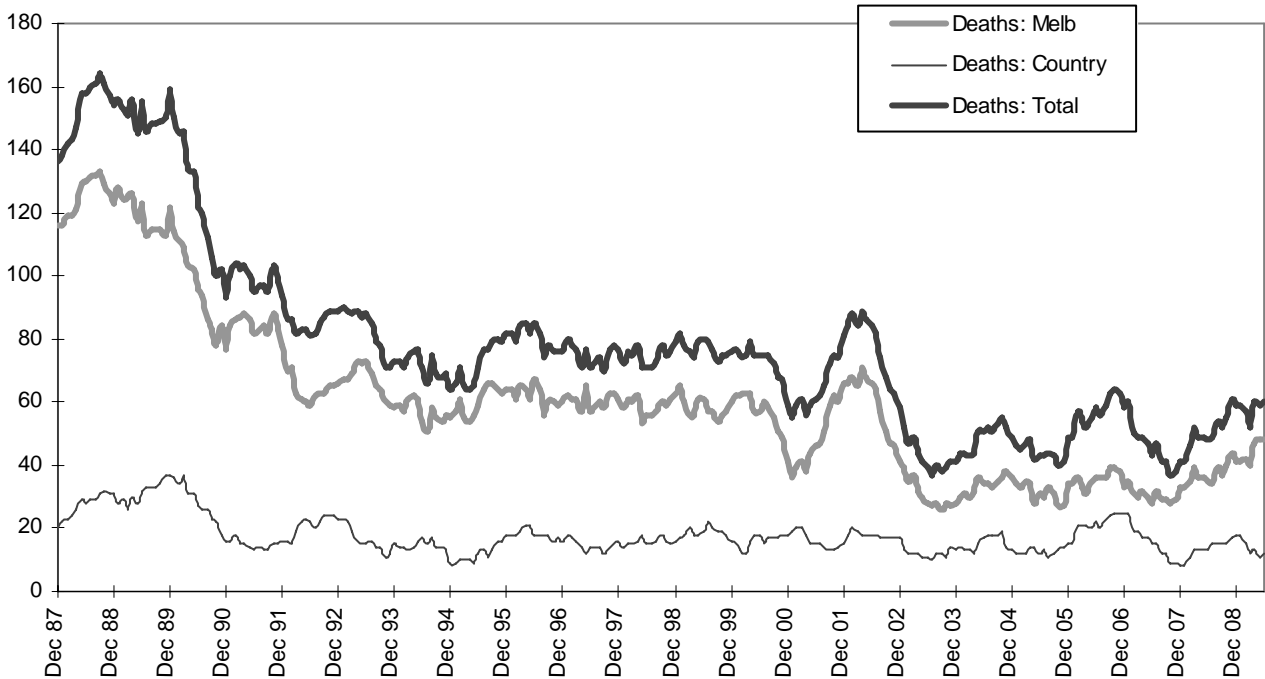
Notes

- All graphs are 12 month moving totals.
- Data is subject to revision as additional information about known accidents is received, and as new accident reports are received and processed.

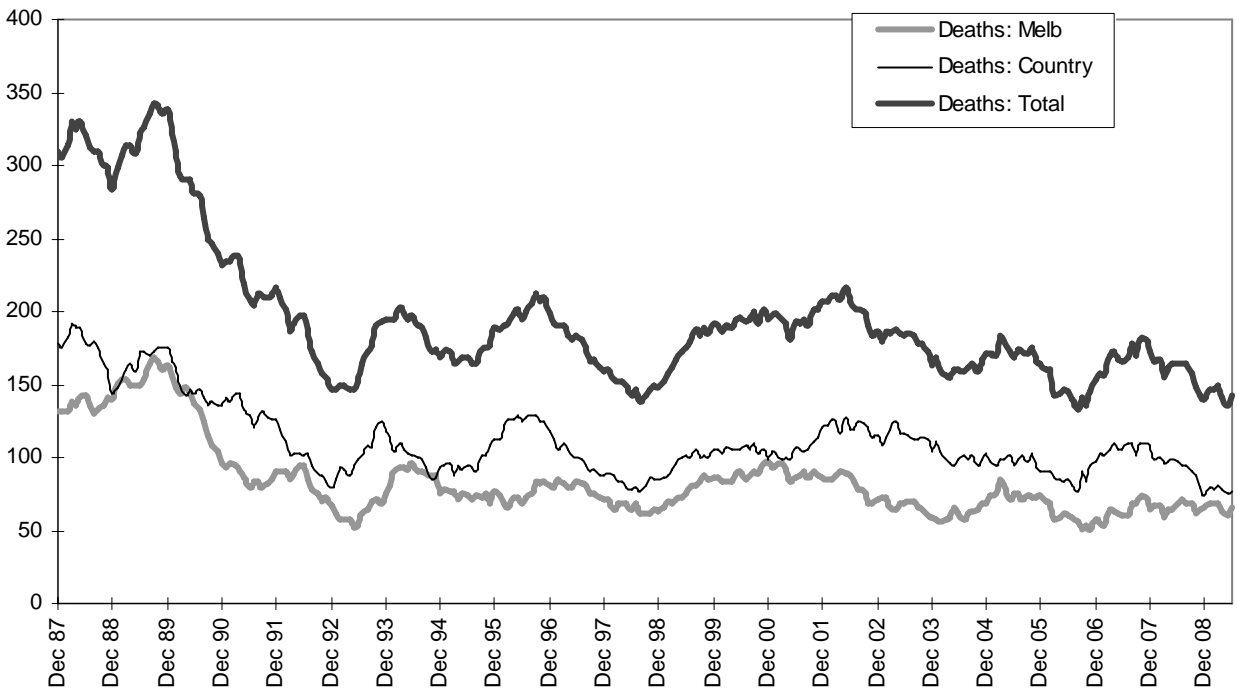
Graph 1 – Melbourne/country fatalities



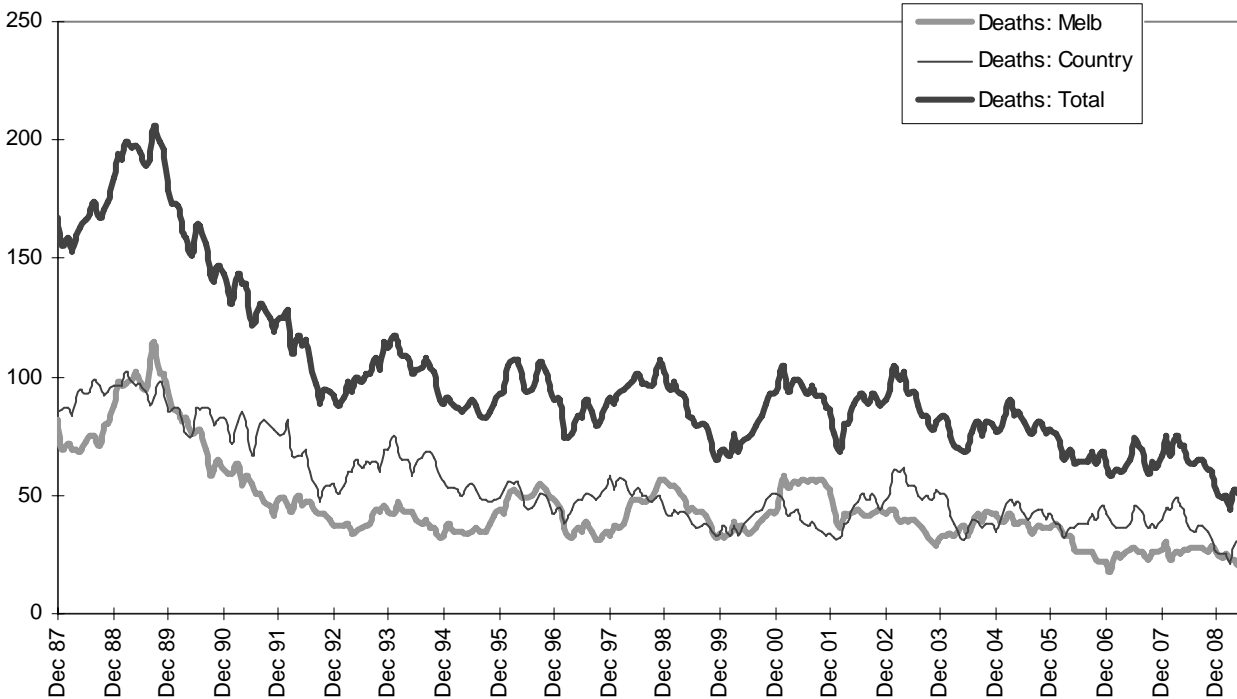
Graph 2a – Pedestrian fatalities (Melbourne/country)



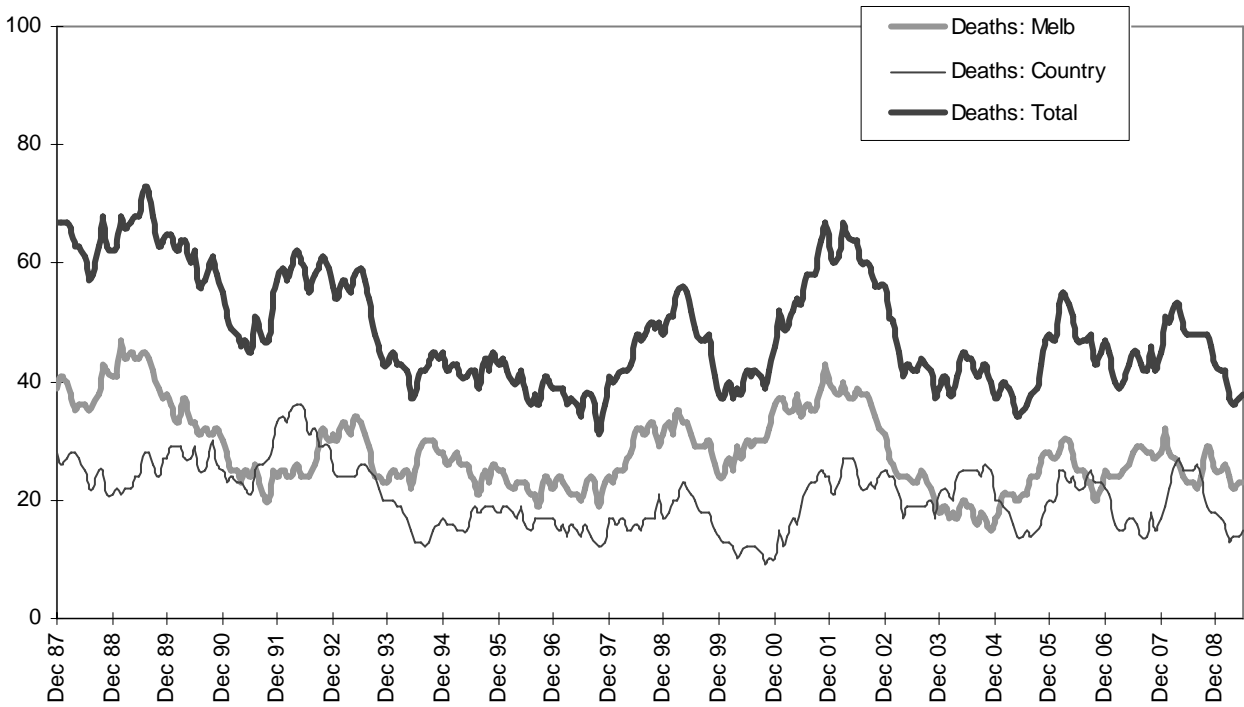
Graph 2b – Driver fatalities (Melbourne/country)



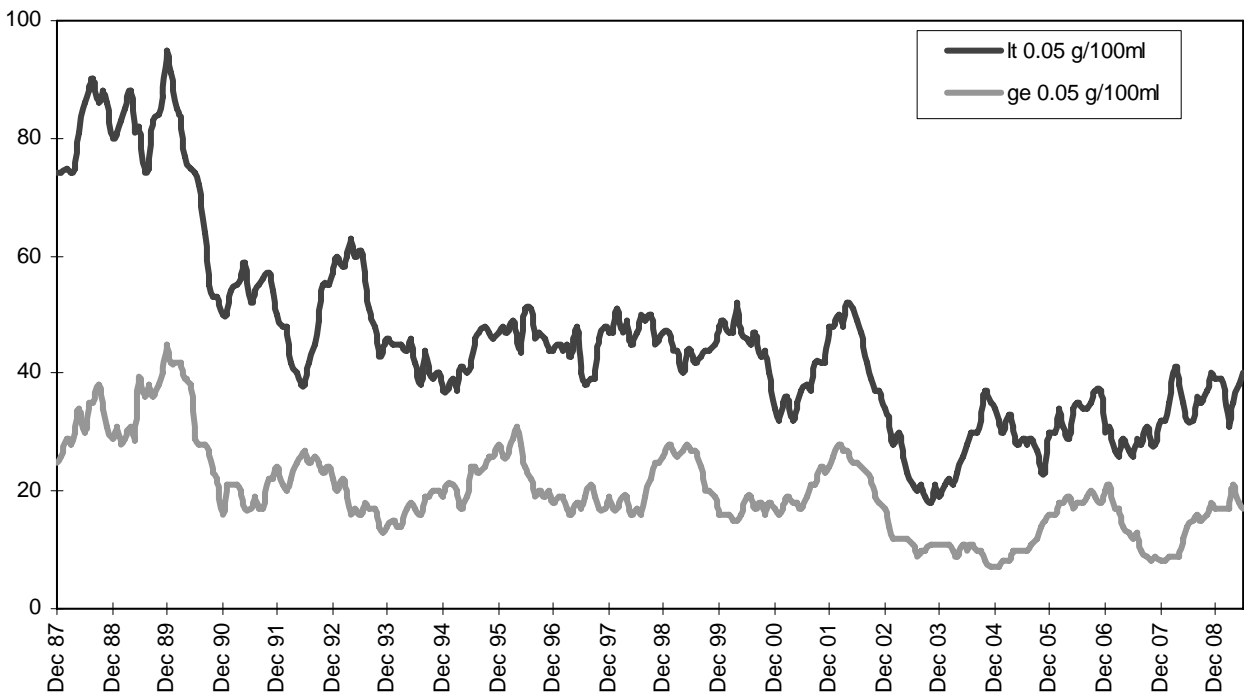
Graph 2c – Passenger fatalities (Melbourne/country)



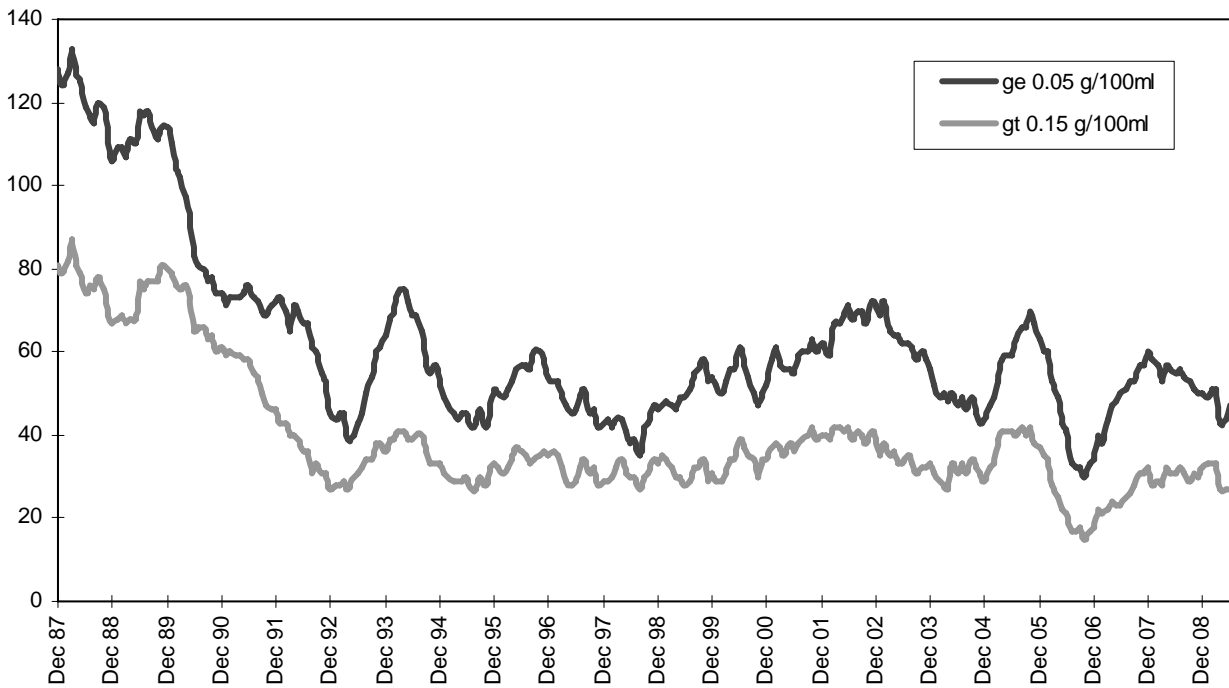
Graph 2d –Motorcyclist fatalities (Melbourne/country)



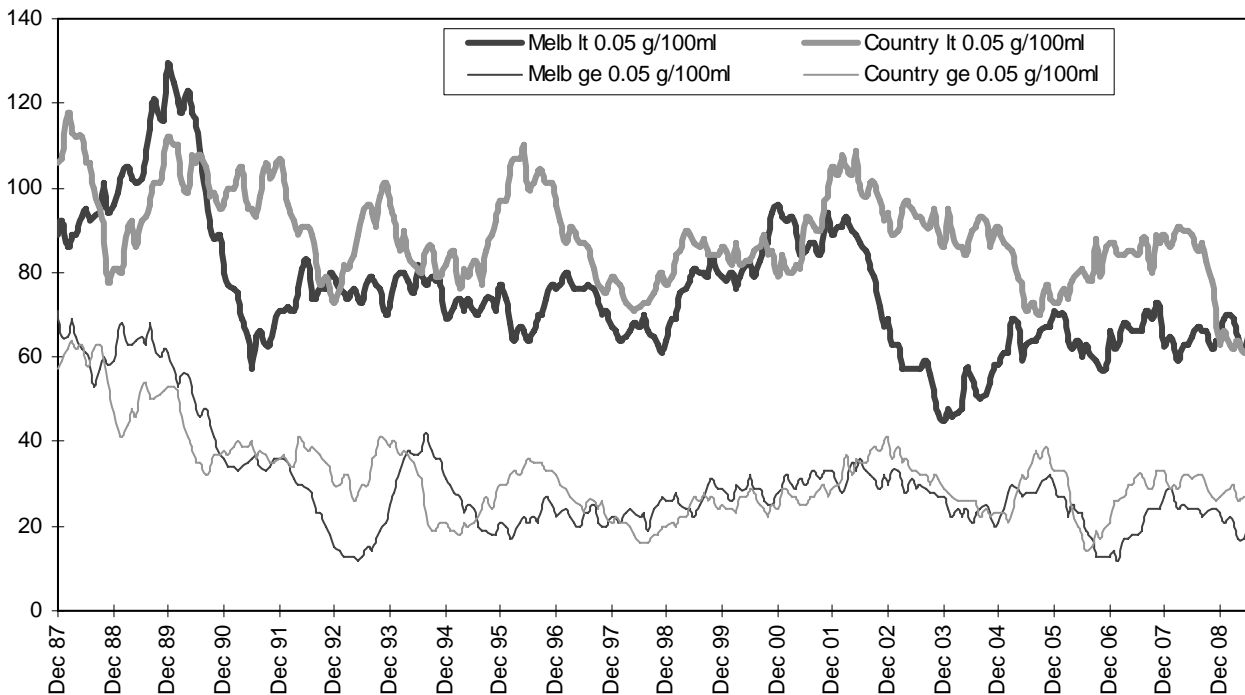
Graph 3a – Pedestrian deaths by BAC



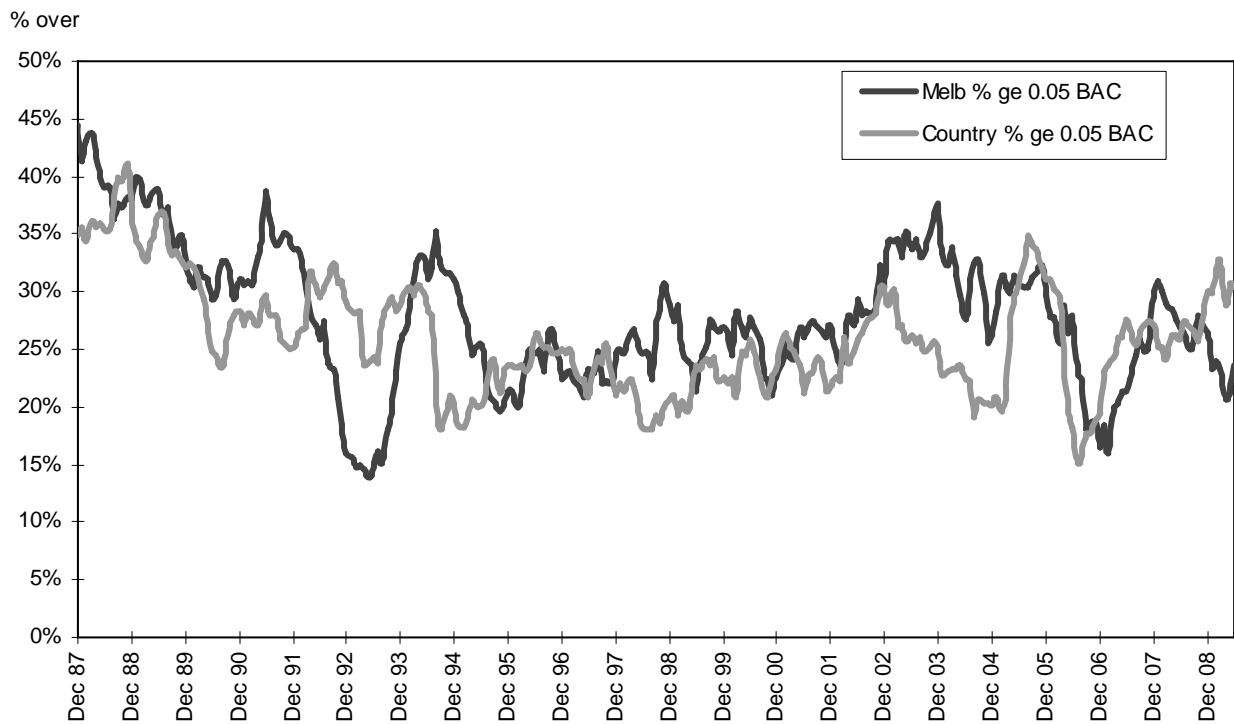
Graph 3b – Driver/rider deaths by BAC



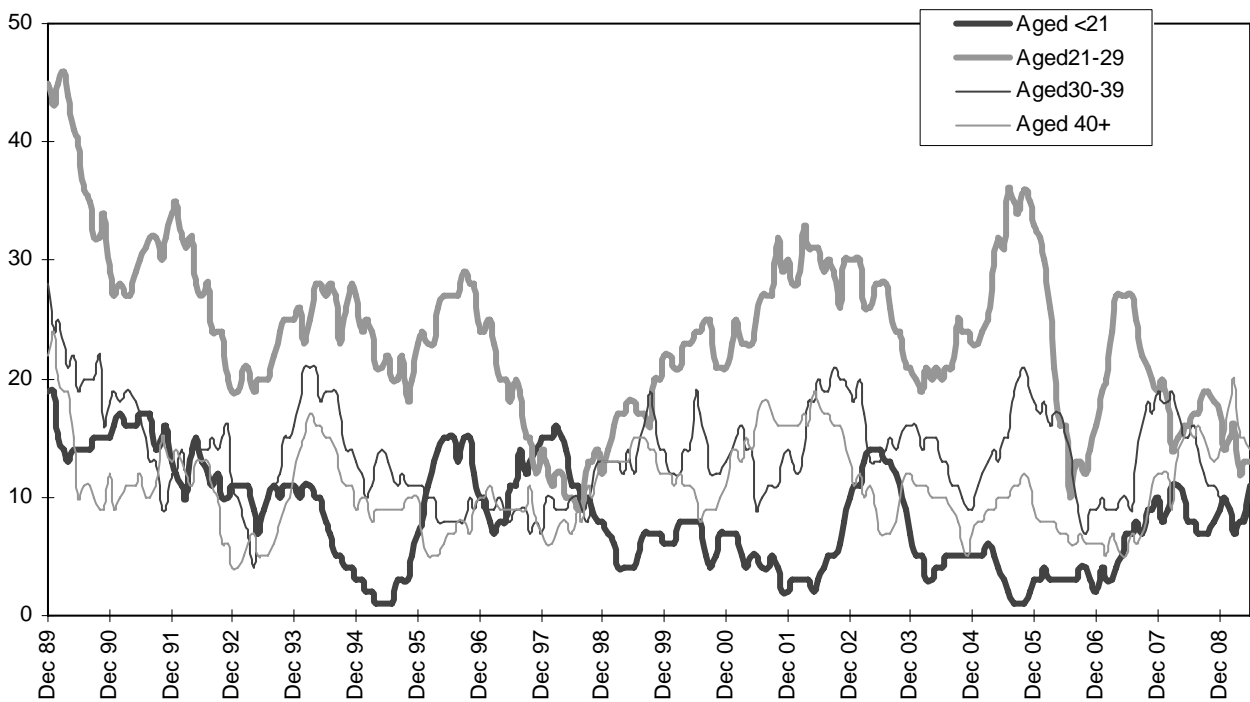
Graph 3c – Driver/rider deaths by BAC (Melbourne/country)



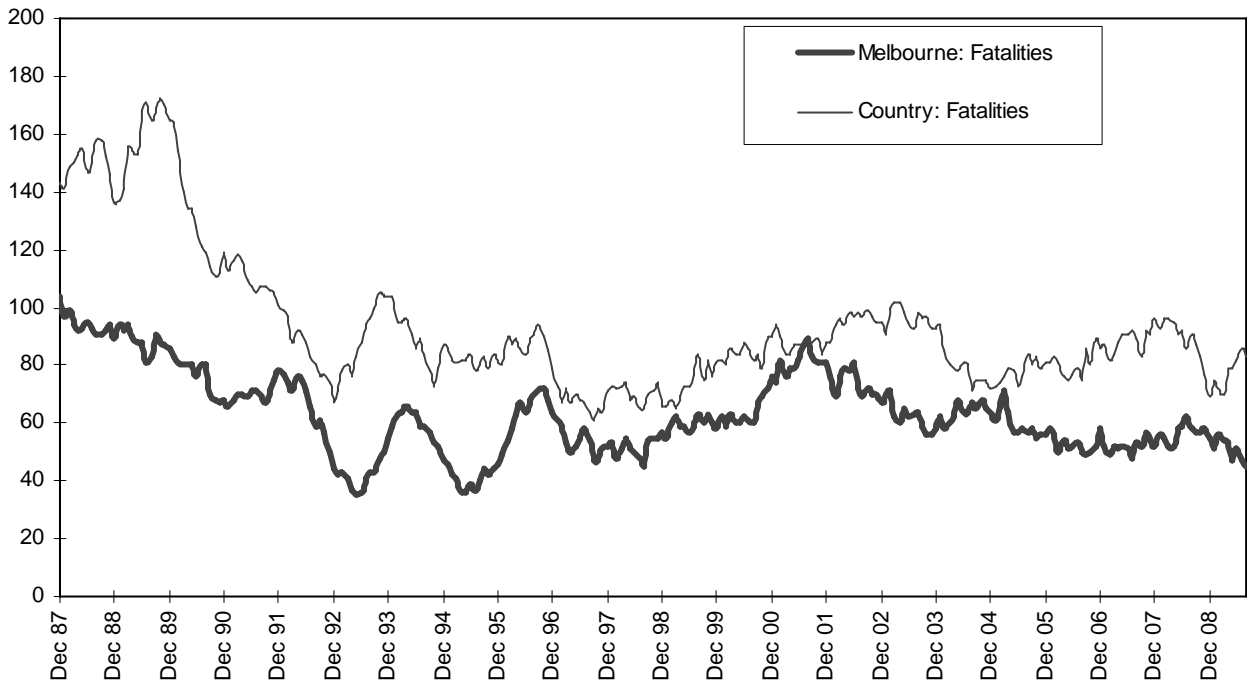
Graph 3d – Proportion of driver/rider deaths with a BAC ge 0.05



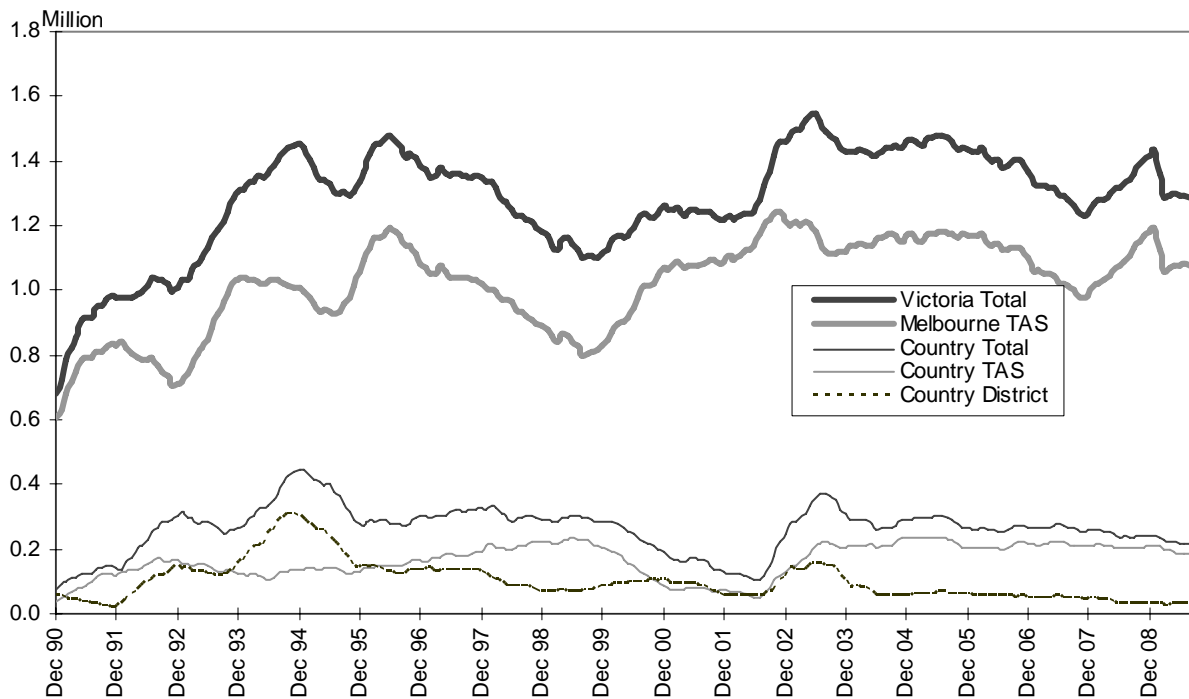
Graph 3e – Killed drivers and riders with a BAC ge 0.05 by age group



Graph 4 – Single vehicle off-path deaths



Graph 5a – Booze-Bus RBTs



Graph 5b – RBT: Percentage positive readings

