

July 2013

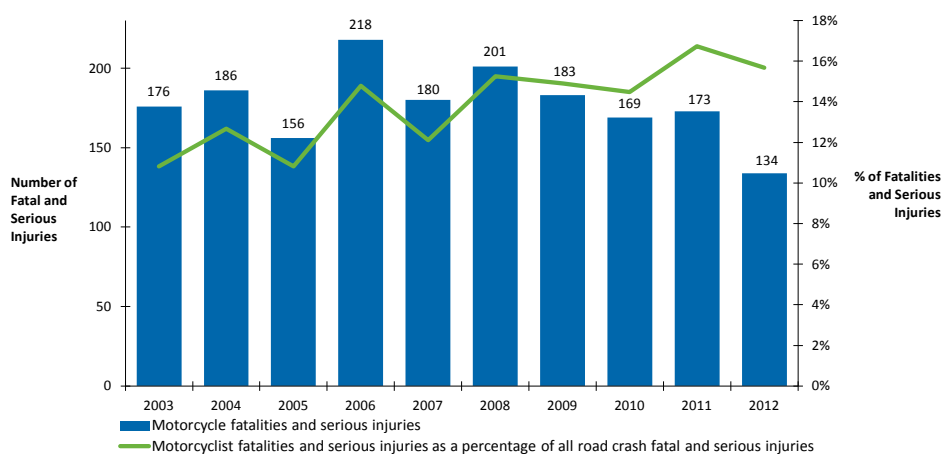
MOTORCYCLISTS INVOLVED IN ROAD CRASHES IN SOUTH AUSTRALIA

Table 1 – Motorcyclist and pillion passenger fatalities and serious injuries, South Australia, 2008-2012

Year	Motorcyclist fatalities	Motorcyclist serious injuries	Total serious casualties
2008	17	184	201
2009	15	168	183
2010	16	153	169
2011	21	152	173
2012	15	119	134
5 year average	17	155	172

The incidence of motorcycle death and serious injury has increased in South Australia as a proportion of all road deaths, while other road user trauma has generally decreased. Figure 1 shows the number of motorcycle riders and pillion passengers killed or seriously injured on South Australian roads each year since 2003. It also shows the number of motorcyclists killed or seriously injured as a proportion of all serious road casualties. Each year motorcyclists have become a larger part of road serious casualties trending upwards from 11% in 2003 of all serious casualties to 16% in 2012.

Figure 1 –Motorcycle and pillion passenger fatalities and serious injuries as a percentage of all road crash fatal and serious injuries, South Australia, 2003-2012



Motorcyclists have a higher risk of death or serious injury than all other road users. Table 2 below further shows the overrepresentation of motorcyclists on average they account for just above 3% of all registered vehicles but around 16% of all fatalities.

Table 2 – Motorcycle registrations and fatalities as a percentage of all registered vehicles and road fatalities, South Australia, 2008-2012

Year	Registered motorcycles as a percentage of all registered vehicles	Motorcyclist fatalities as a percentage of all road fatalities
2008	3.1%	17.2%
2009	3.2%	12.6%
2010	3.2%	13.6%
2011	3.2%	20.4%
2012	3.4%	16.0%
Five year average	3.2%	15.8%

Is motorcycling increasing?

Table 3 shows that the number of registered motorcycles in South Australia has increased by 11% from 44,000 in 2008, to 49,000 in 2012.

Table 3: Registered motorcycles, South Australia, 2008 - 2012

Year	Motorcycles registered*
2008	44,000
2009	46,600
2010	47,000
2011	48,000
2012	49,000

*Registration approximation as of December 30 each year

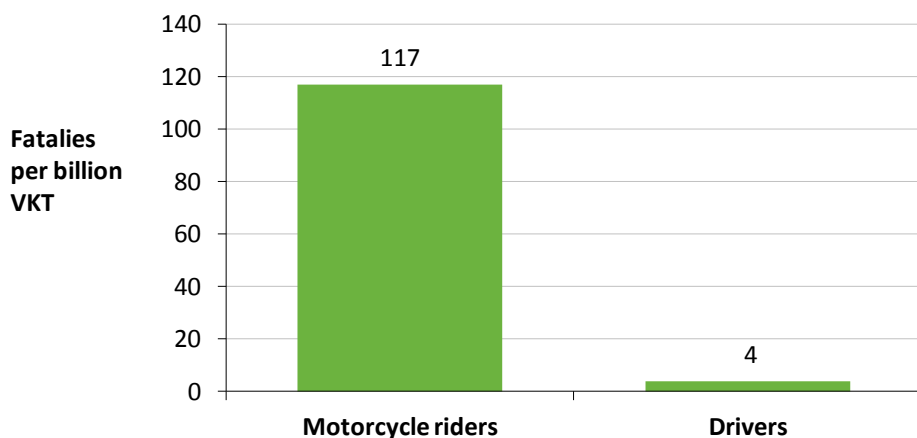
Risks for motorcycle riders

Motorcycle riders experience a higher risk of death and serious injury compared to other road users. Australian research has shown there is a significant difference in risk between motorcycle riders and other vehicle operators.



Figure 2 shows that for every 1 billion kilometres travelled by motorcycle riders, there were 117 motorcycle rider fatalities. This is almost 30 times the number recorded by operators of other vehicle types, who recorded fewer than 4 fatalities per 1 billion vehicle kilometres travelled (VKT).

Figure 2 – Australian fatality rates per billion VKT, motorcycle riders and drivers of other vehicles, 2007¹



Motorcycle Serious Casualty Crashes

On average over the 5-year period, 2008-2012 there were 168 fatal and serious injury crashes involving a motorcycle per year. Of these:

- 56% of crashes occurred in metropolitan Adelaide
- 53% were 'motorcycle only' crashes that is they did not involve another vehicle
- 45% were as a result of hitting a fixed object or roll over
- 26% of crashes were a result of right turn or right angle
- 36% of serious casualty crashes occurred on a Saturday or Sunday

Motorcycle Serious Casualties

On average over the 5-year period, 2008-2012 there were 163 motorcycle riders and nine pillion passengers killed or seriously injured per year. Of these:

- 95% of riders and 27% of pillion passengers were male
- 5% were not wearing a helmet at the time of the crash
- 18% of motorcycle fatalities had a blood alcohol reading of 0.05 or greater
- 21% of motorcycle fatalities tested positive to cannabis or ecstasy or methamphetamines, or a combination of these

Speed limit

¹ Department of Infrastructure, Transport, Regional Development and Local Government – Research and Analysis Report Road Safety Monograph 20 – Fatal and serious road crashes involving motorcyclists. 3

Table 4 is a breakdown of motorcycle serious casualty crashes by speed limit for the 5 year period between 2008 and 2012. 25% of crashes occurred on roads with a speed limit above 100 km/h and a further 55% occurred on roads with a speed limit of 60 km/h or below.

Table 4 – Motorcycle serious casualty crashes by speed limit, South Australia, 2008-2012

Speed Limit	% of serious casualty crashes
less than 50 km/h	1%
50 km/h	22%
60 km/h	32%
70-90 km/h	20%
100 km/h	16%
110 km/h	9%

Licensing status

A significant proportion of riders involved in fatal crashes do not hold an appropriate licence. Almost a quarter of riders were not licensed for riding a motorcycle – they were either disqualified or expired (5%), did not hold an appropriate licence (16%) or had never held a licence (1%). Table 5 presents the licence status for riders involved in fatal crashes during the 5 year period 2008-2012.

Table 5: Licence type – motorcycle operators involved in fatal crashes, South Australia, 2008-2012

Licence Type	Riders involved in fatal crashes	%
Licensed		
Learner's permit	3	4%
R-Date licence (LAMS restricted)	4	5%
Full R (rider) licence	56	68%
Probationary licence	1	1%
Unlicensed		
Expired, Disqualified or Suspended motorbike licence	4	5%
Not appropriate licence	13	16%
Never held a licence	1	1%
Total (Known)	82	100%

Gender

The overwhelming majority of motorcycle rider serious casualties are male. Males comprise 95% of rider serious casualties in 2008 - 2012 compared to 60% of driver serious casualties in South Australia. Males however may have more exposure, in South Australia 86% of motorcycle licence holders are male.

Pillion Passengers

On average, 1 pillion passenger is killed and 8 are seriously injured per year. Currently, learner riders are not permitted to carry a pillion passenger unless the passenger holds a current full motorcycle licence (this excludes passengers who hold a provisional licence). Provisional and full licence riders are allowed to carry passengers.

Rider Age

Figure 3 shows serious casualties among riders with respect to their age group over time. The overall numbers of rider serious casualties has remained stable over the last ten years. The 2003-2007 five year average was 164 serious casualties and the current five year (2008-2012) average is 161 serious casualties. The 25-44 year age group is (apart from 2010), the most represented, not surprisingly given the large span of ages. The proportion of numbers in the outer age groups have transformed, the 16-24 year age group has decreased from representing 32% of all serious casualties between 1996-2000 to now representing 20% for the five year period 2008-2012. Conversely the over 45 age group has risen from representing 14% of all serious casualties in the 1996-2000 to more than two and a half times at 36% for the 2008-2012 period. This is likely to be a result of both an increase in the general population of people aged 45 years and above and an increase in the usage of motorcycle in this age group. Figure 4 is a further breakdown of motorcycle rider serious casualties over the past 5 years.

Figure 3: Motorcycle rider serious casualties by age, South Australia, 1996-2012

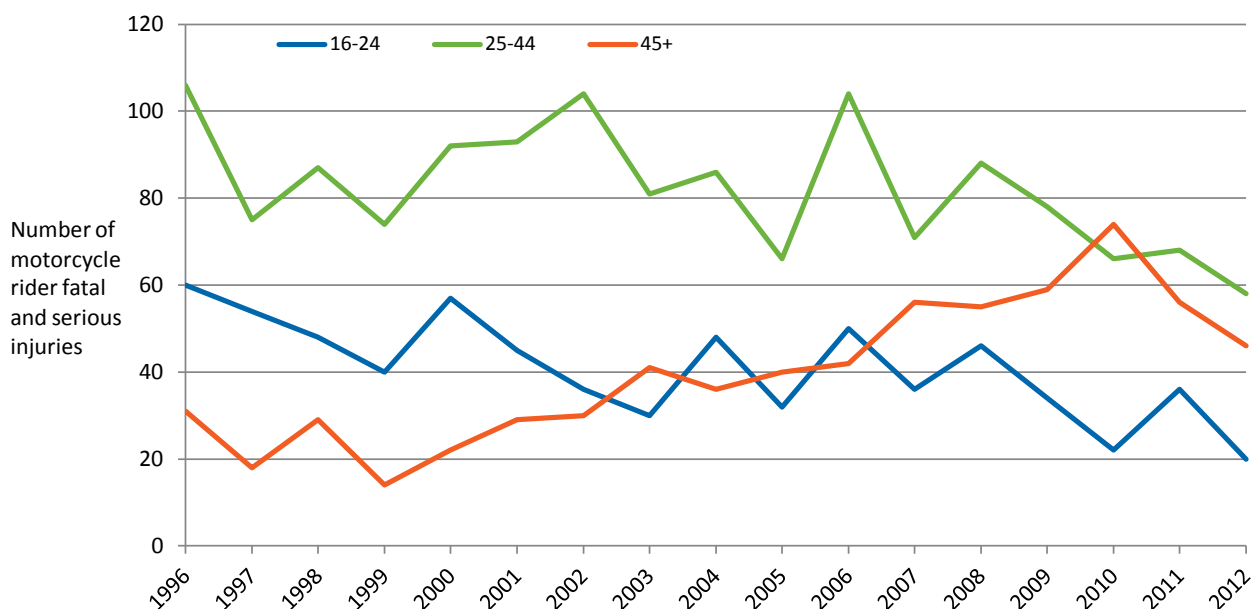
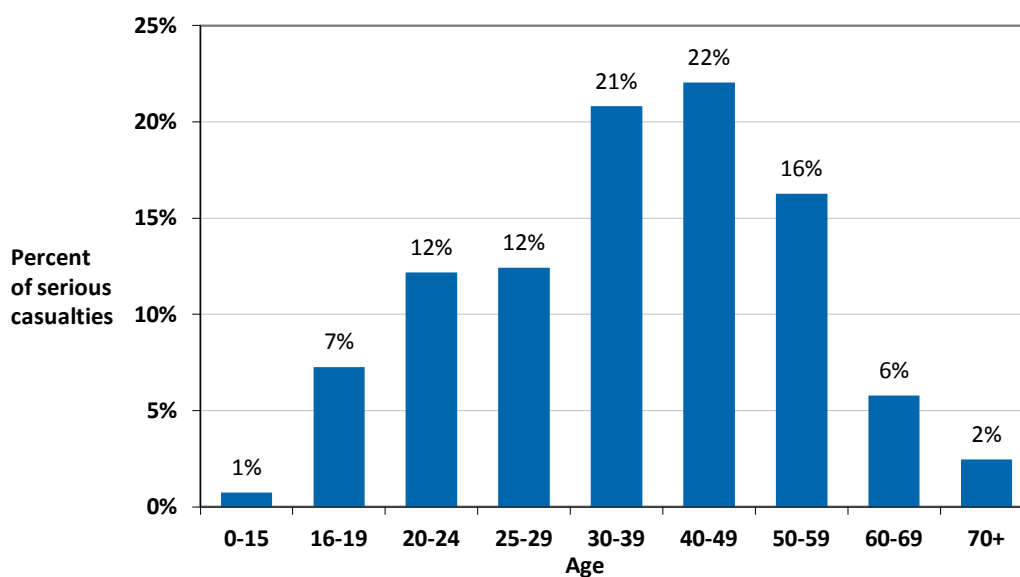


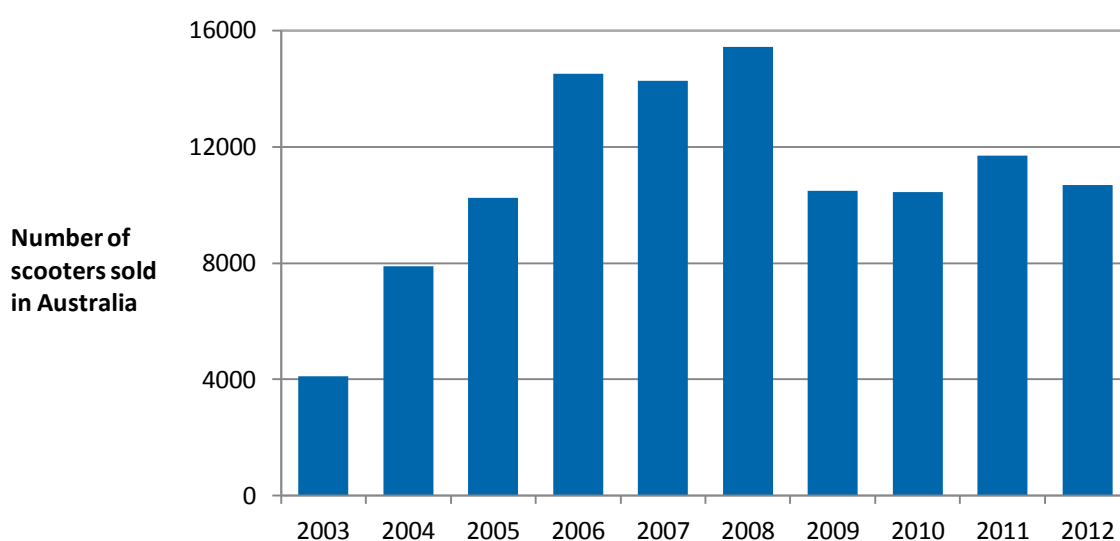
Figure 4 - Percentage of motorcycle rider serious casualties by age group, South Australia, 2008-2012



Scooters

A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork. Nationally the Federal Chamber of Automotive Industries (FCAI) reports that scooter sales have increased greatly. In 2003 just over 4,000 scooters were sold in Australia, sales peaked in 2008 with over 15,000 being sold. Since then sales have declined, last year just over 10,000 were sold nationally, as shown in figure 5.

Figure 5 – Number of scooters sold in Australia, 2003-2012²



² Federal Chamber of Automotive Industries Motorcycle Group - National Sales Report

If South Australia has followed the national trend, there is likely to have also been an increase in the number of scooters in the State over the past years. Table 6 shows that fatalities and serious injuries in South Australia.

Table 6 – Scooter rider serious casualties, South Australia, 2008-2012

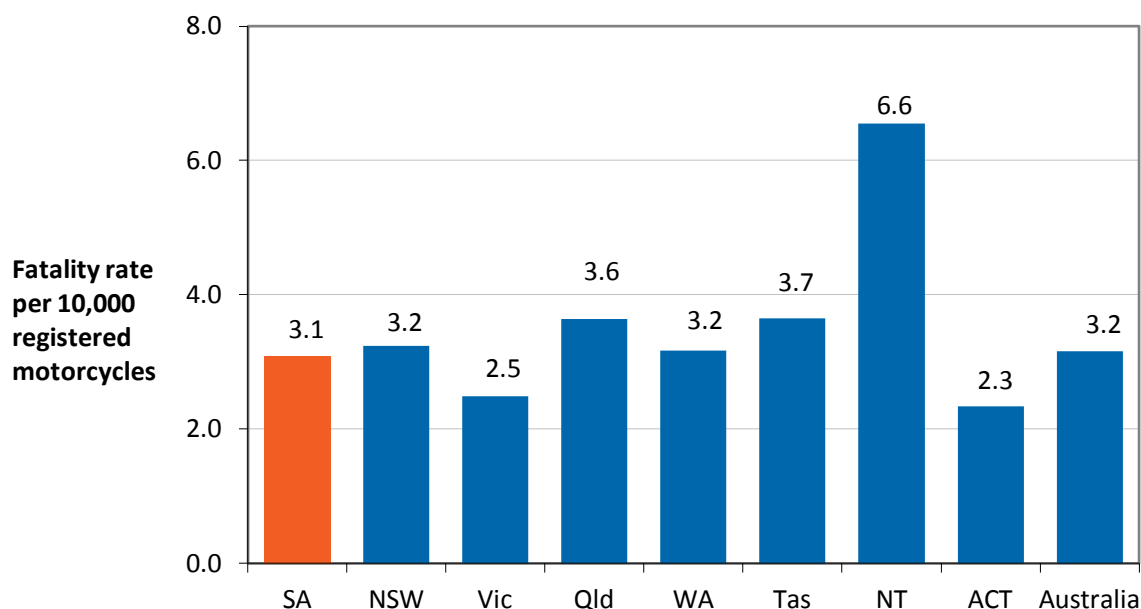
	Fatalities	Serious Injuries	Total
2008	0	16	16
2009	0	13	13
2010	1	8	9
2011	0	13	13
2012	0	8	8
Total	1	58	59

SA comparison to other States and Territories

On average (2008-2012), motorcycle riders and pillion passengers accounted for 16% of all road fatalities in South Australia. This compares with other states such as Victoria 15%, NSW 15%, Queensland 20% and Western Australia 17%.

Figure 6 shows the fatality rate per 10,000 registered motorcycles for each State and Territory for 2012. South Australia’s rider fatality rate for 2012 is comparable with the whole nation.

Figure 6 – Motorcycle fatality rate per 10,000 registered motorcycles, 2012³



³ Bureau of Infrastructure, Transport and Regional Economics, Road Deaths Australia – 2011 Statistical Summary

Definitions of police reported casualty types:

Casualty Crash - A crash where at least one fatality, serious injury or minor injury occurs.

Casualty – A fatality, serious injury or minor injury.

Fatal Crash - A crash for which there is at least one fatality.

Fatality - A person who dies within 30 days of a crash as a result of injuries sustained in that crash.

Serious Injury Crash - A non-fatal crash in which at least one person is seriously injured.

Serious Injury - A person who sustains injuries and is admitted to hospital as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

Minor Injury Crash - A crash for at least one person sustains injury but no person is admitted to hospital or dies within 30 days of the crash.

Minor Injury – A person who sustains injuries requiring medical treatment, either by a doctor or in a hospital, as a result of a road crash and who does not die as a result of those injuries with 30 days of the crash.

Property Damage Only Crash – A crash resulting in property damage in excess of the prescribed amount in which no person is injured or dies within 30 days of the crash.

Data sources

The data presented in this reports was obtained from the Department for Transport, Energy and Infrastructure Road Crash Database, the FAIC and the Bureau of Infrastructure, Transport and Regional Economics. The information was compiled from police reported road casualty crashes only.

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