ROAD SAFETY STATISTICAL SUMMARY
October 2011
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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. Typically, fatalities data is updated to the end of report month. Similarly, breath test data and safety camera data is updated to the end of the report month. A 6-month lag applies to TAC claims data, a 2-month lag applies to alcohol related fatalities data.
Status Report – Road Toll

Road Toll (year to date, accurate as at midnight 31 October 2011)

- The road toll in 2011 stands at 229, 7.7% less than at the same stage in 2010 (248).
- 12 people died in September 2011 and 21 in October 2011 on Victorian roads. This compares to 17 in September 2010 and 36 in October 2010.

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<td>Casualties (Rolling 12 Month Total)</td>
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<tr>
<td>Fatal (to October)</td>
<td>269</td>
<td>303</td>
<td>286</td>
<td>-34</td>
<td>(-11%)</td>
<td>-17</td>
</tr>
<tr>
<td>per 10,000 veh</td>
<td>0.64</td>
<td>0.74</td>
<td>0.71</td>
<td>-0.1</td>
<td>(-14%)</td>
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<tr>
<td>per 100,000 pop</td>
<td>4.76</td>
<td>5.48</td>
<td>5.29</td>
<td>-0.72</td>
<td>(-13%)</td>
<td>-0.53</td>
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<tr>
<td>Accidents (Rolling 12 Month Total)</td>
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<tr>
<td>Fatal (to October)</td>
<td>251</td>
<td>277</td>
<td>261</td>
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<td>(-9%)</td>
<td>-10</td>
</tr>
<tr>
<td>per 10,000 veh</td>
<td>0.59</td>
<td>0.67</td>
<td>0.65</td>
<td>-0.08</td>
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<td>-0.06</td>
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<td>per 100,000 pop</td>
<td>4.44</td>
<td>5.01</td>
<td>4.83</td>
<td>-0.57</td>
<td>(-11%)</td>
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Victoria – Fatalities, rolling 12 months total

Note: Data is subject to revision as additional information about known accidents is received, and as new accident reports are received and processed.
## Fatalities: 12 months to October

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<tr>
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<td>303</td>
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<td>261</td>
<td>-26 (-9%)</td>
<td>-10 (-4%)</td>
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<td>Male</td>
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<td>195</td>
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<td>Female</td>
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<td>91</td>
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<td>Driver</td>
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<td>60-69</td>
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<td>Low (Melb)</td>
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<td>141</td>
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<td>Opposing direction</td>
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<table>
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<th>Mid-block/other</th>
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<td>Head on</td>
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<td>39</td>
<td>36</td>
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<td>-2 (-6%)</td>
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<tr>
<td>Same direction</td>
<td>12</td>
<td>22</td>
<td>17</td>
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<td>-5 (-29%)</td>
<td>17</td>
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<tr>
<td>Manoeuvre/otaking</td>
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<td>23</td>
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<td>-11 (-48%)</td>
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<tr>
<td>On path</td>
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<td>5</td>
<td>-6 (-60%)</td>
<td>-1 (-20%)</td>
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<tr>
<td>Single vehicle</td>
<td>119</td>
<td>131</td>
<td>117</td>
<td>-12 (-9%)</td>
<td>2 (2%)</td>
<td>131</td>
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<tr>
<td>Other (incl peds)</td>
<td>53</td>
<td>45</td>
<td>69</td>
<td>8 (18%)</td>
<td>-16 (-23%)</td>
<td>59</td>
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### Fatalities: 12 months to October

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<td>Police Service Area (based on Local Government Area (see p.13))</td>
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<tr>
<td>BALLARAT</td>
<td>8</td>
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<td>2 (33%)</td>
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<tr>
<td>BANYULE</td>
<td>3</td>
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<td>1 (50%)</td>
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# Claims involving hospital admission: 12 months to April (claim acceptance date)

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**Note:** excludes rejected claims and claims for interstate crashes
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**Max** 85 84 106 103 97 94 110 106 89 95 96 107 1061  
**Min** 19 18 23 19 20 19 20 19 14 12 20 20 288
## Fatalities by Week (2006 to 2011)

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<td>9</td>
<td>5</td>
<td>6</td>
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<td>18-Dec</td>
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<td>11</td>
<td>6</td>
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<td>10</td>
<td>9</td>
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<td>31-Dec</td>
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<td>5</td>
<td>4</td>
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<tr>
<td>Total</td>
<td>337</td>
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<td>290</td>
<td>288</td>
<td>255</td>
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Alcohol Related Deaths

NOTE: UPDATES TO THIS DATA WERE NOT AVAILABLE AT TIME OF REPORT

BAC Fatalities (12 months to April 2010)

- 24% of killed and tested drivers and riders had a BAC at 0.05 g/100ml or over (41 of 172) compared to 25% over the previous 12 month period (43 of 169).

- In Melbourne, 21 drivers/riders killed and tested were at or over 0.05, with 38% of these having a BAC in excess of 0.15 g/100ml. Across rural Victoria, 20 drivers/riders killed and tested were at or over 0.05, with 65% of these having a BAC over 0.15.

- Of the 41 drivers and riders killed and tested at or over 0.05, 15% (6) were aged under 21, 39% (16) were aged 21-29, 27% (11) were aged 30-39 and 20% (8) were aged 40 years and over. In the previous year (43 killed) the corresponding figures were 19% (8), 28% (12), 19% (8) and 35% (15), respectively.

<table>
<thead>
<tr>
<th>Category</th>
<th>2010</th>
<th>2009</th>
<th>2008</th>
<th>2010 v 2009</th>
<th>2010 v 2008</th>
<th>5 Year Av</th>
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<tr>
<td>&lt;0.05</td>
<td>55</td>
<td>63</td>
<td>63</td>
<td>-8 (-13%)</td>
<td>-8 (-13%)</td>
<td>62</td>
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<tr>
<td>[a] at 0.05 &amp; above</td>
<td>21</td>
<td>17</td>
<td>25</td>
<td>4 (24%)</td>
<td>-4 (-16%)</td>
<td>21</td>
</tr>
<tr>
<td>% at 0.05 &amp; above</td>
<td>(28%)</td>
<td>(21%)</td>
<td>(28%)</td>
<td>(25%)</td>
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</tr>
<tr>
<td>[b] &gt;0.15</td>
<td>8</td>
<td>10</td>
<td>12</td>
<td>-2 (-20%)</td>
<td>-4 (-33%)</td>
<td>9</td>
</tr>
<tr>
<td>%&gt;0.15</td>
<td>(11%)</td>
<td>(13%)</td>
<td>(14%)</td>
<td>(11%)</td>
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<tr>
<td>[b] as a % of [a]</td>
<td>(38%)</td>
<td>(59%)</td>
<td>(48%)</td>
<td>(43%)</td>
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<tr>
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<td>1</td>
<td>2 (67%)</td>
<td>4 (400%)</td>
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<td></td>
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<tr>
<td>&lt;0.05</td>
<td>76</td>
<td>63</td>
<td>90</td>
<td>13 (21%)</td>
<td>-14 (-16%)</td>
<td>78</td>
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<tr>
<td>[a] at 0.05 &amp; above</td>
<td>20</td>
<td>26</td>
<td>32</td>
<td>-6 (-23%)</td>
<td>-12 (-38%)</td>
<td>26</td>
</tr>
<tr>
<td>% at 0.05 &amp; above</td>
<td>(21%)</td>
<td>(29%)</td>
<td>(26%)</td>
<td>(25%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>[b] &gt;0.15</td>
<td>13</td>
<td>17</td>
<td>20</td>
<td>-4 (-24%)</td>
<td>-7 (-35%)</td>
<td>17</td>
</tr>
<tr>
<td>%&gt;0.15</td>
<td>(14%)</td>
<td>(19%)</td>
<td>(16%)</td>
<td>(16%)</td>
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<td>[b] as a % of [a]</td>
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<td>(65%)</td>
<td>(63%)</td>
<td>(64%)</td>
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<tr>
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<td>1</td>
<td>5 (250%)</td>
<td>6 (600%)</td>
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<td>Victorian Total Drivers and Riders</td>
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<tr>
<td>&lt;0.05</td>
<td>131</td>
<td>126</td>
<td>153</td>
<td>5 (4%)</td>
<td>-22 (-14%)</td>
<td>140</td>
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<td>[a] at 0.05 &amp; above</td>
<td>41</td>
<td>43</td>
<td>57</td>
<td>-2 (-5%)</td>
<td>-16 (-28%)</td>
<td>47</td>
</tr>
<tr>
<td>% at 0.05 &amp; above</td>
<td>(24%)</td>
<td>(25%)</td>
<td>(27%)</td>
<td>(25%)</td>
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</tr>
<tr>
<td>[b] &gt;0.15</td>
<td>21</td>
<td>27</td>
<td>32</td>
<td>-6 (-22%)</td>
<td>-11 (-34%)</td>
<td>26</td>
</tr>
<tr>
<td>%&gt;0.15</td>
<td>(12%)</td>
<td>(16%)</td>
<td>(15%)</td>
<td>(14%)</td>
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<td>[b] as a % of [a]</td>
<td>(51%)</td>
<td>(63%)</td>
<td>(56%)</td>
<td>(54%)</td>
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<tr>
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<td>5</td>
<td>2</td>
<td>7 (140%)</td>
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<td>Victorian Total Pedestrians</td>
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<td>35</td>
<td>38</td>
<td>-3 (-9%)</td>
<td>-6 (-16%)</td>
<td>33</td>
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<td>[a] at 0.05 &amp; above</td>
<td>8</td>
<td>21</td>
<td>9</td>
<td>-13 (-62%)</td>
<td>-1 (-11%)</td>
<td>14</td>
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<tr>
<td>% at 0.05 &amp; above</td>
<td>(20%)</td>
<td>(38%)</td>
<td>(19%)</td>
<td>(30%)</td>
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<td>10</td>
<td>8</td>
<td>-7 (-70%)</td>
<td>-5 (-63%)</td>
<td>9</td>
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<tr>
<td>%&gt;0.15</td>
<td>(8%)</td>
<td>(18%)</td>
<td>(17%)</td>
<td>(19%)</td>
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<td></td>
</tr>
<tr>
<td>[b] as a % of [a]</td>
<td>(38%)</td>
<td>(48%)</td>
<td>(89%)</td>
<td>(62%)</td>
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</tr>
<tr>
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<td>4</td>
<td>2</td>
<td>2 (50%)</td>
<td>4 (200%)</td>
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## The National Picture

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<tbody>
<tr>
<td>NSW</td>
<td>365</td>
<td>408</td>
<td>454</td>
<td>381</td>
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<tr>
<td>VIC</td>
<td>269</td>
<td>303</td>
<td>286</td>
<td>319</td>
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<td>115</td>
<td>121</td>
<td>107</td>
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<tr>
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<td>196</td>
<td>184</td>
<td>194</td>
<td>212</td>
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<td>27</td>
<td>33</td>
<td>63</td>
<td>38</td>
<td>-6 (-18%)</td>
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<tr>
<td>NT</td>
<td>42</td>
<td>45</td>
<td>36</td>
<td>80</td>
<td>-3 (-7%)</td>
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<tr>
<td>ACT</td>
<td>7</td>
<td>18</td>
<td>13</td>
<td>15</td>
<td>-11 (-61%)</td>
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<tr>
<td>AUST TOTAL</td>
<td>1,277</td>
<td>1,346</td>
<td>1,510</td>
<td>1,480</td>
<td>-69 (-5%)</td>
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<tr>
<td>AUST minus VIC</td>
<td>1,008</td>
<td>1,043</td>
<td>1,224</td>
<td>1,161</td>
<td>-35 (-3%)</td>
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### Deaths per 10,000 registered vehicles (12 months to October)

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<tbody>
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<td>NSW</td>
<td>0.76</td>
<td>0.87</td>
<td>0.99</td>
<td>4.96</td>
<td>5.65</td>
<td>6.41</td>
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<tr>
<td>VIC</td>
<td>0.64</td>
<td>0.74</td>
<td>0.71</td>
<td>4.76</td>
<td>5.48</td>
<td>5.29</td>
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<td>QLD</td>
<td>0.76</td>
<td>0.71</td>
<td>1.04</td>
<td>5.66</td>
<td>5.34</td>
<td>7.82</td>
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<tr>
<td>SA</td>
<td>0.87</td>
<td>0.93</td>
<td>1.00</td>
<td>6.61</td>
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<td>0.98</td>
<td>1.06</td>
<td>8.35</td>
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<td>0.64</td>
<td>0.80</td>
<td>1.57</td>
<td>5.28</td>
<td>6.51</td>
<td>12.55</td>
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<td>3.33</td>
<td>2.79</td>
<td>17.97</td>
<td>19.66</td>
<td>16.07</td>
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<td>ACT</td>
<td>0.27</td>
<td>0.71</td>
<td>0.53</td>
<td>1.92</td>
<td>5.03</td>
<td>3.71</td>
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<tr>
<td>AUST TOTAL</td>
<td>0.78</td>
<td>0.84</td>
<td>0.96</td>
<td>5.62</td>
<td>6.05</td>
<td>6.93</td>
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<tr>
<td>AUST minus VIC</td>
<td>0.82</td>
<td>0.87</td>
<td>1.05</td>
<td>5.90</td>
<td>6.23</td>
<td>7.47</td>
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</table>

### Victoria v Australia – 12 Month Moving Fatality Rate

![Victoria v Australia – 12 Month Moving Fatality Rate](image)
Booze-Bus Random Breath Testing*

12 months to June 2011 (monthly totals)

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<tbody>
<tr>
<td>Melbourne</td>
<td>86,195</td>
<td>79,603</td>
<td>91,365</td>
<td>78,241</td>
<td>81,341</td>
<td>97,729</td>
<td>78,392</td>
<td>67,733</td>
<td>80,249</td>
<td>85,872</td>
<td>91,495</td>
<td>97,118</td>
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<td>Country</td>
<td>13,420</td>
<td>9,459</td>
<td>14,650</td>
<td>15,957</td>
<td>19,375</td>
<td>19,112</td>
<td>20,355</td>
<td>16,658</td>
<td>11,753</td>
<td>13,440</td>
<td>15,127</td>
<td>16,814</td>
</tr>
<tr>
<td>Vic Total</td>
<td>99,615</td>
<td>89,062</td>
<td>106,015</td>
<td>94,198</td>
<td>100,716</td>
<td>116,841</td>
<td>98,747</td>
<td>84,391</td>
<td>92,002</td>
<td>99,312</td>
<td>106,622</td>
<td>113,932</td>
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12 months to June 2011 vs previous 12 months

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</tr>
</thead>
<tbody>
<tr>
<td>Melbourne</td>
<td>1,015,333</td>
<td>1,075,217</td>
<td>1,078,484</td>
<td>-59,884</td>
<td>(-6%)</td>
</tr>
<tr>
<td>Country</td>
<td>186,120</td>
<td>217,077</td>
<td>224,767</td>
<td>-30,957</td>
<td>(-14%)</td>
</tr>
<tr>
<td>Vic Total</td>
<td>1,201,453</td>
<td>1,292,294</td>
<td>1,303,251</td>
<td>-90,841</td>
<td>(-7%)</td>
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</table>

*At the time of reporting, the most recent available data was June 2011.

Mobile Safety Camera Data

Speed Infringements Issued from Mobile Cameras (monthly totals)

<table>
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<th>2011</th>
<th>Monthly Average = 44,739</th>
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<tbody>
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<td>Nov</td>
<td>47,500</td>
<td>44,921</td>
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<tr>
<td>Dec</td>
<td>44,921</td>
<td>51,861</td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>51,861</td>
<td>41,104</td>
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</tr>
<tr>
<td>Feb</td>
<td>41,104</td>
<td>52,252</td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>52,252</td>
<td>40,271</td>
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</tr>
<tr>
<td>Apr</td>
<td>40,271</td>
<td>53,774</td>
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</tr>
<tr>
<td>May</td>
<td>53,774</td>
<td>50,556</td>
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</tr>
<tr>
<td>Jun</td>
<td>50,556</td>
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</tr>
<tr>
<td>Jul</td>
<td>48,508</td>
<td>47,459</td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td>47,459</td>
<td>45,614</td>
<td></td>
</tr>
<tr>
<td>Sep</td>
<td>45,614</td>
<td>13,049</td>
<td></td>
</tr>
<tr>
<td>Oct</td>
<td>13,049</td>
<td></td>
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</tr>
</tbody>
</table>

Excessive Speed Infringements Issued from Mobile Cameras (monthly totals)

<table>
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<tr>
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<th>2010</th>
<th>2011</th>
<th>Monthly Average = 413</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov</td>
<td>330</td>
<td>363</td>
<td></td>
</tr>
<tr>
<td>Dec</td>
<td>363</td>
<td>352</td>
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</tr>
<tr>
<td>Jan</td>
<td>352</td>
<td>398</td>
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</tr>
<tr>
<td>Feb</td>
<td>398</td>
<td>466</td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>466</td>
<td>406</td>
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<td>Apr</td>
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<td>May</td>
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<td>Jun</td>
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<td>Jul</td>
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<td>Aug</td>
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<td>421</td>
<td></td>
</tr>
<tr>
<td>Sep</td>
<td>421</td>
<td>176</td>
<td></td>
</tr>
<tr>
<td>Oct</td>
<td>176</td>
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</tr>
</tbody>
</table>

Note: 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.

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.

<table>
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<tr>
<th>Time</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
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<td>6am - 8am</td>
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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.

<table>
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<tr>
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<td>MITCHELL, STRATHBOGIE</td>
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Useful Internet Sites

**TAC Sites**
- TAC Safety (Road Safety)  [www.tacsafety.com.au](http://www.tacsafety.com.au)

**Victorian Sites:**
- Roadsafe  [www.roadsafe.org.au](http://www.roadsafe.org.au)

**National and Interstate Sites:**
- Main Roads Western Australia - Road Safety  [www.mrwa.wa.gov.au](http://www.mrwa.wa.gov.au)

**International Sites:**
- 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:**
Graph 1 – Melbourne/country fatalities

Graph 2a – Pedestrian fatalities (Melbourne/country)
Graph 2b – Driver fatalities (Melbourne/country)

Graph 2c – Passenger fatalities (Melbourne/country)
Graph 3b – Driver/rider deaths by BAC

Graph 3c – Proportion of driver/rider deaths with a BAC ge 0.05
Graph 4a – Booze-Bus RBTs

Graph 4b – RBT: Percentage positive readings