



## South Australia ROAD SAFETY Progress Report

### April - June Quarter, 2015

This report provides a quarterly snapshot<sup>1</sup> of crash and injury statistics and factors that influence road safety including numbers of insurance claims, levels of enforcement and the numbers of new cars sold with safety technologies. It provides an indication of how South Australia is progressing against the targets outlined in *Towards Zero Together*, South Australia’s Road Safety Strategy 2020 and how South Australia is performing compared to other jurisdictions.

### A summary of progress towards 2020 road safety targets

Information on road fatalities and fatal crashes is provided for the quarter ending on 30 June 2015. As three months are required to finalise case details and to process injury data compared to fatality data, serious injury and casualty data can only be reported up to 31 March 2015. Data on road safety enforcement, motor vehicle insurance and vehicle safety are also reported for the quarter ending 31 March 2015.

For the most up to date fatality data please visit [sa.gov.au/towardszerotogether](http://sa.gov.au/towardszerotogether)

	2020 Target	2013	2014	1 July 2014 to 30 June 2015
<b>Fatalities</b>	less than 80 (per year)	97	108	113
<b>Fatality rate (per 100,000 population)</b>	4.5	5.8	6.4	6.7

	2020 Target	2013	2014	1 April 2014 to 31 March 2015
<b>Serious injuries</b>	less than 800 (per year)	790	711	710
<b>Serious injury rate (per 100,000 population)</b>	45.0	47.3	42.2	42.1

*The data presented in this report are for information purposes only and should be used with care before drawing conclusions not contained in the report. Numbers may not always match due to rounding off and because the databases are continuously updated with new information.*

<sup>1</sup> Figures relating to the current quarter are provisional and are subject to revision as detailed crash reports, enforcement data and CTP insurance claims are finalised. Crash data are sourced from the Traffic Accident Reporting System (TARS) maintained by Department of Planning Transport and Infrastructure in South Australia as at 1 October 2015. Population numbers are as at 30 June 2014 (Australian Bureau of Statistics, 2014, Australian Demographic Statistics, Cat no. 3101.0, ABS, Canberra).

# MANAGING FOR RESULTS

Key performance indicators are used to monitor and regularly report on South Australia’s progress toward reducing serious casualty crashes by at least 30% over the decade.

The range of performance indicators below draws on crash, transport, enforcement and other road safety data. These indicators may be further developed and refined throughout the life of the *Towards Zero Together* strategy. The performance indicators for the most recent years are reported for comparison against the 2008-2010 annual average, which is the benchmark from the *Towards Zero Together* strategy.

Performance Indicators	Annual Average 2008-2010	2013	2014
Number of single vehicle run-off road serious casualty crashes	465	341	317
Number of intersection serious casualty crashes	368	256	228
Average metro traffic speed <sup>2</sup>	56.1 km/h (2010)	55.6 km/h	55.6 km/h
Average rural traffic speed <sup>2</sup>	103.2 km/h (2010)	102.4 km/h	102.6 km/h
Percentage of vehicles exceeding stated speed limit <sup>2</sup>	23.6% (2010)	20.7%	20.1%
Percentage of new vehicles sold in SA with a 5 star safety rating	40.9% (2010)	66.5%	67.5%
Number of young people (16-24) killed or seriously injured	318	158	187
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit	22	14	13
Number of drivers/riders tested positive for alcohol <sup>3</sup>	10,269	7,430	6,380
Number of drivers/riders tested positive for drugs	1,159	3,768	4,672
Number of people killed or seriously injured not wearing a seatbelt	77	41	55
Number of new Compulsory Third Party insurance claims	6,024	4,917	3,991

<sup>2</sup> Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): Average metro speed is based on Adelaide 60 km/h speed limit arterial roads; average rural traffic speed is based on 110 km/h speed limit arterial roads; percentage of vehicles exceeding signed speed limit is based on Adelaide 60 and 80 km/h limit roads and rural 110 km/h limit arterial roads. Since 2013, Adelaide 80 km/h limit roads are no longer included in the speed surveys, and hence use of the performance indicator “Percentage of vehicles exceeding stated speed limit” after 2013 is based only on Adelaide 60 km/h limit roads and rural 110 km/h limit arterial roads. Values may be subject to change as speed survey site characteristics change over time.

<sup>3</sup> Note, due to changes in SA Police reporting and data extraction procedures, enforcement statistics have been revised from previously published results in *Towards Zero Together* South Australia’s Road Safety Strategy 2020 and the previous Quarterly Reports.

# OVERVIEW OF CASUALTIES AND CRASHES

## Road fatalities

**Table 1: Numbers of fatalities per month in South Australia, 2012-2015**

Month	2012	2013	2014	2015
January	6	10	8	13
February	9	4	5	4
March	10	17	12	3
April	11	4	5	9
May	5	5	7	8
June	7	13	6	11
July	5	11	9	
August	9	9	8	
September	8	3	11	
October	5	6	9	
November	8	8	8	
December	11	7	20	
<b>Total</b>	<b>94</b>	<b>97</b>	<b>108</b>	<b>48</b>

**Table 2: Numbers of fatal crashes per month in South Australia, 2012-2015**

Month	2012	2013	2014	2015
January	6	8	7	10
February	9	4	5	4
March	9	15	11	3
April	9	4	4	9
May	5	5	7	8
June	7	11	5	9
July	5	11	8	
August	6	7	6	
September	8	3	11	
October	4	6	9	
November	7	8	7	
December	11	7	16	
<b>Total</b>	<b>86</b>	<b>89</b>	<b>96</b>	<b>43</b>

## Serious injuries

**Table 3: Numbers of serious injuries per month in South Australia, 2012-2015**

Month	2012	2013	2014	2015
January	52	59	66	56
February	66	51	44	58
March	64	73	79	74
April	66	70	64	
May	76	76	61	
June	49	55	57	
July	62	65	48	
August	66	54	64	
September	53	65	38	
October	71	65	57	
November	74	89	64	
December	62	68	69	
<b>Total</b>	<b>761</b>	<b>790</b>	<b>711</b>	<b>188</b>

**Table 4: Numbers of serious injury crashes per month in South Australia, 2012-2015**

Month	2012	2013	2014	2015
January	39	54	51	52
February	56	46	43	56
March	50	63	68	64
April	57	58	54	
May	65	61	51	
June	40	47	52	
July	52	54	39	
August	55	43	54	
September	43	57	28	
October	63	59	46	
November	64	68	53	
December	53	56	55	
<b>Total</b>	<b>637</b>	<b>666</b>	<b>594</b>	<b>172</b>

## Road users

**Table 5: Numbers of serious casualties by road user, South Australia, 2014-2015**

Road User	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
Drivers <sup>4</sup>	94	89	81	106	93
Passengers	40	39	30	50	30
Motorcyclists <sup>5</sup>	31	38	36	36	46
Cyclists	21	15	14	18	24
Pedestrians <sup>6</sup>	26	17	16	16	12
Other <sup>7</sup>	2	2	1	1	3
<b>Total</b>	<b>214</b>	<b>200</b>	<b>178</b>	<b>227</b>	<b>208</b>

**Table 6: Numbers of serious casualties by participant age, South Australia, 2014-2015**

Age Group	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
0-15	11	5	8	9	5
16-24	48	53	36	50	43
25-29	19	24	17	20	8
30-39	34	30	19	29	47
40-49	47	20	38	38	33
50-59	15	20	26	38	26
60-69	18	17	16	16	18
70-79	8	7	8	16	15
80-89	11	10	9	4	8
90+	0	2	1	3	3
Unknown	3	12	0	4	2
<b>Total</b>	<b>214</b>	<b>200</b>	<b>178</b>	<b>227</b>	<b>208</b>

<sup>4</sup> Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

<sup>5</sup> Includes pillion passengers and scooter riders/passengers. A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork.

<sup>6</sup> Includes motorised wheelchairs.

<sup>7</sup> 'Other' may include drivers and passengers of buses, other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

## Vehicles

**Table 7: Numbers of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2014-2015**

Vehicle Type	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
Passenger vehicles <sup>8</sup>	193	189	153	207	202
Heavy vehicles <sup>9</sup>	15	17	7	11	8
Buses	2	0	2	0	2
Motorcycles <sup>10</sup>	34	41	35	35	48
Bicycles	24	17	14	19	26
Other vehicle types <sup>11</sup>	3	8	2	6	2
<b>Total</b>	<b>271</b>	<b>272</b>	<b>213</b>	<b>278</b>	<b>288</b>

**Table 8: Numbers of passenger vehicles involved in serious casualty crashes, by vehicle age, South Australia, 2014-2015<sup>12</sup>**

Vehicle Age (years)	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
0-4	32	37	26	43	34
5-9	48	49	38	50	39
10-14	41	47	33	42	47
15-19	36	28	36	36	42
20+	27	25	19	30	32
Unknown	9	3	1	6	8
<b>Total</b>	<b>193</b>	<b>189</b>	<b>153</b>	<b>207</b>	<b>202</b>

<sup>8</sup> Passenger vehicles include light trucks (trucks < 4.5 tonnes GVM)

<sup>9</sup> Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

<sup>10</sup> Includes scooters.

<sup>11</sup> 'Other vehicle types' include other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

<sup>12</sup> Excludes motorcycles, scooters, buses, heavy vehicles and other vehicle types.

## Regions within the State

Table 9: Serious casualty crashes by region, South Australia, 2014-2015<sup>13</sup>

Regions	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
Metropolitan Adelaide	96	89	75	87	108
Inner Rural (Within 100km of Adelaide)	36	30	20	36	32
Outer Rural (Greater than 100km from Adelaide)	53	54	51	63	49
<b>Total</b>	<b>185</b>	<b>173</b>	<b>146</b>	<b>186</b>	<b>189</b>

## Crash types

Table 10: Serious casualty crashes by type and region, South Australia, 2014-2015<sup>14</sup>

Regions	Crash Type	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
Metro	Intersection crashes	41	49	26	38	51
	Single vehicle run-off-road crashes	28	25	28	27	39
	All other crash types	36	23	26	25	27
Rural	Intersection crashes	20	24	14	16	15
	Single vehicle run-off-road crashes	57	45	46	61	51
	All other crash types	19	20	16	28	19

<sup>13</sup> A map of these regional areas is given in *Towards Zero Together*, South Australia's Road Safety Strategy 2020. Due to recent slight changes in the inner rural/outer rural boundaries, there are some minor differences between previously reported serious casualty crashes by region.

<sup>14</sup> **Intersection crashes** are any crashes that occurred at the junction of two or more transport paths (including roll over, left road out of control or hit fixed object crashes). **Single vehicle run-off-road crashes** are roll over, left road out of control or hit fixed object crashes (including those at intersections). The type of crash categories are not mutually exclusive and must not be added together. **All other crash types** include any other crash type not included in intersection crashes or single vehicle run-off-road crashes.

## Speed limits

Table 11: Serious casualty crashes by speed limit and region, South Australia, 2014-2015

Regions	Speed Limit	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
Metro	Below 40 km/h	0	0	0	1	1
	40 km/h	1	1	2	3	2
	50 km/h	29	27	24	30	38
	60 km/h	52	50	35	32	44
	70 – 90 km/h	13	10	13	16	20
	100 km/h	1	0	1	5	2
	110 km/h	0	1	0	0	1
Rural	Below 40 km/h	1	0	0	1	0
	40 km/h	0	1	0	3	0
	50 km/h	12	16	10	6	12
	60 km/h	8	3	3	4	5
	70 – 90 km/h	15	10	8	15	16
	100 km/h	29	38	28	41	31
	110 km/h	24	16	22	29	17
<b>TOTAL</b>		<b>185</b>	<b>173</b>	<b>146</b>	<b>186</b>	<b>189</b>



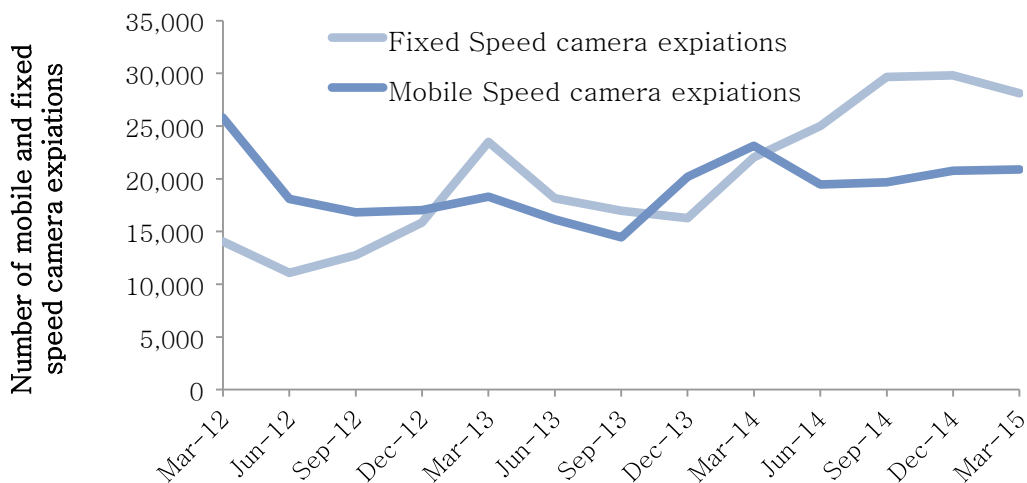
# ENFORCEMENT ACTIVITY

The enforcement data presented in this section have been supplied by the Traffic Intelligence and Planning Section, South Australia Police (SAPOL)<sup>15</sup>.

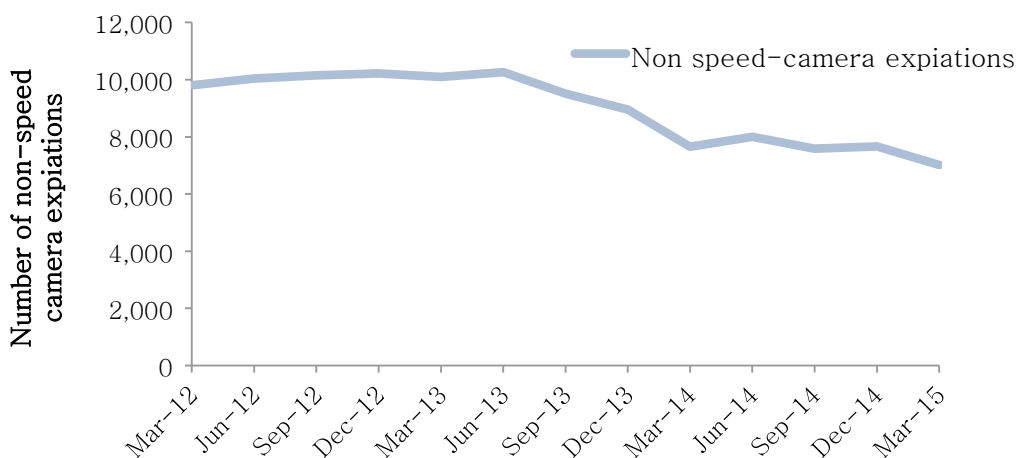
## Speed offences

For speeding offences, numbers of expiations per quarter are reported in Figures 1 and 2. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras deployed by SAPOL's Traffic Camera Unit and also fixed speed/red light traffic safety cameras. Non speed-camera offences are detected using laser speed detection devices, hand held radars, mobile radars within police vehicles and also include expiations issued as indicated by the speed of police vehicles. Variations in speeding offences over time may be due to differences in the incidence of speeding, hours of speed enforcement and the number of speed camera devices used by police.

**Figure 1: Number of expiations issued for speed camera enforcement per quarter, March 2012 to March 2015**



**Figure 2: Number of expiations issued for non speed-camera enforcement per quarter, March 2012 to March 2015**

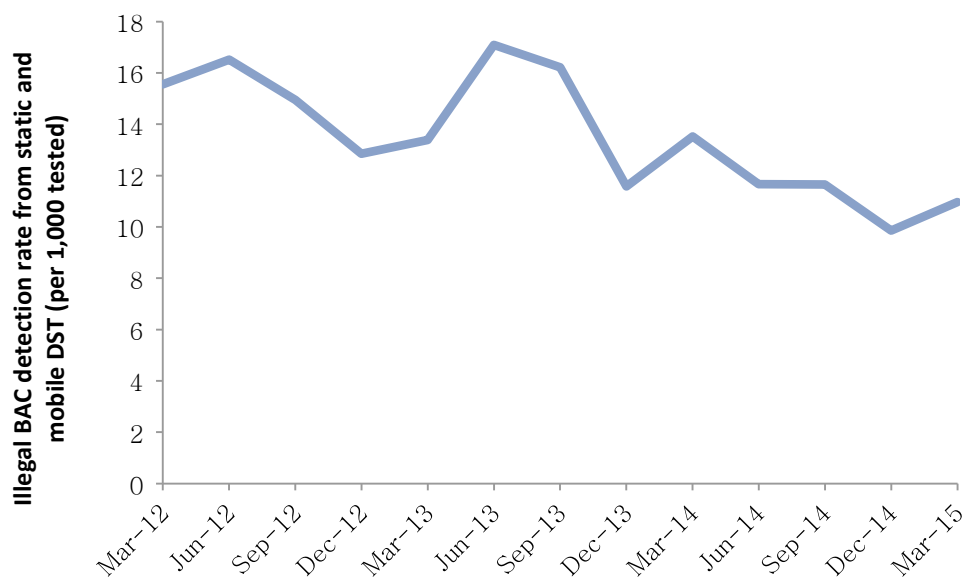


<sup>15</sup> Due to changes in SA Police reporting and data extraction procedures, enforcement statistics may differ from those previously reported. Additionally, static and mobile detection rates are no longer reported separately for alcohol or drug detections. Expiation data are based on issued date and not offence date. These data are correct as at 6/8/2015. Future data calculations may show some differences as data are continually refreshed. Comparisons should not be made between point in time data.

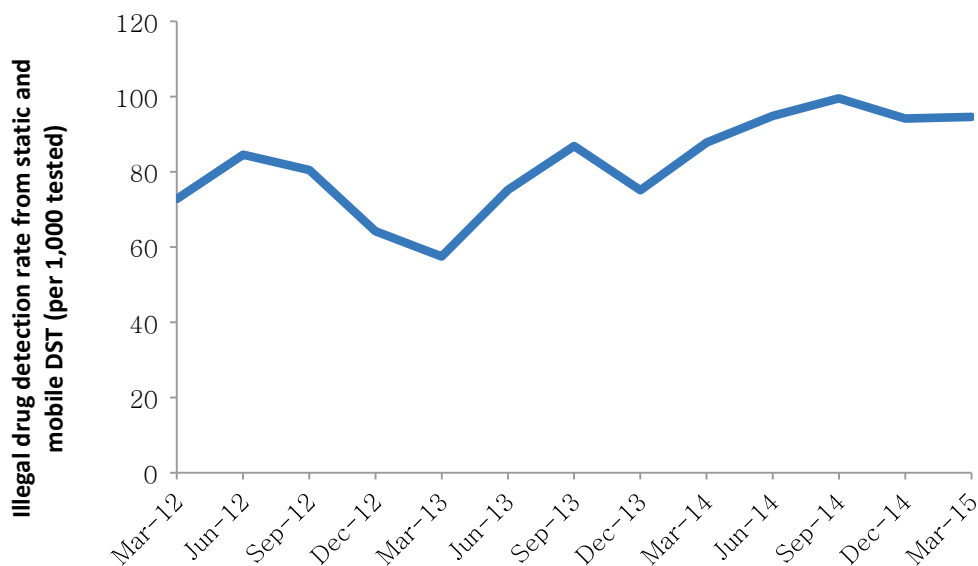
## Alcohol and drug offences

Alcohol and drug offences are detected through Driver Screening Tests (DST) and numbers of detections per 1,000 drivers tested, per quarter, are reported in Figures 3 and 4. Offences are detected through static testing and mobile testing. Static testing for alcohol or drugs occurs when drivers passing police checkpoints are randomly pulled over to undergo alcohol breath tests or oral fluid drug tests. Mobile testing for alcohol or drugs occurs when drivers are randomly pulled over by police officers in mobile vehicles to undergo alcohol breath tests or oral fluid drug tests. Mobile testing also includes drivers tested as a result of involvement in a crash.

**Figure 3: Rate of expiations and apprehensions for alcohol offences using static and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2012 to March 2015**



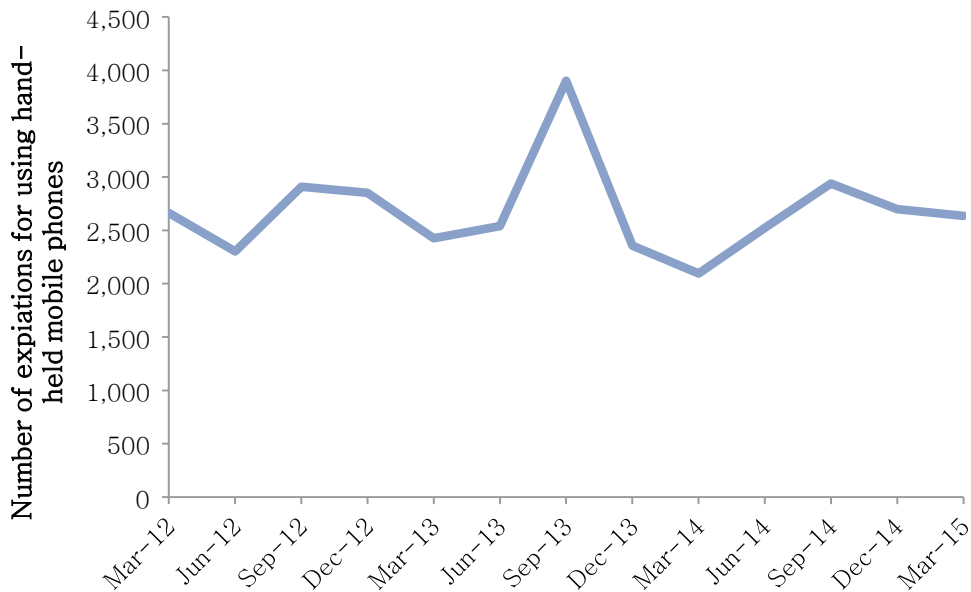
**Figure 4: Rate of expiations and apprehensions for drug offences using static and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2012 to March 2015**



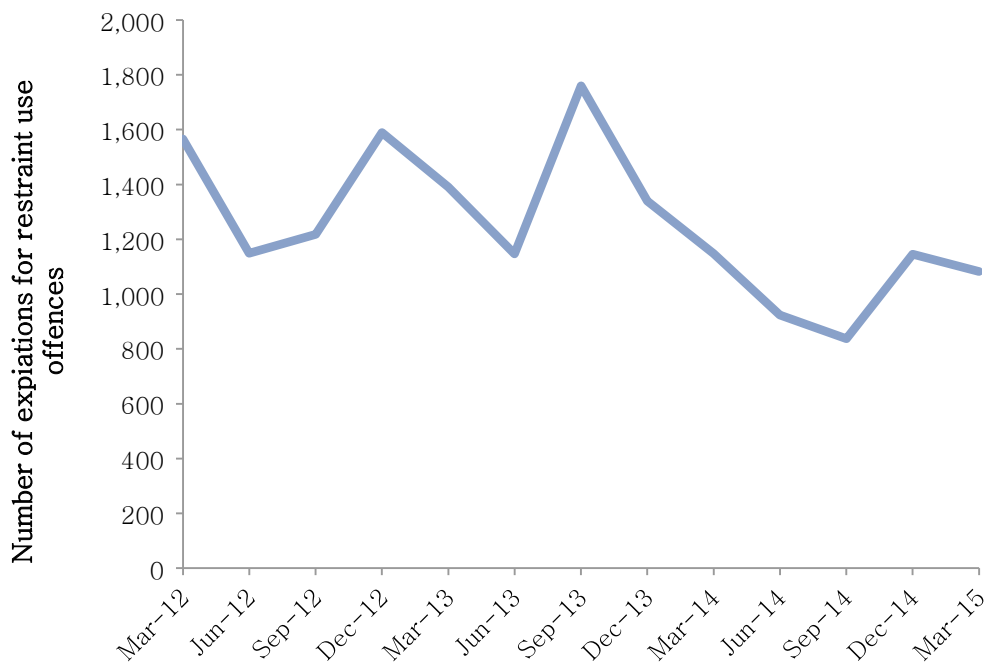
## Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per quarter in Figures 5 and 6. Variations in mobile phone and restraint use offences over time may be due to differences in the incidence of mobile phone and restraint use while driving, as well as varying enforcement activities by police.

**Figure 5: Number of expiations for mobile phone use offences per quarter, March 2012 to March 2015**



**Figure 6: Number of expiations for restraint use offences per quarter, March 2012 to March 2015**

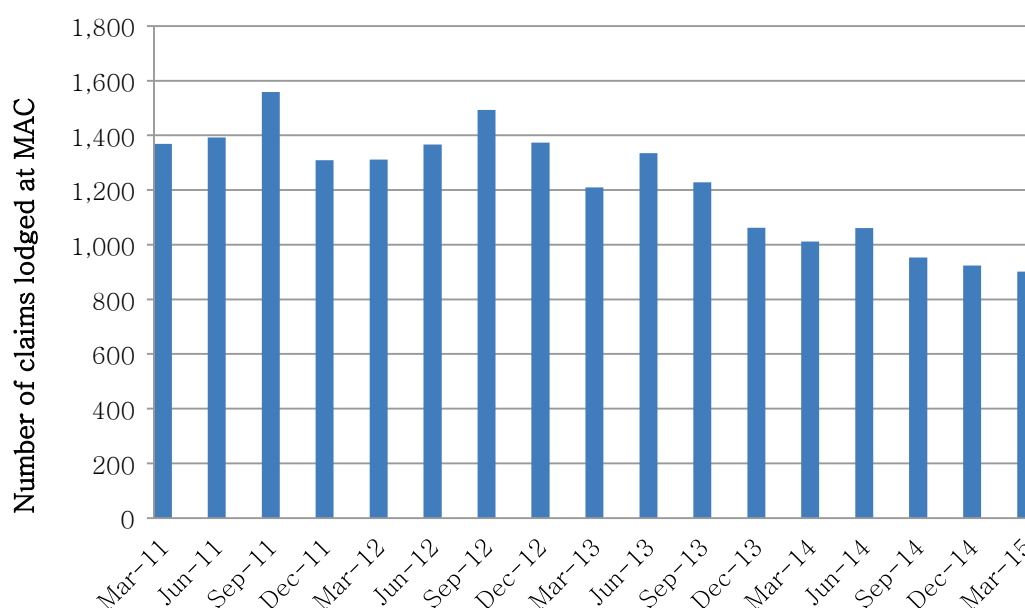


# ROAD SAFETY MANAGEMENT PRACTICES AND OTHER MEASURES

## Compulsory third party (CTP) insurance claims

The Motor Accident Commission (MAC) is responsible for the administration of South Australia’s CTP insurance scheme. This scheme provides cover to people injured in road crashes. There are differences between CTP statistics and Police statistics on crashes, largely because a driver fully responsible for a crash cannot make a claim for his or her injuries, and some claims arise from crashes not reported to police. In the past, approximately 45% of CTP costs arose from fatality and serious injury crashes. Minor injury crashes account for the remaining costs. Figure 7 shows the numbers of new CTP claims per quarter. Please note in July 2013 there was a legislative change regarding CTP claims in South Australia, this may have had an effect on the number of claims reported in more recent quarters.

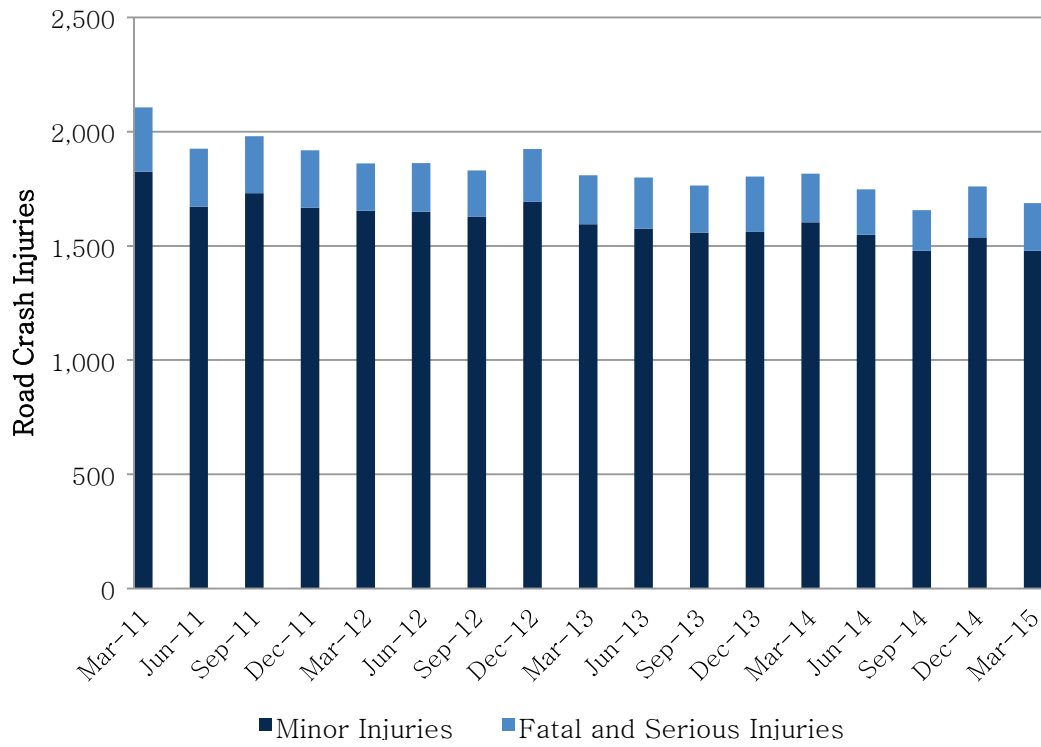
**Figure 7: Numbers of new CTP insurance claims per quarter, March 2011 to March 2015<sup>16</sup>**



In South Australia there are four categories of injury severity recorded by police. These are crashes with fatal injuries, serious injuries (admitted to hospital), treated at hospital injuries and injuries treated by private doctor. The latter two categories are collectively referred to as minor injuries. In 2014, fatal and serious injuries accounted for 11.7% of crash injuries while minor injuries accounted for the remaining 88.3% of injuries. Figure 8 shows the total number of injuries per quarter in South Australia and indicates that there has been a genuine decline in all road crash injuries in the reporting period. Not all road crash injuries result in a CTP claim being made, and hence Figure 7 and Figure 8 are not directly comparable. However, there has been a reduction in CTP claims made, consistent with the overall reduction in road crash injuries over the same period. In more recent quarters however, the decline in CTP claim numbers has been more significant, which may be confounded by the effects of the 2013 legislative change regarding CTP claims in South Australia.

<sup>16</sup> Excludes zero dollar claims (Claims data current as of 31 August 2015).

**Figure 8: Total numbers of road crash injuries per quarter, March 2011 to March 2015**



## The safety of new vehicles being sold

The Australasian New Car Assessment Program (ANCAP) provides safety star ratings to vehicles sold on the Australian market. It has been estimated that vehicle occupants have twice the chance of being killed or seriously injured in an ANCAP 1-star rated vehicle compared to an ANCAP 5-star rated vehicle.

The requirements for a vehicle to achieve a 5-star rating are changing over time. In 2012, in order to gain an ANCAP 5-star rating, a vehicle's performance on a number of crash tests must meet or exceed specified criteria. Also, the vehicle must have been fitted with mandatory Safety Assist Technology (SAT) as a standard for that vehicle, as well as a specified number of additional SATs which is dependent on whether the technology is fitted as standard or optional equipment.

In 2011, the requirements for a vehicle to achieve a 5-star rating included<sup>17</sup>:

- achieving a suitable standard in frontal offset, side impact and side pole impact tests
- electronic stability control (ESC) and 3-point seat belts for all forward facing seats
- head-protecting technology (side airbags<sup>18</sup>) for the front seats.

In 2012 this was extended to also include:

- a marginal pedestrian rating, an acceptable whiplash rating
- two additional SATs (or more if not fitted as standard equipment).

In 2013, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for seatbelt reminders in the front seats, emergency brake assist and a minimum of three additional SATs.

In 2014, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for head-protecting technology (side airbags) for the second row seats of vehicles, an acceptable pedestrian rating, an acceptable whiplash rating and a minimum of four additional SATs.

As of 2015, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for seatbelt reminders for the second row of fixed seats in vehicles, a good whiplash rating and a minimum of five additional SATs.

Table 12 shows the percentages of new vehicles sold in South Australia per quarter with a 5-star rating, while Table 13 shows the percentages with various safety features. The percentage of new vehicles sold with a pre-crash safety system (a relatively new, but potentially very beneficial vehicle safety technology) is also now shown in Table 13.

**Table 12: Percentages of new vehicles sold with a 5-star rating, South Australia, 2014-2015<sup>19</sup>**

New Vehicles sold	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
5-star	71%	67%	68%	64%	73%
Total number of new vehicles	16,214	17,350	16,571	16,641	16,346

<sup>17</sup> ANCAP, *ANCAP Rating Road Map 2011-2017*, 23 April 2014.

<sup>18</sup> Front airbags for the driver and passenger of a vehicle are not required to achieve a 5-star rating. Although this is the case, in the March Quarter of 2015, approximately 99.95% of vehicles sold were fitted with driver's airbags as a standard feature and 99.91% were fitted with a front passenger airbag. Some classes of vehicles sold were less likely to have these features as a standard (POLK, *SA Safety Report*, Jan - Mar 2015).

<sup>19</sup> POLK, *SA ANCAP report*, Jan - Mar 2015.

**Table 13: Percentages of new vehicles sold in South Australia with specified safety features as standard, 2014-2015<sup>20</sup>**

Safety Feature	Mar Qtr 2014	Jun Qtr 2014	Sep Qtr 2014	Dec Qtr 2014	Mar Qtr 2015
Electronic stability control	94%	92%	93%	92%	94%
Front side curtain airbags	91%	90%	91%	90%	90%
Emergency brake assist	86%	85%	87%	86%	87%
Rear side curtain airbags	87%	85%	87%	86%	86%
Centre 2 <sup>nd</sup> row lap/sash belt	86%	85%	87%	85%	87%
Pre-crash safety system	5%	6%	6%	6%	7%

<sup>20</sup> The March Quarter 2015 and December Quarter 2014 percentages are current as of POLK, *SA Safety Report*, Jan – Mar 2015. Due to methods used by POLK to combine data from vehicle records and a significant change in the VFACTS vehicle segmentation in early 2012 there may be differences in some of the percentages reported previously.

# MEASURES OF EXPOSURE TO THE ROAD SYSTEM

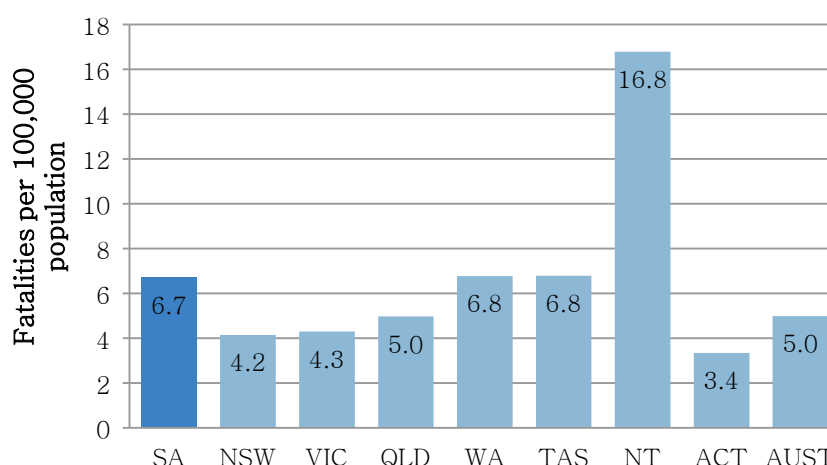
Crash data, when combined with various exposure measures, can be used to compare crash rates among different populations using the road system. The crash rates per 100,000 licence holders (drivers and riders) and per 100,000 registered vehicles in SA, are shown in Table 14 for the 12 months ending March 2015. A comparison of the fatality rate per 100,000 total population for each of the states and territories of Australia is shown in Figure 9. Table 15 shows the total number of fatalities for each of the states and territories in Australia for the 12 months ending June, for the last three years.

**Table 14: Fatality and serious injury rates per licence holder and per registered vehicle, South Australia, 12 months ending March 2015<sup>21</sup>**

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders <sup>22</sup>	1,196,568	4.9	38.9
Registered Vehicles <sup>23</sup>	1,353,829	7.6	52.4

## National Comparisons

**Figure 9: Fatalities per 100,000 population by state and territory, Australia, 12 months ending June 2015<sup>24</sup>**



**Table 15: Yearly deaths in each state and territory, Australia - 12 monthly periods ending June 2015<sup>24</sup>**

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2015	113	314	253	236	175	35	41	13	1180
2014	87	337	256	229	161	39	42	8	1159
2013	100	341	255	297	180	33	46	11	1263

<sup>21</sup> Licence holder fatality and serious injury rates are based on drivers and riders only. Registered vehicle rates are based on all fatalities or serious injuries.

<sup>22</sup> Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2014.

<sup>23</sup> Excludes trailers and caravans. Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2014.

<sup>24</sup> Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, June 2015*. Note: as quality assurance, auditing and finalising of jurisdictional data are ongoing, the data presented in Figure 9 and Table 15 are preliminary and a snap shot jurisdictional comparison as of June 2015. Any recent changes and updates in fatality data may not be reflected in this table and figure. However, SA data and the Australian total for 2015 have been adjusted to reflect the most recent SA crash data for the quarter ending June 2015.



## Definitions

**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.

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

**Minor Injury** - A person who sustains injuries requiring medical or surgical treatment, either by a doctor or in a hospital, but is not 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.

**Serious Casualty Crash** – A crash where at least one fatality or serious injury occurs.

**Serious Casualty** – A fatality or serious injury.

**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.

## Useful links

*Towards Zero Together* - South Australia's Road Safety Strategy:

[www.sa.gov.au/towardszerotogether](http://www.sa.gov.au/towardszerotogether)

Centre for Automotive Safety Research (CASR) road safety research:

[www.casr.adelaide.edu.au](http://www.casr.adelaide.edu.au)

Motor Accident Commission (MAC):

[www.mac.sa.gov.au/](http://www.mac.sa.gov.au/)

SA Police:

[www.sapolice.sa.gov.au/](http://www.sapolice.sa.gov.au/)

## Enquiries

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