**ROAD SAFETY STATISTICAL SUMMARY**

**October 2015**



**TRANSPORT ACCIDENT COMMISSION**

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Note about the data in this report

* All data provided in this report is the data most recently available at time of production. Fatalities, breath-test data and safety camera data are updated to the end of report month. A 6-month lag applies to TAC claims data.
* Reported data will have one extra day of exposure for leap years.
* Data is subject to revision as additional information about known accidents/claims is received, and as new accident/claim reports are received and processed.

\*An acute hospital admission refers to a hospital admission that occurred within 7 days of accident.

# Status Report

## Fatalities

* The rolling 12 month number of road fatalities in October 2015 stands at 259. The number of fatalities in 2014 stood at 260 (1% up).
* 28 people were fatally injured in October 2015 on Victorian roads. This compares to 19 in October 2014.

Fatalities (rolling 12 month, to end October 2015)

**Category 2015 2014 2013**

**2015 v 2014 2015 v 2013**

**5 Year Av**

**Fatal Injuries (Rolling 12 Month Total)**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fatal (to October)** | **259** | **260** | **240** | **-1** | **(-0%)** | **+19** | **(+8%)** | **264** |
| per 10,000 veh | 0.56 | 0.58 | 0.54 | -0.02 | (-3%) | +0.02 | (+4%) | 0.60 |
| per 100,000 pop | 4.37 | 4.46 | 4.20 | -0.09 | (-2%) | +0.17 | (+4%) | 4.60 |
| **Accidents (Rolling 12 Month Total)** |  |  |  |  |  |  |  |  |
| **Fatal (to October)** | **237** | **232** | **220** | **5** | **(+2%)** | **17** | **(+8%)** | **241** |
| per 10,000 veh | 0.52 | 0.51 | 0.50 | +0.01 | (+2%) | +0.02 | (+4%) | 0.55 |
| per 100,000 pop | 4.00 | 3.98 | 3.85 | 0.02 | (+1%) | 0.15 | (+4%) | 4.21 |

350

325

300

**Fatalities per 12 months**

275

250

225

200

Jan-07

Apr-07 Jul-07 Oct-07 Jan-08 Apr-08 Jul-08 Oct-08 Jan-09 Apr-09 Jul-09 Oct-09 Jan-10 Apr-10 Jul-10 Oct-10 Jan-11 Apr-11 Jul-11 Oct-11 Jan-12 Apr-12 Jul-12 Oct-12 Jan-13 Apr-13 Jul-13 Oct-13 Jan-14 Apr-14 Jul-14 Oct-14 Jan-15 Apr-15 Jul-15 Oct-15

Victoria – Fatalities, rolling 12 months total

## Claims involving an acute hospital admission\*

(by claim acceptance date – rolling 12 month, to midnight 30 April 2015)

**Category 2015 2014 2013**

**2015 v 2014 2015 v 2013**

**5 Year Av**

**Claims involving an acute hospitalisation over 14 days (Rolling 12 Month Total)**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Claims (to April)** | **896** | **911** | **882** | **-15** | **(-2%)** | **+14** | **(+2%)** | **894** |
| per 100,000 pop | 15.2 | 15.8 | 15.6 | -0.6 | (-4%) | -0.4 | (-3%) | 15.8 |
| per 10,000 veh | 2.0 | 2.0 | 2.0 | 0.0 | (+0%) | 0.0 | (+0%) | 2.1 |
| **All claims involving an acute hospitalisation (Rolling 12 Month Total)** | | | | | | | | |
| **Claims (to April)** | **6,048** | **5,980** | **5,271** | **+68** | **(+1%)** | **+777** | **(+15%)** | **5,764** |
| per 100,000 pop | 102.9 | 103.6 | 93.1 | -0.7 | (-1%) | +9.8 | (+11%) | 100.9 |
| per 10,000 veh | 13.3 | 13.4 | 12.1 | -0.1 | (-1%) | +1.2 | (+10%) | 13.2 |

1,200

**Victoria – Claims involving acute hospitalisation over 14 days**

**Rolling 12 months total**

1,100

**Hosp 14 Claims per 12 months**

1,000

900

800

700

Jan-01

Jan-02

Jan-03

Jan-04

Jan-05

Jan-06

Jan-07

Jan-08

Jan-09

Jan-10

Jan-11

Jan-12

Jan-13

Jan-14

Jan-15

7,000

**Victoria – All claims involving an acute hospital isation**

**Rolling 12 months total**

6,000

**Acute Hosp Claims per 12 months**

5,000

4,000

Jan-01

Jan-02

Jan-03

Jan-04

Jan-05

Jan-06

Jan-07

Jan-08

Jan-09

Jan-10

Jan-11

Jan-12

Jan-13

Jan-14

Jan-15

\*An acute hospital admission refers to a hospital admission that occurred within 7 days of accident.

# Fatalities: 12 months to October 2015

**Category 2015 2014 2013**

**2015 v 2014 2015 v 2013**

**5 Year Av**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Overview** |  | | | | | | | |
| Fatalities | 259 | 260 | 240 | -1 | (-0%) | +19 | (+8%) | 264 |
| Accidents | 237 | 232 | 220 | +5 | (+2%) | +17 | (+8%) | 241 |
| **Sex** |  |  |  |  |  |  |  |  |
| Female | 74 | 74 | 80 |  | (0%) | -6 | (-8%) | 77 |
| Male | 185 | 186 | 160 | -1 | (-1%) | +25 | (+16%) | 187 |
| **Roaduser** |  |  |  |  |  |  |  |  |
| Bicyclist | 10 | 8 | 5 | +2 | (+25%) | +5 | (+100%) | 8 |
| Driver | 127 | 121 | 123 | +6 | (+5%) | +4 | (+3%) | 126 |
| Motorcyclist | 33 | 31 | 40 | +2 | (+6%) | -7 | (-18%) | 38 |
| Passenger | 54 | 54 | 41 | 0 | (0%) | +13 | (+32%) | 52 |
| Pedestrian | 35 | 46 | 31 | -11 | (-24%) | +4 | (+13%) | 40 |
| **Location** |  |  |  |  |  |  |  |  |
| Melbourne | 123 | 109 | 101 | +14 | (+13%) | +22 | (+22%) | 118 |
| Rural Victoria | 136 | 151 | 139 | -15 | (-10%) | -3 | (-2%) | 146 |
| **Agegroup** |  |  |  |  |  |  |  |  |
| 0-4 | 3 | 3 | 0 | 0 | (0%) | +3 | NA | 3 |
| 5-15 | 3 | 10 | 7 | -7 | (-70%) | -4 | (-57%) | 7 |
| 16-17 | 12 | 4 | 4 | +8 | (+200%) | +8 | (+200%) | 7 |
| 18-20 | 19 | 14 | 18 | +5 | (+36%) | +1 | (+6%) | 23 |
| 21-25 | 21 | 28 | 29 | -7 | (-25%) | -8 | (-28%) | 28 |
| 26-29 | 23 | 19 | 13 | +4 | (+21%) | +10 | (+77%) | 19 |
| 30-39 | 35 | 38 | 31 | -3 | (-8%) | +4 | (+13%) | 35 |
| 40-49 | 36 | 27 | 33 | +9 | (+33%) | +3 | (+9%) | 32 |
| 50-59 | 28 | 37 | 22 | -9 | (-24%) | +6 | (+27%) | 31 |
| 60-69 | 28 | 32 | 30 | -4 | (-13%) | -2 | (-7%) | 29 |
| 70+ | 49 | 48 | 52 | +1 | (+2%) | -3 | (-6%) | 48 |
| **Alctime** |  |  |  |  |  |  |  |  |
| High (Melb) | 64 | 57 | 58 | +7 | (+12%) | +6 | (+10%) | 62 |
| High (Rural) | 59 | 57 | 55 | +2 | (+4%) | +4 | (+7%) | 64 |
| High (Vic) | 123 | 114 | 113 | +9 | (+8%) | +10 | (+9%) | 126 |
| Low (Melb) | 59 | 52 | 43 | +7 | (+13%) | +16 | (+37%) | 56 |
| Low (Rural) | 77 | 94 | 84 | -17 | (-18%) | -7 | (-8%) | 82 |
| Low (Vic) | 136 | 146 | 127 | -10 | (-7%) | +9 | (+7%) | 138 |
| **Accident Type** |  |  |  |  |  |  |  |  |
| **Intersection** |  |  |  |  |  |  |  |  |
| Adjacent direction | 40 | 31 | 31 | +9 | (+29%) | +9 | (+29%) | 32 |
| Opposing direction | 12 | 7 | 2 | +5 | (+71%) | +10 | (+500%) | 7 |
| **Mid-block/other**  Head on | 33 | 46 | 38 | -13 | (-28%) | -5 | (-13%) | 38 |
| Same direction | 14 | 7 | 18 | +7 | (+100%) | -4 | (-22%) | 13 |
| Manoeuvre/o'taking | 19 | 9 | 11 | +10 | (+111%) | +8 | (+73%) | 14 |
| On path | 5 | 9 | 1 | -4 | (-44%) | +4 | (+400%) | 5 |
| Single vehicle | 97 | 100 | 101 | -3 | (-3%) | -4 | (-4%) | 107 |
| Other (incl peds) | 39 | 51 | 38 | -12 | (-24%) | +1 | (+3%) | 47 |

Fatalities: 12 months to October 2015 – Continued

**Category 2015 2014 2013**

**2015 v 2014 2015 v 2013**

**5 Year Av**

**Police Service Area (based on Local Government Area (see p.13)**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| BALLARAT | 4 | 5 | 6 | -1 | (-20%) | -2 | (-33%) | 5 |
| BANYULE | 4 | 0 | 3 | +4 |  | +1 | (+33%) | 3 |
| BASS COAST | 3 | 10 | 6 | -7 | (-70%) | -3 | (-50%) | 7 |
| BAW BAW | 1 | 6 | 6 | -5 | (-83%) | -5 | (-83%) | 5 |
| BENALLA | 16 | 7 | 10 | +9 | (+129%) | +6 | (+60%) | 10 |
| BENDIGO | 4 | 4 | 7 | 0 | (0%) | -3 | (-43%) | 6 |
| BOROONDARA | 3 | 2 | 6 | +1 | (+50%) | -3 | (-50%) | 3 |
| BRIMBANK | 5 | 4 | 5 | +1 | (+25%) | 0 | (0%) | 7 |
| CAMPASPE | 4 | 7 | 4 | -3 | (-43%) | 0 | (0%) | 5 |
| CARDINIA | 7 | 8 | 1 | -1 | (-13%) | +6 | (+600%) | 6 |
| CASEY | 4 | 6 | 6 | -2 | (-33%) | -2 | (-33%) | 6 |
| CENTRAL GOLDFIELDS | 2 | 3 | 3 | -1 | (-33%) | -1 | (-33%) | 3 |
| DAREBIN | 2 | 2 | 1 | 0 | (0%) | +1 | (+100%) | 3 |
| EAST GIPPSLAND | 12 | 3 | 4 | +9 | (+300%) | +8 | (+200%) | 7 |
| FRANKSTON | 1 | 6 | 0 | -5 | (-83%) | +1 |  | 3 |
| GEELONG | 4 | 6 | 12 | -2 | (-33%) | -8 | (-67%) | 9 |
| GLEN EIRA | 3 | 6 | 6 | -3 | (-50%) | -3 | (-50%) | 5 |
| GREATER DANDENONG | 7 | 3 | 5 | +4 | (+133%) | +2 | (+40%) | 4 |
| HOBSONS BAY | 2 | 0 | 3 | +2 |  | -1 | (-33%) | 1 |
| HORSHAM | 6 | 1 | 5 | +5 | (+500%) | +1 | (+20%) | 4 |
| HUME | 6 | 4 | 11 | +2 | (+50%) | -5 | (-45%) | 6 |
| KINGSTON | 2 | 5 | 8 | -3 | (-60%) | -6 | (-75%) | 5 |
| KNOX | 5 | 6 | 4 | -1 | (-17%) | +1 | (+25%) | 3 |
| LA TROBE | 4 | 3 | 7 | +1 | (+33%) | -3 | (-43%) | 5 |
| MACEDON RANGES | 7 | 11 | 5 | -4 | (-36%) | +2 | (+40%) | 6 |
| MANNINGHAM | 0 | 1 | 2 | -1 | (-100%) | -2 | (-100%) | 1 |
| MARIBYRNONG | 4 | 1 | 3 | +3 | (+300%) | +1 | (+33%) | 3 |
| MAROONDAH | 2 | 1 | 1 | +1 | (+100%) | +1 | (+100%) | 2 |
| MELBOURNE | 6 | 3 | 2 | +3 | (+100%) | +4 | (+200%) | 4 |
| MELTON | 6 | 9 | 3 | -3 | (-33%) | +3 | (+100%) | 6 |
| MILDURA | 1 | 6 | 3 | -5 | (-83%) | -2 | (-67%) | 3 |
| MITCHELL | 10 | 5 | 7 | +5 | (+100%) | +3 | (+43%) | 7 |
| MONASH | 3 | 3 | 4 | 0 | (0%) | -1 | (-25%) | 4 |
| MOONEE VALLEY | 3 | 4 | 1 | -1 | (-25%) | +2 | (+200%) | 2 |
| MOORABOOL | 5 | 7 | 8 | -2 | (-29%) | -3 | (-38%) | 8 |
| MORELAND | 3 | 6 | 1 | -3 | (-50%) | +2 | (+200%) | 3 |
| MORNINGTON PENINSULA | 13 | 6 | 2 | +7 | (+117%) | +11 | (+550%) | 7 |
| NILLUMBIK | 2 | 1 | 0 | +1 | (+100%) | +2 |  | 2 |
| NORTHERN GRAMPIANS | 2 | 6 | 4 | -4 | (-67%) | -2 | (-50%) | 4 |
| PORT PHILLIP | 1 | 2 | 3 | -1 | (-50%) | -2 | (-67%) | 2 |
| SHEPPARTON | 7 | 2 | 5 | +5 | (+250%) | +2 | (+40%) | 6 |
| SOUTHERN GRAMPIANS | 6 | 6 | 2 | 0 | (0%) | +4 | (+200%) | 5 |
| STONNINGTON | 4 | 3 | 2 | +1 | (+33%) | +2 | (+100%) | 2 |
| SURF COAST | 10 | 4 | 3 | +6 | (+150%) | +7 | (+233%) | 7 |
| SWAN HILL | 3 | 8 | 7 | -5 | (-63%) | -4 | (-57%) | 5 |
| WANGARATTA | 8 | 11 | 11 | -3 | (-27%) | -3 | (-27%) | 10 |
| WARRNAMBOOL | 8 | 16 | 7 | -8 | (-50%) | +1 | (+14%) | 8 |
| WELLINGTON | 4 | 7 | 3 | -3 | (-43%) | +1 | (+33%) | 5 |
| WHITEHORSE | 4 | 3 | 1 | +1 | (+33%) | +3 | (+300%) | 3 |
| WHITTLESEA | 5 | 4 | 4 | +1 | (+25%) | +1 | (+25%) | 5 |
| WODONGA | 4 | 7 | 4 | -3 | (-43%) | 0 | (0%) | 4 |
| WYNDHAM | 7 | 4 | 4 | +3 | (+75%) | +3 | (+75%) | 7 |
| YARRA | 1 | 0 | 2 | +1 |  | -1 | (-50%) | 1 |
| YARRA RANGES | 9 | 6 | 7 | +3 | (+50%) | +2 | (+29%) | 8 |

# Claims involving acute hospitalisation over 14 days: 12 months to April 2015 (claim acceptance date)

**Category 2015 2014 2013**

**2015 v 2014 2015 v 2013**

**5 Year Av**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Overview** |  | | | | | | | |
| Claims | 896 | 911 | 882 | -15 | (-2%) | +14 | (+2%) | 894 |
| **Sex** |  |  |  |  |  |  |  |  |
| Female | 374 | 378 | 366 | -4 | (-1%) | +8 | (+2%) | 365 |
| Male | 520 | 533 | 515 | -13 | (-2%) | +5 | (+1%) | 528 |
| **Roaduser** |  |  |  |  |  |  |  |  |
| Driver | 353 | 361 | 388 | -8 | (-2%) | -35 | (-9%) | 355 |
| Passenger | 134 | 152 | 139 | -18 | (-12%) | -5 | (-4%) | 142 |
| Motorcyclist | 183 | 151 | 124 | +32 | (+21%) | +59 | (+48%) | 161 |
| Pedestrian | 163 | 198 | 177 | -35 | (-18%) | -14 | (-8%) | 180 |
| Cyclist | 33 | 33 | 32 | 0 | (0%) | +1 | (+3%) | 36 |
| Train/Tram | 11 | 4 | 7 | +7 | (+175%) | +4 | (+57%) | 8 |
| **Location** |  |  |  |  |  |  |  |  |
| Melbourne | 566 | 586 | 550 | -20 | (-3%) | +16 | (+3%) | 575 |
| Rural Victoria | 302 | 313 | 329 | -11 | (-4%) | -27 | (-8%) | 310 |
| **Agegroup** |  |  |  |  |  |  |  |  |
| 0-4 | 4 | 2 | 2 | +2 | (+100%) | +2 | (+100%) | 3 |
| 5-15 | 16 | 12 | 9 | +4 | (+33%) | +7 | (+78%) | 13 |
| 16-17 | 10 | 13 | 18 | -3 | (-23%) | -8 | (-44%) | 17 |
| 18-20 | 46 | 63 | 64 | -17 | (-27%) | -18 | (-28%) | 56 |
| 21-25 | 80 | 79 | 81 | +1 | (+1%) | -1 | (-1%) | 82 |
| 26-29 | 54 | 42 | 38 | +12 | (+29%) | +16 | (+42%) | 51 |
| 30-39 | 110 | 96 | 113 | +14 | (+15%) | -3 | (-3%) | 109 |
| 40-49 | 114 | 122 | 113 | -8 | (-7%) | +1 | (+1%) | 117 |
| 50-59 | 101 | 110 | 104 | -9 | (-8%) | -3 | (-3%) | 103 |
| 60-69 | 101 | 112 | 101 | -11 | (-10%) | 0 | (0%) | 105 |
| 70+ | 260 | 260 | 239 | 0 | (0%) | +21 | (+9%) | 237 |
| **Alctime** |  |  |  |  |  |  |  |  |
| High (Melb) | 209 | 247 | 242 | -38 | (-15%) | -33 | (-14%) | 241 |
| High (Rural) | 119 | 119 | 127 | 0 | (0%) | -8 | (-6%) | 123 |
| High (Vic) | 328 | 366 | 369 | -38 | (-10%) | -41 | (-11%) | 364 |
| Low (Melb) | 357 | 339 | 308 | +18 | (+5%) | +49 | (+16%) | 333 |
| Low (Rural) | 183 | 194 | 202 | -11 | (-6%) | -19 | (-9%) | 187 |
| Low (Vic) | 540 | 533 | 510 | +7 | (+1%) | +30 | (+6%) | 520 |
| **Accident Type** |  |  |  |  |  |  |  |  |
| **Intersection** |  |  |  |  |  |  |  |  |
| Adjacent direction | 97 | 113 | 126 | -16 | (-14%) | -29 | (-23%) | 114 |
| Opposing direction | 47 | 68 | 51 | -21 | (-31%) | -4 | (-8%) | 58 |
| **Mid-block/other**  Head on | 84 | 90 | 84 | -6 | (-7%) | 0 | (0%) | 84 |
| Same direction | 89 | 72 | 80 | +17 | (+24%) | +9 | (+11%) | 85 |
| Manoeuvre/o'taking | 53 | 62 | 64 | -9 | (-15%) | -11 | (-17%) | 56 |
| On path | 35 | 21 | 21 | +14 | (+67%) | +14 | (+67%) | 24 |
| Single vehicle | 280 | 240 | 236 | +40 | (+17%) | +44 | (+19%) | 251 |
| Other (incl peds) | 211 | 245 | 220 | -34 | (-14%) | -9 | (-4%) | 222 |

Note: Excludes rejected claims and claims for interstate crashes.

Claims involving acute hospitalisation over 14 days: 12 months to April 2015 (claim acceptance date) – Continued

**Category 2015 2014 2013**

**Police Service Area (based on Local Government Area (see p.13)**

**2015 v 2013 2015 v 2014**

**5 Year Av**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| BALLARAT | 13 | 23 | 13 | -10 | (-43%) | 0 | (0%) | 16 |
| BANYULE | 8 | 8 | 12 | 0 | (0%) | -4 | (-33%) | 10 |
| BASS COAST | 18 | 19 | 14 | -1 | (-5%) | +4 | (+29%) | 16 |
| BAW BAW | 12 | 6 | 9 | +6 | (+100%) | +3 | (+33%) | 10 |
| BENALLA | 25 | 15 | 21 | +10 | (+67%) | +4 | (+19%) | 21 |
| BENDIGO | 8 | 15 | 15 | -7 | (-47%) | -7 | (-47%) | 16 |
| BOROONDARA | 21 | 25 | 17 | -4 | (-16%) | +4 | (+24%) | 23 |
| BRIMBANK | 30 | 18 | 24 | +12 | (+67%) | +6 | (+25%) | 23 |
| CAMPASPE | 5 | 7 | 8 | -2 | (-29%) | -3 | (-38%) | 6 |
| CARDINIA | 17 | 10 | 12 | +7 | (+70%) | +5 | (+42%) | 15 |
| CASEY | 31 | 27 | 28 | +4 | (+15%) | +3 | (+11%) | 26 |
| CENTRAL GOLDFIELDS | 2 | 7 | 8 | -5 | (-71%) | -6 | (-75%) | 5 |
| DAREBIN | 16 | 17 | 21 | -1 | (-6%) | -5 | (-24%) | 17 |
| EAST GIPPSLAND | 10 | 7 | 13 | +3 | (+43%) | -3 | (-23%) | 11 |
| FRANKSTON | 17 | 12 | 11 | +5 | (+42%) | +6 | (+55%) | 15 |
| GEELONG | 25 | 30 | 37 | -5 | (-17%) | -12 | (-32%) | 29 |
| GLEN EIRA | 19 | 39 | 22 | -20 | (-51%) | -3 | (-14%) | 29 |
| GREATER DANDENONG | 18 | 35 | 20 | -17 | (-49%) | -2 | (-10%) | 26 |
| HOBSONS BAY | 8 | 13 | 11 | -5 | (-38%) | -3 | (-27%) | 10 |
| HORSHAM | 7 | 5 | 8 | +2 | (+40%) | -1 | (-13%) | 7 |
| HUME | 26 | 23 | 27 | +3 | (+13%) | -1 | (-4%) | 25 |
| KINGSTON | 22 | 24 | 19 | -2 | (-8%) | +3 | (+16%) | 20 |
| KNOX | 13 | 19 | 20 | -6 | (-32%) | -7 | (-35%) | 16 |
| LA TROBE | 13 | 10 | 13 | +3 | (+30%) | 0 | (0%) | 14 |
| MACEDON RANGES | 17 | 21 | 17 | -4 | (-19%) | 0 | (0%) | 17 |
| MANNINGHAM | 11 | 14 | 20 | -3 | (-21%) | -9 | (-45%) | 14 |
| MARIBYRNONG | 7 | 7 | 15 | 0 | (0%) | -8 | (-53%) | 12 |
| MAROONDAH | 4 | 8 | 4 | -4 | (-50%) | 0 | (0%) | 8 |
| MELBOURNE | 31 | 29 | 33 | +2 | (+7%) | -2 | (-6%) | 31 |
| MELTON | 14 | 12 | 18 | +2 | (+17%) | -4 | (-22%) | 13 |
| MILDURA | 6 | 7 | 7 | -1 | (-14%) | -1 | (-14%) | 8 |
| MITCHELL | 13 | 27 | 25 | -14 | (-52%) | -12 | (-48%) | 18 |
| MONASH | 19 | 23 | 17 | -4 | (-17%) | +2 | (+12%) | 22 |
| MOONEE VALLEY | 25 | 15 | 20 | +10 | (+67%) | +5 | (+25%) | 18 |
| MOORABOOL | 21 | 14 | 16 | +7 | (+50%) | +5 | (+31%) | 15 |
| MORELAND | 29 | 33 | 27 | -4 | (-12%) | +2 | (+7%) | 27 |
| MORNINGTON PENINSULA | 27 | 24 | 30 | +3 | (+13%) | -3 | (-10%) | 29 |
| NILLUMBIK | 9 | 5 | 8 | +4 | (+80%) | +1 | (+13%) | 7 |
| NORTHERN GRAMPIANS | 12 | 12 | 11 | 0 | (0%) | +1 | (+9%) | 9 |
| PORT PHILLIP | 19 | 19 | 6 | 0 | (0%) | +13 | (+217%) | 13 |
| SHEPPARTON | 8 | 13 | 16 | -5 | (-38%) | -8 | (-50%) | 11 |
| SOUTHERN GRAMPIANS | 10 | 10 | 8 | 0 | (0%) | +2 | (+25%) | 9 |
| STONNINGTON | 16 | 12 | 11 | +4 | (+33%) | +5 | (+45%) | 16 |
| SURF COAST | 14 | 12 | 9 | +2 | (+17%) | +5 | (+56%) | 13 |
| SWAN HILL | 16 | 6 | 8 | +10 | (+167%) | +8 | (+100%) | 9 |
| WANGARATTA | 16 | 15 | 17 | +1 | (+7%) | -1 | (-6%) | 17 |
| WARRNAMBOOL | 11 | 13 | 14 | -2 | (-15%) | -3 | (-21%) | 13 |
| WELLINGTON | 10 | 6 | 11 | +4 | (+67%) | -1 | (-9%) | 9 |
| WHITEHORSE | 19 | 22 | 15 | -3 | (-14%) | +4 | (+27%) | 20 |
| WHITTLESEA | 19 | 24 | 23 | -5 | (-21%) | -4 | (-17%) | 21 |
| WODONGA | 10 | 13 | 11 | -3 | (-23%) | -1 | (-9%) | 10 |
| WYNDHAM | 26 | 19 | 23 | +7 | (+37%) | +3 | (+13%) | 21 |
| YARRA | 15 | 15 | 11 | 0 | (0%) | +4 | (+36%) | 13 |
| YARRA RANGES | 30 | 35 | 25 | -5 | (-14%) | +5 | (+20%) | 31 |

Note: excludes rejected claims and claims for interstate crashes

# Claims involving an acute hospital admission: 12 months to April 2015 (claim acceptance date)

**Category 2015 2014 2013**

**2015 v 2014 2015 v 2013**

**5 Year Av**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Overview** |  | | | | | | | |
| Claims | 6,048 | 5,980 | 5,271 | +68 | (+1%) | +777 | (+15%) | 5,764 |
| **Sex** |  |  |  |  |  |  |  |  |
| Female | 2,600 | 2,484 | 2,225 | +116 | (+5%) | +375 | (+17%) | 2,437 |
| Male | 3,441 | 3,490 | 3,044 | -49 | (-1%) | +397 | (+13%) | 3,323 |
| **Roaduser** |  |  |  |  |  |  |  |  |
| Driver | 2,709 | 2,666 | 2,520 | +43 | (+2%) | +189 | (+8%) | 2,632 |
| Passenger | 1,051 | 1,012 | 901 | +39 | (+4%) | +150 | (+17%) | 1,019 |
| Motorcyclist | 1,101 | 1,151 | 746 | -50 | (-4%) | +355 | (+48%) | 987 |
| Pedestrian | 628 | 654 | 616 | -26 | (-4%) | +12 | (+2%) | 640 |
| Cyclist | 405 | 383 | 341 | +22 | (+6%) | +64 | (+19%) | 369 |
| Train/Tram | 35 | 30 | 25 | +5 | (+17%) | +10 | (+40%) | 28 |
| **Location** |  |  |  |  |  |  |  |  |
| Melbourne | 4,068 | 4,039 | 3,482 | +29 | (+1%) | +586 | (+17%) | 3,885 |
| Rural Victoria | 1,746 | 1,809 | 1,750 | -63 | (-3%) | -4 | (-0%) | 1,791 |
| **Agegroup** |  |  |  |  |  |  |  |  |
| 0-4 | 54 | 53 | 44 | +1 | (+2%) | +10 | (+23%) | 50 |
| 5-15 | 213 | 184 | 185 | +29 | (+16%) | +28 | (+15%) | 192 |
| 16-17 | 93 | 94 | 113 | -1 | (-1%) | -20 | (-18%) | 111 |
| 18-20 | 467 | 538 | 467 | -71 | (-13%) | 0 | (0%) | 517 |
| 21-25 | 750 | 772 | 630 | -22 | (-3%) | +120 | (+19%) | 720 |
| 26-29 | 487 | 452 | 393 | +35 | (+8%) | +94 | (+24%) | 444 |
| 30-39 | 939 | 878 | 814 | +61 | (+7%) | +125 | (+15%) | 883 |
| 40-49 | 911 | 904 | 768 | +7 | (+1%) | +143 | (+19%) | 863 |
| 50-59 | 779 | 743 | 676 | +36 | (+5%) | +103 | (+15%) | 722 |
| 60-69 | 539 | 553 | 462 | -14 | (-3%) | +77 | (+17%) | 517 |
| 70+ | 816 | 809 | 719 | +7 | (+1%) | +97 | (+13%) | 743 |
| **Alctime** |  |  |  |  |  |  |  |  |
| High (Melb) | 1,662 | 1,748 | 1,531 | -86 | (-5%) | +131 | (+9%) | 1,703 |
| High (Rural) | 719 | 720 | 734 | -1 | (-0%) | -15 | (-2%) | 753 |
| High (Vic) | 2,381 | 2,468 | 2,265 | -87 | (-4%) | +116 | (+5%) | 2,456 |
| Low (Melb) | 2,406 | 2,291 | 1,951 | +115 | (+5%) | +455 | (+23%) | 2,182 |
| Low (Rural) | 1,027 | 1,089 | 1,016 | -62 | (-6%) | +11 | (+1%) | 1,038 |
| Low (Vic) | 3,433 | 3,380 | 2,967 | +53 | (+2%) | +466 | (+16%) | 3,220 |
| **Accident Type** |  |  |  |  |  |  |  |  |
| **Intersection** |  |  |  |  |  |  |  |  |
| Adjacent direction | 731 | 854 | 759 | -123 | (-14%) | -28 | (-4%) | 822 |
| Opposing direction | 491 | 522 | 479 | -31 | (-6%) | +12 | (+3%) | 485 |
| **Mid-block/other**  Head on | 316 | 325 | 310 | -9 | (-3%) | +6 | (+2%) | 325 |
| Same direction | 937 | 842 | 777 | +95 | (+11%) | +160 | (+21%) | 887 |
| Manoeuvre/o'taking | 323 | 346 | 300 | -23 | (-7%) | +23 | (+8%) | 323 |
| On path | 287 | 274 | 209 | +13 | (+5%) | +78 | (+37%) | 238 |
| Single vehicle | 1,754 | 1,653 | 1,405 | +101 | (+6%) | +349 | (+25%) | 1,609 |
| Other (incl peds) | 1,209 | 1,164 | 1,032 | +45 | (+4%) | +177 | (+17%) | 1,074 |

Note: excludes rejected claims and claims for interstate crashes

Claims involving an acute hospital admission: 12 months to April 2015 (claim acceptance date) – Continued

**Category 2015 2014 2013**

**Police Service Area (based on Local Government Area (see p.13)**

**2015 v 2014**

**2015 v 2013**

**5 Year Av**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| BALLARAT | 77 | 103 | 89 | -26 | (-25%) | -12 | (-13%) | 95 |
| BANYULE | 58 | 57 | 63 | +1 | (+2%) | -5 | (-8%) | 60 |
| BASS COAST | 90 | 90 | 67 | 0 | (0%) | +23 | (+34%) | 83 |
| BAW BAW | 61 | 58 | 61 | +3 | (+5%) | 0 | (0%) | 60 |
| BENALLA | 110 | 117 | 110 | -7 | (-6%) | 0 | (0%) | 118 |
| BENDIGO | 91 | 78 | 108 | +13 | (+17%) | -17 | (-16%) | 98 |
| BOROONDARA | 131 | 154 | 112 | -23 | (-15%) | +19 | (+17%) | 136 |
| BRIMBANK | 156 | 139 | 138 | +17 | (+12%) | +18 | (+13%) | 148 |
| CAMPASPE | 34 | 34 | 39 | 0 | (0%) | -5 | (-13%) | 37 |
| CARDINIA | 122 | 99 | 82 | +23 | (+23%) | +40 | (+49%) | 100 |
| CASEY | 274 | 264 | 209 | +10 | (+4%) | +65 | (+31%) | 244 |
| CENTRAL GOLDFIELDS | 31 | 28 | 30 | +3 | (+11%) | +1 | (+3%) | 27 |
| DAREBIN | 88 | 100 | 98 | -12 | (-12%) | -10 | (-10%) | 98 |
| EAST GIPPSLAND | 64 | 47 | 85 | +17 | (+36%) | -21 | (-25%) | 64 |
| FRANKSTON | 131 | 107 | 116 | +24 | (+22%) | +15 | (+13%) | 131 |
| GEELONG | 206 | 244 | 202 | -38 | (-16%) | +4 | (+2%) | 226 |
| GLEN EIRA | 177 | 202 | 146 | -25 | (-12%) | +31 | (+21%) | 177 |
| GREATER DANDENONG | 228 | 275 | 190 | -47 | (-17%) | +38 | (+20%) | 221 |
| HOBSONS BAY | 66 | 74 | 50 | -8 | (-11%) | +16 | (+32%) | 66 |
| HORSHAM | 32 | 31 | 31 | +1 | (+3%) | +1 | (+3%) | 34 |
| HUME | 192 | 168 | 132 | +24 | (+14%) | +60 | (+45%) | 158 |
| KINGSTON | 137 | 148 | 127 | -11 | (-7%) | +10 | (+8%) | 134 |
| KNOX | 112 | 121 | 83 | -9 | (-7%) | +29 | (+35%) | 114 |
| LA TROBE | 57 | 70 | 58 | -13 | (-19%) | -1 | (-2%) | 65 |
| MACEDON RANGES | 92 | 111 | 81 | -19 | (-17%) | +11 | (+14%) | 89 |
| MANNINGHAM | 68 | 69 | 77 | -1 | (-1%) | -9 | (-12%) | 69 |
| MARIBYRNONG | 60 | 78 | 61 | -18 | (-23%) | -1 | (-2%) | 75 |
| MAROONDAH | 57 | 56 | 56 | +1 | (+2%) | +1 | (+2%) | 62 |
| MELBOURNE | 243 | 254 | 236 | -11 | (-4%) | +7 | (+3%) | 241 |
| MELTON | 76 | 83 | 70 | -7 | (-8%) | +6 | (+9%) | 76 |
| MILDURA | 19 | 47 | 30 | -28 | (-60%) | -11 | (-37%) | 36 |
| MITCHELL | 109 | 99 | 96 | +10 | (+10%) | +13 | (+14%) | 93 |
| MONASH | 201 | 200 | 178 | +1 | (+0%) | +23 | (+13%) | 181 |
| MOONEE VALLEY | 133 | 110 | 107 | +23 | (+21%) | +26 | (+24%) | 110 |
| MOORABOOL | 101 | 116 | 97 | -15 | (-13%) | +4 | (+4%) | 98 |
| MORELAND | 165 | 144 | 125 | +21 | (+15%) | +40 | (+32%) | 147 |
| MORNINGTON PENINSULA | 155 | 145 | 122 | +10 | (+7%) | +33 | (+27%) | 158 |
| NILLUMBIK | 40 | 26 | 41 | +14 | (+54%) | -1 | (-2%) | 38 |
| NORTHERN GRAMPIANS | 55 | 30 | 43 | +25 | (+83%) | +12 | (+28%) | 39 |
| PORT PHILLIP | 163 | 133 | 103 | +30 | (+23%) | +60 | (+58%) | 125 |
| SHEPPARTON | 66 | 69 | 71 | -3 | (-4%) | -5 | (-7%) | 65 |
| SOUTHERN GRAMPIANS | 44 | 48 | 47 | -4 | (-8%) | -3 | (-6%) | 47 |
| STONNINGTON | 148 | 136 | 117 | +12 | (+9%) | +31 | (+26%) | 133 |
| SURF COAST | 70 | 72 | 50 | -2 | (-3%) | +20 | (+40%) | 69 |
| SWAN HILL | 43 | 35 | 36 | +8 | (+23%) | +7 | (+19%) | 37 |
| WANGARATTA | 92 | 103 | 96 | -11 | (-11%) | -4 | (-4%) | 97 |
| WARRNAMBOOL | 68 | 65 | 74 | +3 | (+5%) | -6 | (-8%) | 81 |
| WELLINGTON | 85 | 56 | 62 | +29 | (+52%) | +23 | (+37%) | 72 |
| WHITEHORSE | 102 | 116 | 103 | -14 | (-12%) | -1 | (-1%) | 116 |
| WHITTLESEA | 133 | 149 | 149 | -16 | (-11%) | -16 | (-11%) | 137 |
| WODONGA | 49 | 58 | 87 | -9 | (-16%) | -38 | (-44%) | 63 |
| WYNDHAM | 170 | 154 | 139 | +16 | (+10%) | +31 | (+22%) | 147 |
| YARRA | 116 | 118 | 83 | -2 | (-2%) | +33 | (+40%) | 108 |
| YARRA RANGES | 166 | 160 | 169 | +6 | (+4%) | -3 | (-2%) | 177 |

Note: excludes rejected claims and claims for interstate crashes

# Fatalities: Victorian 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 | 18 | 23 | 32 | 19 | 30 | 19 | 21 | 14 | 28 | 21 | 34 | 290 |
| 2010 | 26 | 25 | 23 | 20 | 31 | 26 | 26 | 18 | 17 | 36 | 12 | 28 | 288 |
| 2011 | 18 | 20 | 34 | 31 | 30 | 24 | 25 | 14 | 12 | 22 | 30 | 27 | 287 |
| 2012 | 30 | 20 | 25 | 19 | 23 | 22 | 17 | 25 | 17 | 34 | 26 | 24 | 282 |
| 2013 | 14 | 24 | 24 | 19 | 18 | 13 | 24 | 20 | 19 | 15 | 23 | 30 | 243 |
| 2014 | 25 | 21 | 25 | 14 | 23 | 17 | 22 | 21 | 20 | 19 | 28 | 14 | 249 |
| 2015 | 25 | 22 | 23 | 21 | 21 | 22 | 18 | 25 | 13 | 28 |  |  |  |
| **Ave** | **48** | **46** | **55** | **53** | **53** | **51** | **51** | **49** | **49** | **49** | **49** | **55** | **613** |
| **Max** | **85** | **84** | **106** | **103** | **97** | **94** | **110** | **106** | **89** | **95** | **96** | **107** | **1,061** |
| **Min** | **14** | **18** | **23** | **14** | **18** | **13** | **17** | **14** | **12** | **15** | **12** | **14** | **243** |

# Fatalities by Week (2009 to 2015)

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Week Ending** | **2009** | **2010** | **2011** | **2012** | **2013** | **2014** | **2015** | **Cumulative**  **2015** | **% Change**  **2015-2014** | **12 Month Moving Total** |
| 5-Jan | 7 | 3 | 2 | 3 | 1 | 0 | 2 | 2 | - | 251 |
| 12-Jan | 10 | 5 | 6 | 7 | 3 | 5 | 5 | 7 | +40% | 251 |
| 19-Jan | 4 | 6 | 3 | 8 | 6 | 7 | 6 | 13 | +8% | 250 |
| 26-Jan | 4 | 5 | 4 | 9 | 4 | 9 | 2 | 15 | -29% | 243 |
| 2-Feb | 6 | 9 | 6 | 5 | 3 | 6 | 10 | 25 | -7% | 247 |
| 9-Feb | 6 | 7 | 5 | 3 | 8 | 4 | 6 | 31 | 0% | 249 |
| 16-Feb | 7 | 4 | 6 | 7 | 6 | 8 | 4 | 35 | -10% | 245 |
| 23-Feb | 4 | 8 | 3 | 6 | 6 | 2 | 6 | 41 | 0% | 249 |
| 2-Mar | 1 | 7 | 3 | 2 | 2 | 6 | 4 | 45 | -4% | 247 |
| 9-Mar | 3 | 2 | 10 | 3 | 4 | 8 | 8 | 53 | -4% | 247 |
| 16-Mar | 6 | 8 | 6 | 11 | 6 | 4 | 6 | 59 | 0% | 249 |
| 23-Mar | 6 | 3 | 9 | 5 | 10 | 4 | 2 | 61 | -3% | 247 |
| 30-Mar | 8 | 7 | 9 | 6 | 2 | 6 | 3 | 64 | -7% | 244 |
| 6-Apr | 5 | 4 | 6 | 7 | 4 | 6 | 3 | 67 | -11% | 241 |
| 13-Apr | 5 | 5 | 9 | 2 | 6 | 6 | 6 | 73 | -10% | 241 |
| 20-Apr | 11 | 7 | 7 | 6 | 4 | 2 | 8 | 81 | -2% | 247 |
| 27-Apr | 9 | 1 | 6 | 3 | 5 | 2 | 5 | 86 | +1% | 250 |
| 4-May | 6 | 6 | 6 | 10 | 6 | 3 | 4 | 90 | +2% | 251 |
| 11-May | 7 | 8 | 6 | 2 | 3 | 4 | 6 | 96 | +4% | 253 |
| 18-May | 1 | 4 | 7 | 4 | 1 | 3 | 4 | 100 | +5% | 254 |
| 25-May | 2 | 11 | 10 | 6 | 2 | 5 | 4 | 104 | +4% | 253 |
| 1-Jun | 6 | 5 | 5 | 2 | 9 | 9 | 5 | 109 | 0% | 249 |
| 8-Jun | 4 | 7 | 4 | 8 | 2 | 2 | 5 | 114 | +3% | 252 |
| 15-Jun | 9 | 4 | 6 | 3 | 3 | 2 | 4 | 118 | +4% | 254 |
| 22-Jun | 7 | 8 | 7 | 8 | 5 | 3 | 4 | 122 | +5% | 255 |
| 29-Jun | 9 | 7 | 6 | 3 | 1 | 8 | 5 | 127 | +2% | 252 |
| 6-Jul | 3 | 7 | 4 | 2 | 5 | 6 | 11 | 138 | +6% | 257 |
| 13-Jul | 6 | 2 | 8 | 5 | 7 | 7 | 2 | 140 | +2% | 252 |
| 20-Jul | 4 | 3 | 6 | 5 | 4 | 3 | 2 | 142 | +1% | 251 |
| 27-Jul | 5 | 8 | 6 | 5 | 5 | 4 | 4 | 146 | +1% | 251 |
| 3-Aug | 4 | 10 | 3 | 1 | 8 | 4 | 6 | 152 | +3% | 253 |
| 10-Aug | 7 | 3 | 5 | 5 | 1 | 5 | 4 | 156 | +2% | 252 |
| 17-Aug | 6 | 5 | 3 | 5 | 3 | 6 | 8 | 164 | +3% | 254 |
| 24-Aug | 3 | 5 | 2 | 6 | 6 | 4 | 8 | 172 | +6% | 258 |
| 31-Aug | 3 | 1 | 3 | 8 | 5 | 5 | 3 | 175 | +4% | 256 |
| 7-Sep | 2 | 5 | 1 | 5 | 5 | 4 | 3 | 178 | +3% | 255 |
| 14-Sep | 4 | 1 | 4 | 6 | 2 | 6 | 3 | 181 | +2% | 252 |
| 21-Sep | 4 | 4 | 1 | 3 | 3 | 4 | 2 | 183 | +1% | 250 |
| 28-Sep | 3 | 5 | 5 | 3 | 8 | 3 | 5 | 188 | +2% | 252 |
| 5-Oct | 2 | 9 | 4 | 7 | 3 | 4 | 4 | 192 | +2% | 252 |
| 12-Oct | 6 | 10 | 5 | 8 | 2 | 8 | 6 | 198 | +1% | 250 |
| 19-Oct | 8 | 5 | 3 | 9 | 3 | 0 | 6 | 204 | +4% | 256 |
| 26-Oct | 8 | 7 | 3 | 6 | 3 | 8 | 8 | 212 | +3% | 256 |
| 2-Nov | 5 | 8 | 8 | 6 | 6 | 2 |  |  |  |  |
| 9-Nov | 3 | 1 | 6 | 7 | 8 | 3 |  |  |  |  |
| 16-Nov | 9 | 2 | 12 | 6 | 2 | 8 |  |  |  |  |
| 23-Nov | 6 | 3 | 9 | 5 | 8 | 3 |  |  |  |  |
| 30-Nov | 4 | 5 | 2 | 9 | 4 | 13 |  |  |  |  |
| 7-Dec | 5 | 4 | 10 | 7 | 6 | 5 |  |  |  |  |
| 14-Dec | 8 | 8 | 3 | 4 | 10 | 3 |  |  |  |  |
| 21-Dec | 11 | 6 | 7 | 1 | 9 | 3 |  |  |  |  |
| 28-Dec | 6 | 8 | 6 | 8 | 4 | 3 |  |  |  |  |
| 31-Dec | 2 | 2 | 1 | 1 | 1 | 1 |  |  |  |  |
| **Total** | **290** | **288** | **287** | **282** | **243** | **249** |  |  |  |  |

# The National Picture

**State**

**Fatalities (12 months to October)**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **2015** | **2014** | **2013** | **2012** |  | **2015 v 2014** |
| NSW | 338 | 322 | 334 | 385 | +16 | (+5%) |
| VIC | 259 | 260 | 240 | 289 | -1 | (-0%) |
| QLD | 236 | 229 | 277 | 293 | +7 | (+3%) |
| SA | 116 | 96 | 101 | 88 | +20 | (+21%) |
| WA | 164 | 178 | 168 | 182 | -14 | (-8%) |
| TAS | 40 | 42 | 29 | 31 | -2 | (-5%) |
| NT | 45 | 39 | 42 | 52 | +6 | (+15%) |
| ACT | 12 | 9 | 9 | 9 | +3 | (+33%) |
| AUST TOTAL | 1,210 | 1,174 | 1,200 | 1,329 | +36 | (+3%) |
| AUST minus VIC | 951 | 915 | 960 | 1,040 | +36 | (+4%) |

**State**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **2015** | **2014** | **2013** | **2015** | **2014** | **2013** |
| NSW | 0.64 | 0.63 | 0.67 | 4.44 | 4.29 | 4.52 |
| VIC | 0.56 | 0.58 | 0.54 | 4.37 | 4.46 | 4.20 |
| QLD | 0.62 | 0.61 | 0.76 | 4.94 | 4.86 | 5.97 |
| SA | 0.86 | 0.72 | 0.77 | 6.83 | 5.70 | 6.05 |
| WA | 0.75 | 0.82 | 0.81 | 6.26 | 6.94 | 6.71 |
| TAS | 0.88 | 0.95 | 0.66 | 7.75 | 8.16 | 5.65 |
| NT | 2.89 | 2.55 | 2.81 | 18.02 | 15.97 | 17.59 |
| ACT | 0.42 | 0.32 | 0.33 | 3.09 | 2.33 | 2.36 |
| AUST TOTAL | 0.67 | 0.66 | 0.69 | 5.09 | 5.01 | 5.26 |
| AUST minus VIC | 0.70 | 0.69 | 0.75 | 5.24 | 5.16 | 5.54 |

**Fatalities per 10,000 registered vehicles (12 months to October)**

**Fatalities per 100,000 population (12 months to October)**

**Deaths per 100,000 population, Victoria v Australia 2000 - 2015**

10.00

9.00

8.00

7.00

6.00

5.00

4.00

**Jan-00**

**Jan-01**

**Jan-02**

**Jan-03**

**Jan-04**

**Jan-05**

**Jan-06**

**Jan-07**

**Jan-08**

**Jan-09**

**Jan-10**

**Jan-11**

**Jan-12**

**Jan-13**

**Jan-14**

**Jan-15**

Victoria Australia

Victoria v Australia – 12 Month Moving Fatality Rate

# Booze-Bus Random Breath Testing

12 months to September 2015 (monthly totals)

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **2014** |  |  | **2015** |  | | | | | | | |
| **Oct** | **Nov** | **Dec** | **Jan** | **Feb** | **Mar** | **Apr** | **May** | **Jun** | **Jul** | **Aug** | **Sep** |
| Melbourne | 100,252 | 86,261 | 99008 | 95,430 | 76,758 | 84,559 | 74,387 | 70,603 | 63,988 | 64,557 | 78,225 | 79,794 |
| Country | 8,116 | 10,510 | 7,084 | 5,191 | 7,909 | 5,830 | 3,095 | 7,283 | 10,186 | 2,833 | 3,734 | 4,598 |
| Vic Total | 108,368 | 96,771 | 106,092 | 100,621 | 84,667 | 90,389 | 77,482 | 77,886 | 74,174 | 67,390 | 81,959 | 84,392 |

12 months to September 2015 vs previous 12 months

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **2015** | **2014** | **2013** | **2015 v 2014** |  | **2015 v 2013** |  |
| Melbourne | 1,172,395 | 1,060,175 | 1,062,075 | +112220 | (+11%) | +110320 | (+10%) |
| Country | 99,061 | 90,264 | 101,223 | +8797 | (+10%) | -2162 | (-2%) |
| Vic Total | 1,271,456 | 1,150,439 | 1,163,298 | +121017 | (+11%) | +108158 | (+9%) |

# Mobile Safety Camera Data

**Speed Infringements Issued from Mobile Cameras (monthly totals) Monthly Average = 32,664**

**2014 2015**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Oct** | **Nov** | **Dec** | **Jan** | **Feb** | **Mar** | **Apr** | **May** | **Jun** | **Jul** | **Aug** | **Sep** |
| 35,422 | 32,416 | 28,732 | 37,982 | 31,250 | 31,144 | 33,790 | 30,434 | 33,386 | 36,437 | 31,001 | 29,975 |

**Excessive Speed Infringements (ESI) Issued from Mobile Cameras**

**(monthly totals) Monthly Average = 303**

**2014 2015**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Oct** | **Nov** | **Dec** | **Jan** | **Feb** | **Mar** | **Apr** | **May** | **Jun** | **Jul** | **Aug** | **Sep** |
| 334 | 287 | 258 | 311 | 270 | 303 | 335 | 258 | 342 | 338 | 312 | 283 |

Notes: An ESI is defined as 25km/h over the speed limit except in a 110km/h zone where it is 20km/h over the limit.

**Vehicles Assessed**

4,500,000

4,000,000

3,500,000

3,000,000

2,500,000

2,000,000

1,500,000

1,000,000

500,000

0

**Jan-01 Apr-01 Jul-01 Oct-01 Jan-02 Apr-02 Jul-02 Oct-02 Jan-03 Apr-03 Jul-03 Oct-03 Jan-04 Apr-04 Jul-04 Oct-04 Jan-05 Apr-05 Jul-05 Oct-05 Jan-06 Apr-06 Jul-06 Oct-06 Jan-07 Apr-07 Jul-07 Oct-07 Jan-08 Apr-08 Jul-08 Oct-08 Jan-09 Apr-09 Jul-09 Oct-09 Jan-10 Apr-10 Jul-10 Oct-10 Jan-11 Apr-11 Jul-11 Oct-11 Jan-12 Apr-12 Jul-12 Oct-12 Jan-13 Apr-13 Jul-13 Oct-13 Jan-14 Apr-14 Jul-14 Oct-14 Jan-15 Apr-15 Jul-15**

**% over Lim it**

3.5%

3.0%

2.5%

2.0%

1.5%

1.0%

0.5%

0.0%

% vehicles assessed 10 kph or more over speed limit Total Vehicles Assessed

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

# Explanations and References

Hi-Alctime 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-Alctime) times.

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

Police Service Areas align with Local Government Areas. Most Police Service Areas are equivalent to a single Local Government Area, while the remainder comprise two or three Local Government Areas.

|  |  |  |  |
| --- | --- | --- | --- |
| **Police Service Area** | **Local Government Area(s)** | **Police Service Area** | **Local Government Area(s)** |
| BALLARAT | BALLARAT, PYRENEES | MAROONDAH | MAROONDAH |
| BANYULE | BANYULE | MELBOURNE | MELBOURNE |
| BASS COAST | BASS COAST, SOUTH GIPPSLAND | MELTON | MELTON |
| BAW BAW | BAWBAW | MILDURA | MILDURA |
| BENALLA | BENALLA, MANSFIELD, MURRINDINDI | MITCHELL | MITCHELL, STRATHBOGIE |
| BENDIGO | GREATER BENDIGO | MONASH | MONASH |
| BOROONDARA | BOROONDARA | MOONEE VALLEY | MOONEE VALLEY |
| BRIMBANK | BRIMBANK | MOORABOOL | GOLDEN PLAINS, HEPBURN, MOORABOOL |
| CAMPASPE | CAMPASPE | MORELAND | MORELAND |
| CARDINIA | CARDINIA | MORNINGTON PENINSULA | MORNINGTON PENINSULA |
| CASEY | CASEY | NILLUMBIK | NILLUMBIK |
| CENTRAL GOLDFIELDS | CENTRAL GOLDFIELDS, LODDON | NORTHERN GRAMPIANS | ARARAT, NORTHERN GRAMPIANS, YARRIAMBIACK |
| GREATER DANDENONG | GREATER DANDENONG | PORT PHILLIP | PORT PHILLIP |
| DAREBIN | DAREBIN | SHEPPARTON | GREATER SHEPPARTON |
| EAST GIPPSLAND | EAST GIPPSLAND | SOUTHERN GRAMPIANS | GLENELG, SOUTHERN GRAMPIANS |
| FRANKSTON | FRANKSTON | STONNINGTON | STONNINGTON |
| GEELONG | GREATER GEELONG, QUEENSCLIFF | SURFCOAST | SURFCOAST, COLAC OTWAY |
| GLENEIRA | GLENEIRA, BAYSIDE | SWANHILL | BULOKE, GANNAWARRA, SWAN HILL |
| HOBSONS BAY | HOBSONSBAY | WANGARATTA | ALPINE, MOIRA, WANGARATTA |
| HORSHAM | HINDMARSH, HORSHAM, WESTWIMMERA | WARRNAMBOOL | CORANGAMITE, MOYNE, WARRNAMBOOL |
| HUME | HUME | WELLINGTON | WELLINGTON |
| KINGSTON | KINGSTON | WHITEHORSE | WHITEHORSE |
| KNOX | KNOX | WHITTLESEA | WHITTLESEA |
| LATROBE | LATROBE | WODONGA | INDIGO, TOWONG, WODONGA |
| MACEDON RANGES | MOUNT ALEXANDER, MACEDON RANGES | WYNDHAM | WYNDHAM |
| MANNINGHAM | MANNINGHAM | YARRA | YARRA |
| MARIBYRNONG | MARIBYRNONG | YARRA RANGES | YARRA RANGES |

# Useful Internet Sites

TAC Sites

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

Victorian Sites:

|  |  |  |
| --- | --- | --- |
|  | VicRoads | [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au/) |
|  | Victoria Police | [www.police.vic.gov.au](http://www.police.vic.gov.au/) |
|  | Parliamentary Road Safety Committee | [www.parliament.vic.gov.au/rsc/](http://www.parliament.vic.gov.au/parlrsc/) |
|  | ARRB Transport Research | [www.arrb.com.au](http://www.arrb.com.au/) |
|  | RACV | [www.racv.com.au](http://www.racv.com.au/) |
|  | Monash University Accident Research Centre | [www.monash.edu.au/muarc](http://www.general.monash.edu.au/muarc) |
|  | Roadsafe | [www.roadsafe.org.au](http://www.roadsafe.org.au/) |
|  | Cameras Save Lives | [www.camerassavelives.vic.gov.au](http://www.camerassavelives.vic.gov.au/) |

National and Interstate Sites:

|  |  |  |
| --- | --- | --- |
|  | Australian Transport Safety Bureau | [www.atsb.gov.au](http://www.dot.gov.au/programs/fors/overview.htm) |
|  | Roads and Traffic Authority (NSW) | [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au/) |
|  | Queensland Transport - Road Safety | transport.qld.gov.au/Home/Safety/Road |
|  | Department of Transport (SA) | [www.transport.sa.gov.au/index.htm](http://www.transport.sa.gov.au/index.htm) |
|  | Main Roads Western Australia - Road Safety | [www.mrwa.wa.gov.au](http://www.mrwa.wa.gov.au/safety/) |

International Sites:

|  |  |  |
| --- | --- | --- |
|  | National Highway Traffic Safety Admin (USA) | [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov/) |
|  | Swedish Road and Transport Institute (VTI) | [www.vti.se](http://www.vti.se/) |
|  | SWOV Institute for Road Safety Research | [www.swov.nl](http://www.swov.nl/) |

Related Sites:

|  |  |  |
| --- | --- | --- |
|  | Australian Drug Foundation | [www.adf.org.au](http://www.adf.org.au/) |
|  | Amy Gillett Foundation | [www.amygillett.org.au](http://www.amygillett.org.au/) |

# Figures

500

Me lb ou rne C ou ntry

400

300

200

100

0

Dec 87

Dec 88

Dec 89

Dec 90

Dec 91

Dec 92

Dec 93

Dec 94

Dec 95

Dec 96

Dec 97

Dec 98

Dec 99

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

Dec 12

Dec 13

Dec 14

Graph 1a – Melbourne/country fatalities

5,000

Me lb ou rne C ou ntry

4,000

3,000

2,000

1,000

-

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

Dec 12

Dec 13

Dec 14

Graph 1b – Melbourne/country Claims involving an acute hospital admission

180

160

D ea th s: Mel b

D ea th s: To tal

140

D ea th s: Co un tr y

120

100

80

60

40

20

0

Graph 2a – Pedestrian fatalities (Melbourne/country)

400

350

D ea th s: Mel b

D ea th s: Co un tr y

300

D ea th s: To tal

250

200

150

100

50

0

Dec 87

Dec 88

Dec 89

Dec 90

Dec 91

Dec 92

Dec 93

Dec 94

Dec 95

Dec 96

Dec 97

Dec 98

Dec 99

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

Dec 12

Dec 13

Dec 14

Graph 2b – Driver fatalities (Melbourne/country)

Dec 87

TA C RO AD SA FET Y S TATI STI CAL S UM M A RY

OCTOBER 2015

250

D ea th s: Mel b

200

150

100

50

0

100

80

D ea th s: To tal

60

40

20

0

20

Dec 88

Dec 89

Dec 90

Dec 91

Dec 92

Dec 93

Graph 2d –Motorcyclist fatalities (Melbourne/country)

Dec 94

Dec 95

Dec 96

Dec 97

Dec 98

Dec 99

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

Dec 12

Dec 13

Dec 14

Dec 87

Dec 88

Dec 89

Dec 90

Dec 91

Dec 92

Dec 93

Graph 2c – Passenger fatalities (Melbourne/country)

Dec 94

Dec 95

Dec 96

Dec 97

Dec 98

Dec 99

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

D ea th s: Co un tr y

D ea th s: To tal

D ea th s: Mel b

D ea th s: Co un tr y

Dec 12

Dec 13

Dec 14

900

800

C la ims: Me lb

C la ims: Tota l

700

C la ims: Co un try

600

500

400

300

200

100

-

Graph 3a – Pedestrian Claims involving an acute hospital admission (Melbourne/country)

3,500

C la ims: Me lb

3,000

C la im: Co un try C la ims: Tota l

2,500

2,000

1,500

1,000

500

-

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

Dec 12

Dec 13

Dec 14

Graph 3b – Driver Claims involving an acute hospital admission (Melbourne/country)

1,800

1,600

C la ims: Me lb

C la ims: Co un try

1,400

C la ims: Tota l

1,200

1,000

800

600

400

200

-

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

Dec 12

Dec 13

Dec 14

Graph 3c – Passenger Claims involving an acute hospital admission (Melbourne/country)

1,200

1,000

800

600

400

200

C la ims: Me lb

C la ims: Co un try

C la ims: Tota l

-

Dec 00

Dec 01

Dec 02

Dec 03

Dec 04

Dec 05

Dec 06

Dec 07

Dec 08

Dec 09

Dec 10

Dec 11

Dec 12

Dec 13

Dec 14

Graph 3d –Motorcyclist Claims involving an acute hospital admission (Melbourne/country)