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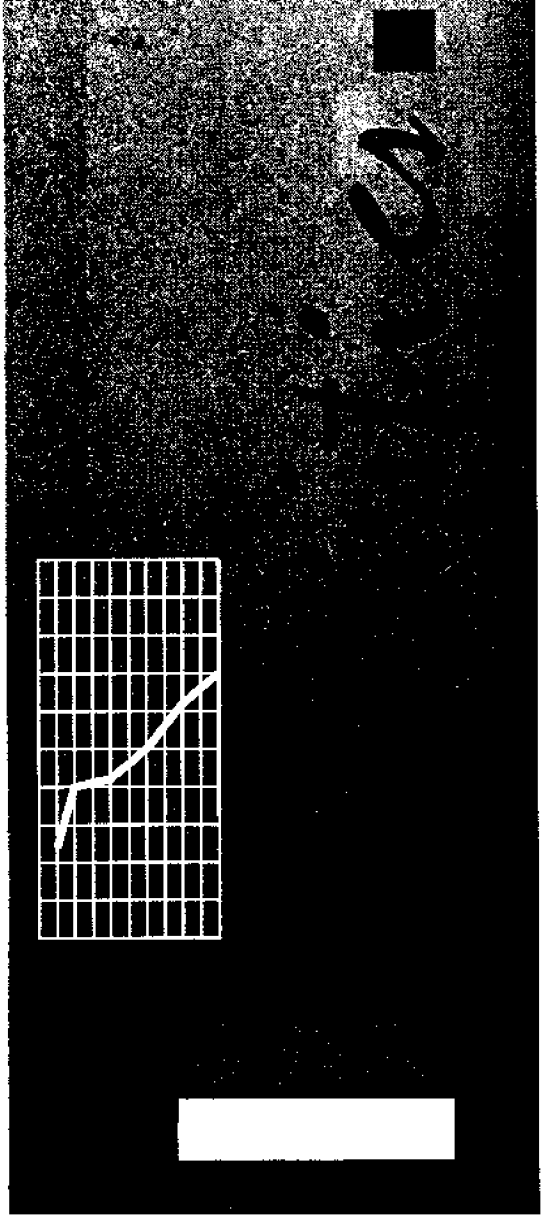
Motor Vehicles in Australia



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MOTOR VEHICLES IN AUSTRALIA
1997

W. McLennan
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AUSTRALIAN BUREAU OF STATISTICS

CATALOGUE NO. 9311.0

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INQUIRIES

- *for further information about statistics in this publication and the availability of related unpublished statistics*, contact Information Services, telephone Canberra (06) 252 6007 or facsimile (06) 252 1404.
- *for information about other ABS statistics and services*, please refer to the back of this publication.

LIST OF TABLES

PREFACE

Motor Vehicles in Australia, 1997 is a reference publication on motor vehicles and their use. The publication is intended for both broad community use as a compendium of information concerning motor vehicles and for industry analysts and others as a source of more detailed statistics.

This publication brings together information from a number of sources within and outside the Australian Bureau of Statistics (ABS). These include the Motor Vehicle Census, New Motor Vehicle Registrations collection, the Survey of Motor Vehicle Use, International Trade, the Census of Population and Housing, Consumer Price Indexes, the Household Expenditure Survey, ABS finance statistics, the Manufacturing Census, industrial disputes, Survey of Motor Vehicle Hire, road traffic accident statistics and various international statistics.

W. McLennan
Australian Statistician

INTRODUCTION

This publication is a compendium of motor vehicle and related statistics and should assist readers to research topics of interest. It is divided into seven sections, each covering a major theme.

NEW MOTOR VEHICLE REGISTRATIONS

Section 1 presents statistics on annual new motor vehicle registrations and includes analysis of trends over the past few years.

MOTOR VEHICLE CENSUS

Section 2 examines the findings from the Motor Vehicle Censuses of 31 May, 1995 and earlier. Some analysis of the data from all of the censuses since 1971 provides readers with an insight into changes in the composition of the motor vehicle fleet over time.

MOTOR VEHICLE CHARACTERISTICS

Section 3 looks at selected attributes of motor vehicles such as the estimated average age and rate of vehicle attrition within the fleet, fuel consumption and the primary colours of vehicles in the fleet.

MOTOR VEHICLE OWNERSHIP AND USAGE

Section 4 focuses particularly on demographic aspects of motor vehicle ownership and licensing, road accidents and vehicle usage patterns.

COSTS OF MOTORING

Section 5 provides statistics on the costs associated with purchasing and operating a motor vehicle. Of significant interest, is the relationship between the cost of transport and private expenditure on transport. This section also provides some information on the financing arrangements for motor vehicle use.

MOTOR VEHICLE INDUSTRY

Section 6 looks at vehicle production, international trade and aspects of retail trade of motor vehicles and associated services.

INTERNATIONAL COMPARISONS

Section 7 compares selected motor vehicle and transport-related statistics across a number of other countries and major cities.

Variations occur across ABS collections over time in relation to the application and meaning of terms and concepts which have been used, and thus reference to the Explanatory Notes, on page 112, is essential. An explanation of terms used in the publication are shown in the Glossary on page 124.

FEATURE ARTICLE

CHANGES IN THE VEHICLE FLEET SINCE 1947–48

The ABS first began publishing estimates of the size and composition of the vehicle fleet in 1921. Of particular significance was the census of the Australian motor vehicle fleet conducted in 1947–48. This year was one of rapid expansion in the size of the vehicle fleet, the growth of which had been interrupted by World War II.

The 1947–48 census showed that there were almost one million registered vehicles in Australia at that time. Since then, rapid growth has seen the fleet expand to 10.7 million vehicles in 1995. This near 11-fold expansion in less than 50 years compares with a population growth of 2.3 times over the same period.

VEHICLE OWNERSHIP

Between 1947–48 and 1995, ownership of a vehicle changed from being relatively unusual to being quite common. In 1947–48 there was an average of only one vehicle per eight persons, whereas in 1995 there was an average of three vehicles per five persons. This increase was a continuation of the rapid increase throughout the 20th century. In 1921, for example, it is estimated that there was an average of one vehicle per 45 persons, while in 1930 there was an estimated average of one vehicle per 11 persons.

STATE AND TERRITORY VEHICLE DISTRIBUTION

The State with the most registrations in 1947–48 was New South Wales, which had over a third of the entire vehicle fleet, due primarily to its higher resident population. Victoria accounted for 29%, Queensland 16%, South Australia 11%, Western Australia 7%, and Tasmania 3%.

In 1995, New South Wales was still the leading State with 30% of total vehicle registrations. Victoria's (26%) and South Australia's (9%) shares had fallen since 1947–48, while Tasmania's remained steady. Shares rose significantly in Queensland (18%), the Australian Capital Territory (2%) and particularly in Western Australia (11%) as a consequence of changing population growth.

AVERAGE AGE OF THE VEHICLE FLEET

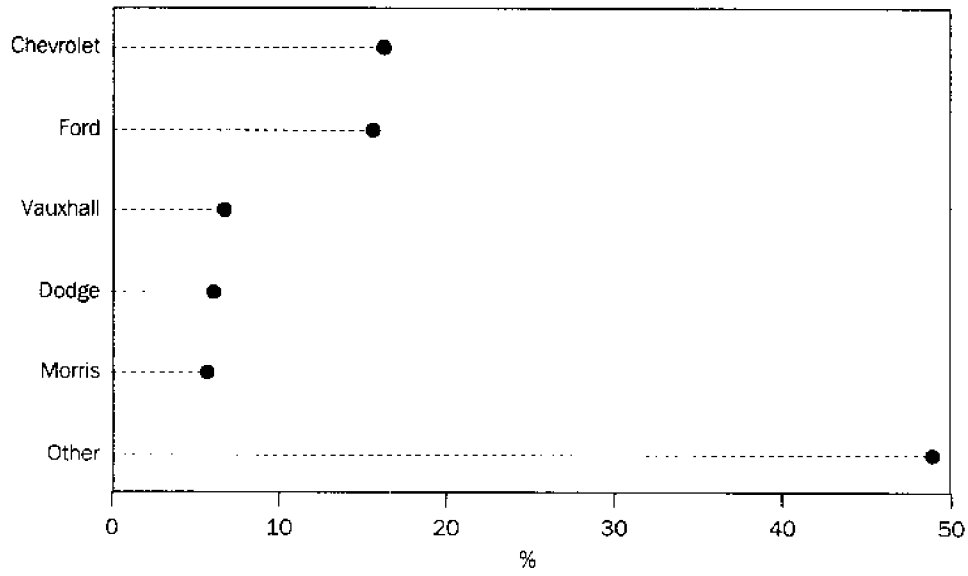
In 1947–48 the average age of vehicles in the fleet was estimated at 11.3 years, slightly higher than the figure of 10.6 years in 1995. In the intervening period, the average vehicle age fell to an estimated 6.1 years in 1971 but then rose steadily to the present estimated level. The high average vehicle age in 1947–48 reflected low production rates of vehicles during the war period, and the resulting low rate of new vehicle registrations at the time. In the following years, with increasing numbers of new vehicles entering the fleet, the average age of vehicles decreased. However, the average age began to rise again in the 1970s and 1980s, with vehicles being kept on the road longer. Factors contributing to this rise were likely to include the large increase in the proportion of households with two or more vehicles, the improved reliability of vehicles and the cost of replacing vehicles.

PASSENGER VEHICLE FLEET COMPOSITION

In 1947–48 the top five passenger vehicle makes were:

- Chevrolet with 16% of registrations;
- Ford with 16%;
- Vauxhall with 7%;
- Dodge with 6%; and
- Morris with 6%.

SHARE OF TOTAL PASSENGER VEHICLE REGISTRATIONS, TOP FIVE MAKES, 1947–48



Source: Survey of Motor Vehicles, 1947–48. Bulletin No. 7 - Australia.

These top five makes accounted for 51% of registered passenger vehicles in 1947–48, with the top 10 makes accounting for 71%.

In 1995, the top five makes accounted for 78% of registered passenger vehicles, which was significantly higher than for the combined share of the top 10 makes in 1947–48. The top five passenger vehicle makes in 1995 were:

- Ford with 23% of registrations;
- Holden with 21%;
- Toyota with 16%;
- Nissan with 9%; and
- Mitsubishi with 9%.

The graph on page 4 shows the share of registrations of the top five makes of passenger vehicles in 1995, highlighting how the top five makes have become more dominant in the passenger vehicle market.

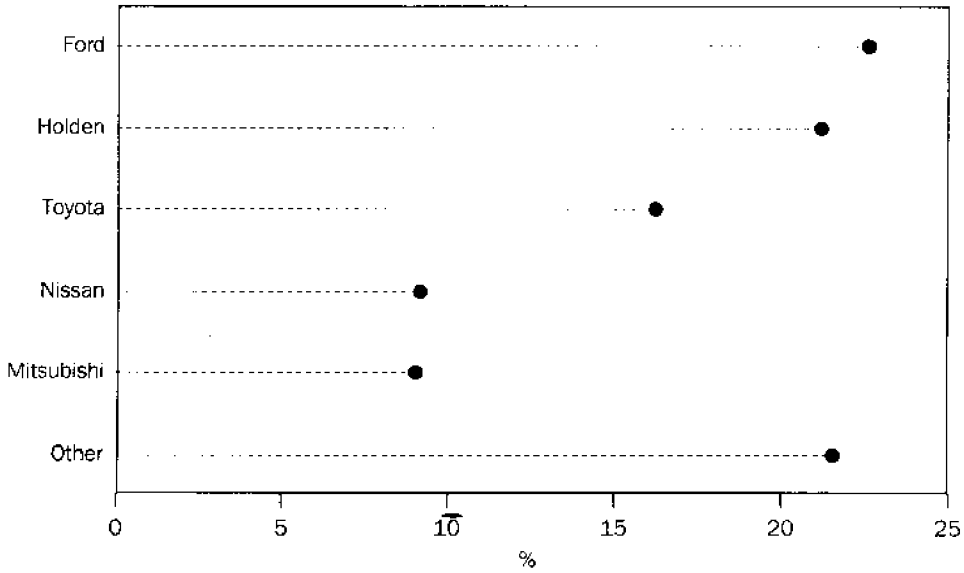
Many makes of vehicles which were common on Australian roads in 1947–48 are relatively rare today. Included among these are Hillman, Willys, Plymouth, Dodge, Vauxhall, Morris and, most significantly, Chevrolet. Along with Ford, Chevrolet with 16% of passenger vehicle registrations, was one of the leading makes in 1947–48. However, by 1995 Chevrolet accounted for only 0.1% of passenger vehicle registrations.

Three other once prominent makes have also suffered declines. In 1947–48, the Austin, Dodge and Morris makes which each held between 5% and 6% of total passenger vehicle registrations together accounted for less than half of 1% of registrations in 1995.

While these makes have declined over time, others have emerged and gained large shares of registrations. In particular, Mazda, Mitsubishi,

Nissan/Datsun and Toyota have all appeared since 1947–48, to hold a combined 40% share of passenger vehicle registrations in 1995.

SHARE OF TOTAL PASSENGER VEHICLE REGISTRATIONS, TOP FIVE MAKES, 1995



Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

CHANGES IN THE COMPOSITION OF THE FLEET

In 1947–48, light commercial vehicles and trucks together accounted for 35% of the total fleet. By 1995, this figure had fallen to about 14%. This fall reflected a relatively larger increase in the passenger fleet, which grew from 61% of the total fleet in 1947–48 to 81% in 1995.

The makeup of the truck fleet is now less concentrated than in 1947–48. At that time the top two makers, Chevrolet and Ford, accounted for just over half of all trucks in the fleet. In 1995, the top five makes, International, Ford, Toyota, Isuzu and Mitsubishi, accounted for about the same proportion. In 1947–48, the top make, Chevrolet, had 30% of the fleet. This was double the market share (15%) of the top make in 1995, which was International. Chevrolet's dominance in 1947–48, however, was in contrast to its position in 1993 when it accounted for less than 1% of the fleet.

In the light commercial vehicle fleet, the changes were not quite so dramatic. The top two makes in 1947–48 were Chevrolet and Ford, which together accounted for just under half of all such vehicles. In 1995, the top two makes were Toyota and Ford, which together accounted for slightly less than this proportion. By 1995, however, there was a greater number of other makes with significant shares of the fleet. Even more so than in the truck fleet, Chevrolet's dominant position in the light commercial vehicle fleet in 1947–48 declined to a negligible share in 1995.

SECTION 1 NEW MOTOR VEHICLE REGISTRATIONS

MAIN ECONOMIC INDICATOR

The new motor vehicles which are registered each month form a significant component of private and commercial expenditure. Monthly New Motor Vehicle Registration (NMVR) statistics are therefore a major indicator of the level of activity in the economy. They are published in original, seasonally adjusted and trend series. This chapter presents information on the statistics for 1993–94, 1994–95 and 1995–96, and discusses developments in new vehicle registrations since 1969–70.

1984 CAR PLAN

The motor vehicle industry has undergone significant changes in recent times. One of the major influences on the industry has been the Government's 1984 car plan and its associated policy reviews in 1987 and 1991. The plan contained initiatives aimed at rationalising, and improving international competitiveness of, domestic production. Its main elements were a progressive reduction in tariff protection and measures for the facilitation of exports. A significant outcome of the plan was a reduction in the number of makes and models being produced in Australia. For example, Nissan has ceased vehicle production in Australia and Holden produces only the Commodore (including a number of variants) and the Statesman/Caprice.

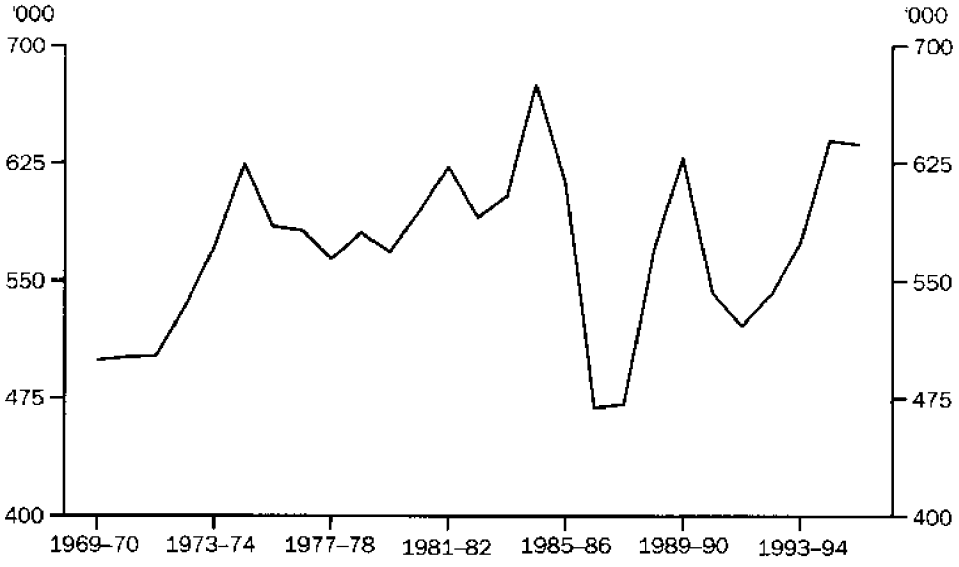
NEW REGISTRATIONS IN 1995–96

There were 636,529 new vehicles registered in 1995–96 (excluding motor cycles, plant and equipment, caravans and trailers). This was a small decline of 0.4% on the 638,909 new vehicles registered in 1994–95 and followed successive rises of 11.3% in 1994–95, 6.0% in 1993–94 and 3.9% in 1992–93 with falls occurring in the previous two years. Both the 1994–95 and 1995–96 figures exceeded the last peak recorded in 1989–90 (627,762 vehicles) but are still lower than the record number of new registrations (674,830 vehicles) in 1984–85.

NEW REGISTRATIONS SINCE 1969–70

In 1969–70, there were 499,001 new vehicle registrations, which was 137,528 fewer than the number recorded in 1995–96. However, as the Australian population grew more quickly, the number of new vehicle registrations per 1,000 population fell from 39.9 in 1969–70 to a low of 29.9 in 1991–92 before rising to 34.8 in 1995–96.

TOTAL NEW VEHICLE REGISTRATIONS



Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

Upward trend disrupted

From 1969–70 through to the early 1980s, new vehicle registrations generally showed an overall increase. After reaching a peak in 1984–85, this growth came to an abrupt halt. The period 1986 to 1988 experienced the lowest number of new registrations since before 1970. Recovery from this trough was underway until apparently hindered by the economic conditions of the early 1990s. The latest figures suggest that a recovery is underway.

PROPORTION OF NEW VEHICLES IN THE FLEET

Since 1969–70, the proportion of registered new vehicles in the fleet has tended to decline. From 1969–70 to 1988–89 new vehicle registrations as a percentage of the total vehicle fleet fell steadily from 10.3% to 5.1%. In 1988–89 the proportion increased slightly to 6.0%, but from 1990–91 to 1994–95 the proportion has remained essentially flat, averaging about 5.4% of the fleet. A total vehicle fleet count as at 30 June 1996 is unavailable.

TOTAL NEW VEHICLE REGISTRATIONS AS A PROPORTION OF TOTAL REGISTRATIONS

Note: A total vehicle fleet count as at 30 June 1996 is unavailable.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0), Motor Vehicle Census, Australia (Cat. no. 9309.0) and unpublished ABS data.

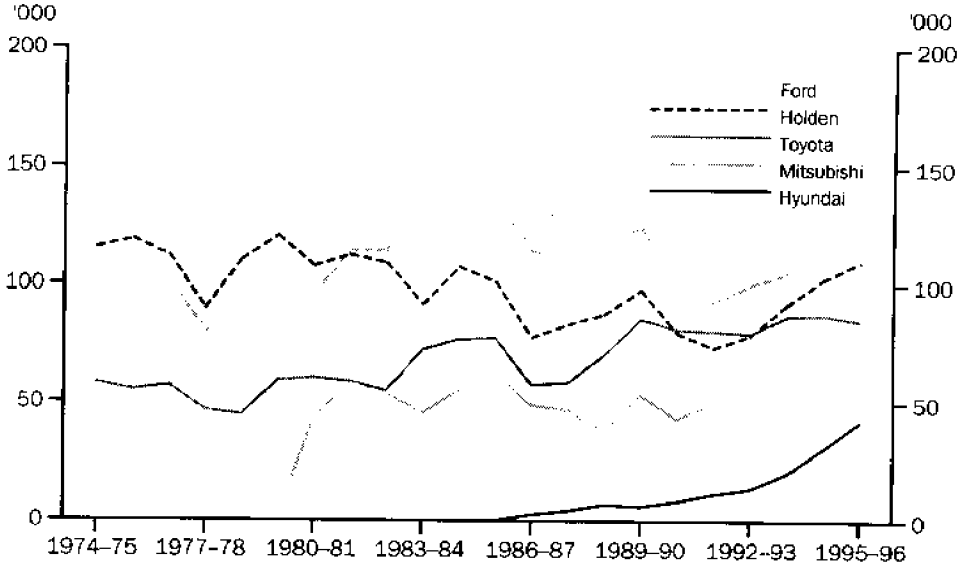
NEW PASSENGER VEHICLE REGISTRATIONS

Passenger vehicles, as a proportion of total new vehicle registrations, have consistently been within the range 75% to 85%. In 1969–70, passenger vehicles accounted for 82.0% of all new vehicle registrations. From a high of 82.2% in 1971–72 the proportion gradually fell to a low of 75.7% in 1981–82. The proportion rose over the following years to 81.6% in 1987–88, declined to 78.4% in 1989–90, before peaking again at 83.9% in 1992–93. Successive falls over the next three years lowered the proportion to 82.7% in 1994–95 before recovering to reach 83.5% in 1995–96.

TOP FIVE PASSENGER VEHICLE MAKES

The five leading makes of new passenger vehicle registrations, in each of the years 1993–94, 1994–95, and 1995–96 were Ford, Holden, Toyota, Mitsubishi and Hyundai; collectively accounting for around three-quarters (76.8% in 1993–94, 74.1% in 1994–95 and 75.8% in 1995–96) of all new passenger vehicle registrations. In 1969–70, the top five makes accounted for a similar proportion (77.2%). During the intervening period, the share of the top five makes generally stayed above 80%, with a peak of 87.8% in 1987–88.

NEW PASSENGER VEHICLE REGISTRATIONS, TOP FIVE MAKES, 1995–96



Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

Hyundai moves into fifth place in 1993–94

While Ford continued to maintain its leading share of registrations, the most obvious change in the top five makes list from 1992–93 to 1995–96 was the move by Holden from third to second ahead of Toyota in 1993–94. Holden increased its proportional share of new registrations to account for 19.3% in 1993–94, remained steady at 19.4% in 1994–95 and rose again to 20.6% in 1995–96. Although the number of Toyotas registered rose in both 1993–94 and 1994–95, Toyota's share fell to 18.2% in 1993–94, fell again to 16.5% in 1994–95 and further to 15.9% in 1995–96. Another major change was the move by Hyundai into fifth place ahead of Nissan. Hyundai registrations increased by 76.2% in 1992–93, by 48.4% in 1993–94, by 52.3% in 1994–95 and by 37.1% in 1995–96. In contrast, Nissan registrations declined 27.4% between 1992–93 and 1995–96. Daewoo is the most successful new entrant into the Australian passenger vehicle market in recent years with 12,315 vehicles registered in 1995–96, up from 8,815 in 1994–95 and four the previous year.

The composition of the top five makes has changed markedly since 1969–70. In 1969–70, the top five makes were Holden (with 34.4% of the total), Ford (21.6%), Chrysler (10.0%), Toyota (6.3%) and Morris (4.9%). In the period since 1970, Ford and Holden have continued to dominate new passenger vehicle registrations, with Toyota more prominent since the late 1980s, and Hyundai becoming an increasingly significant make in recent years.

Holden's share of new passenger vehicle registrations declined from 34.4% in 1969–70 to 20.6% in 1995–96. Between 1969–70 and 1993–94, Toyota's share almost trebled, from 6.3% to 18.2%, before falling to 16.5% in 1994–95 and then to 15.9% in 1995–96. Ford maintained its share at relatively the same level throughout this period, accounting for 22.2% of new passenger vehicle registrations in 1995–96.

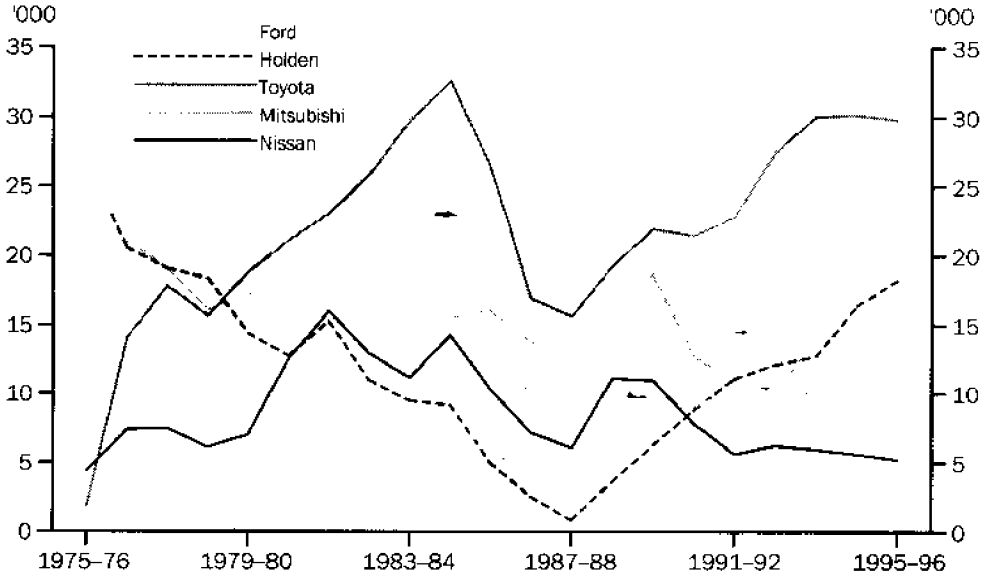
NEW LIGHT COMMERCIAL VEHICLE REGISTRATIONS

In 1969–70, there were 55,123 new light commercial vehicle registrations, increasing to 80,720 in 1993–94, to 88,840 in 1994–95 with a small fall to 86,666 occurring in 1995–96. However, caution must be used when comparing pre–1991 light commercial vehicle registration data with post–1991 data because of changes to vehicle classifications. For information on these classification changes, refer to the Explanatory Notes.

Big increase in light commercials

The 2.4% fall in new light commercial vehicle registrations in 1995–96 followed a period of strong growth in the market with rises of 10.1% in 1994–95, 8.0% in 1993–94 and 10.2% in 1992–93.

NEW LIGHT COMMERCIAL VEHICLE REGISTRATIONS, TOP FIVE MAKES, 1995–96



Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

Toyota dominates in light commercial vehicles

Toyota continued to be the leading make in 1995–96 with more than a third (34.4%) of all new light commercial vehicle registrations, up slightly on 1994–95 but down on the 37.2% of the previous year. Toyota was followed by Holden, which moved ahead of Ford with 21.0%; Ford had the same proportion as the previous year with 19.4%; Mitsubishi had 9.7% and Nissan 6.0%. Mazda had moved ahead of Nissan in 1994–95 but dropped out of the top five in 1995–96. This list is very different from the 1969–70 ranking which showed Holden (40.3%) and Ford (22.7%) as the dominant makes. BMC (7.5%), Toyota (5.1%) and Land Rover (4.3%) all had similar numbers of new registrations, making up the rest of the top five in 1969–70. Of most significance is the consistent rise of the Japanese makes since the early 1980s, the relative decline of Holden and the almost complete disappearance of the European makes from this vehicle category.

NEW RIGID TRUCK REGISTRATIONS

There were 9,726 new rigid trucks registered in 1995–96. This represented a fall of 14.6% and followed a rise of 16.1% in 1994–95, a small rise of 0.3% in 1993–94 and a fall of 1.5% in 1992–93.

Growth in large rigid trucks

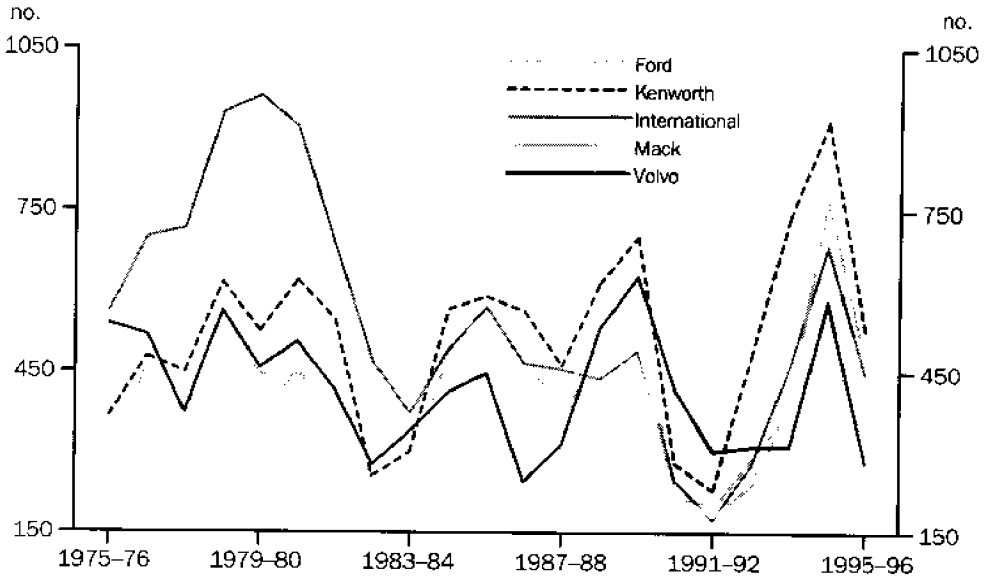
The majority (75.7%) of new rigid truck registrations in 1995–96 were under 16 tonnes Gross Vehicle Mass (GVM). Smaller trucks (3.5 to 8 tonnes GVM) accounted for 40.5% (up marginally on 1994–95), medium sized trucks (over 8 to 16 tonnes GVM) for 35.3% (up from 33.9%) and large trucks (over 16 tonnes GVM) for 23.2% of new rigid truck registrations (down from 26.6%). Almost 80% of new trucks were registered in New South Wales, Queensland or Victoria (36.3%, 22.6% and 20.3%, respectively) with Western Australia accounting for a further 11.5%, up from 9.6% the previous year.

The top five new rigid truck makes in 1995–96 were Isuzu (27.1%), Mitsubishi (21.1%), International (8.4%), Ford (8.3%) and Hino (7.6%) to account for 72.5% of total registrations. In both 1993–94 and 1994–95 Hino was ranked third, Toyota was fifth and International was not included in the top five makes. The top five makes accounted for a slightly higher share of registrations in 1993–94 and 1994–95 although this share has not changed significantly over recent years.

NEW ARTICULATED TRUCK REGISTRATIONS

Registrations of new articulated trucks fell by 39.6% to total 2,909 in 1995–96. This substantial fall followed increases of 53.1% in 1994–95, 43.1% in 1993–94 and 26.2% in 1992–93. Registrations of new articulated trucks fell substantially in 1990–91 (47.3%) and 1991–92 (18.7%), coinciding with the economic downturn of the early 1990s.

NEW ARTICULATED TRUCK REGISTRATIONS, TOP FIVE MAKES 1995–96



Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

Significant rises in Kenworth, Freightliner and Western Star new registrations

In 1995–96, the top five makes of new articulated trucks were Kenworth (18.1%), Mack (16.3%), International (15.3%), Volvo (9.7%) and Ford (11.0%). The same makes headed the list in both 1993–94 and 1994–95, accounting for slightly more than the same combined proportion of total registrations as in 1995–96. Between 1992–93 and 1994–95, the number of new Kenworth registrations almost doubled while registrations of Freightliner and Western Star trucks trebled and quadrupled respectively.

Almost 77% of all new articulated truck registrations in 1995–96 were in Victoria, New South Wales or Queensland (29.5%, 27.0% and 20.4%, respectively). This was down slightly on the 79.2% share that these States recorded for new rigid truck registrations. South Australia accounted for 8.4% of articulated truck registrations compared with 4.9% of rigid truck registrations.

NEW NON-FREIGHT CARRYING TRUCK REGISTRATIONS

The number of new non-freight carrying trucks registered in 1995–96 rose by 24.0% following rises of 8.9% in 1994–95 and 12.3% in 1993–94 and a 10.0% fall in 1992–93.

The leading five makes in this category for 1995–96 were Isuzu with 21.1% of all new registrations, up from 13.6% in 1994–95, followed by Ford (17.5%), Toyota (15.5%), Hino (11.3%) and Holden (8.6%). Registrations of Isuzu vehicles nearly trebled in 1995–96. Mitsubishi and Mazda, which were fourth and fifth in the 1993–94 top five list, fell by 37.6% and 15.8%, respectively, in 1994–95 and increased these registrations only slightly in 1995–96. Ford was the leading manufacturer of new non-freight carrying trucks each year between 1986–87 and 1994–95.

NEW BUS REGISTRATIONS

A total of 4,376 new buses were registered in 1995–96, a fall of 2.7%. Registrations rose by 17.9% in 1994–95, fell by 9.8% in 1993–94 while in 1992–93 there was a 9.9% increase.

Toyota clear leader

A majority (77.7%) of all new bus registrations in 1995–96 had a tare weight of 1,501–5,000 kilograms, representing medium-sized buses. Toyota continued its domination of this segment from the mid-1970s with 91.0% of all new registrations.

In the large bus segment (tare weight 5,001 kilograms and over) Mercedes-Benz and Hino dominated with 31.2% and 21.4% of new bus registrations in 1995–96, respectively. Registrations of Man and Scania buses increased from almost 12% in 1994–95 to 16.5% and 13.5%, respectively, in 1995–96.

Toyota was the only make occurring in both the 1969–70 and 1995–96 top five new bus registration make lists, accounting for 9.7% in 1969–70 and 74.2% in 1995–96.

NEW MOTOR CYCLE REGISTRATIONS

The total of 22,345 new motor cycle registrations in 1995–96 was a 9.0% rise on the 20,505 vehicles registered in the previous year. The number registered in 1994–95 was also a rise and restored the level of registrations to that recorded in 1990–91 (20,504). However, the 1995–96 figure was still well below the 1980–81 peak of 70,799 motor cycle registrations.

Harley Davidson continues growth

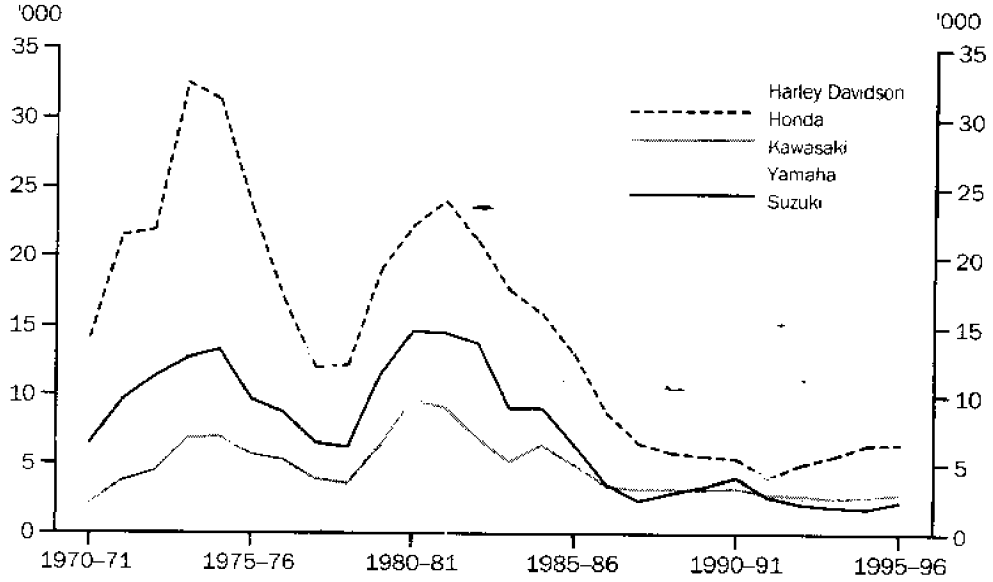
The five leading new motor cycle makes in 1995–96 were Honda (29.2%), Yamaha (19.2%), Harley Davidson (14.6%), Kawasaki (13.0%) and Suzuki (10.4%). The Japanese makes (Honda, Yamaha, Suzuki and Kawasaki) together accounted for 71.8% of the total, down from 72.7% in 1994–95 and 75.3% in 1993–94. New Harley Davidson registrations have grown quickly in recent years, increasing from only 8.6% of new registrations in 1989–90 to 14.6% in 1995–96. In 1995–96, Cagiva registrations almost doubled while Vespa increased from two in 1994–95 to 59.

In 1969–70, 27,270 new motor cycles were registered with the top five makes list containing four of the five makes in the 1995–96 list. The 1969–70 list consisted of Honda (41.3%), Suzuki (20.7%), Yamaha (16.8%), Kawasaki (6.3%) and Triumph (3.6%). From 1969–70 to 1991–92, the four Japanese makes comprised the top four makes each year. In 1992–93, Harley Davidson moved to fourth position and then into third from 1993–94.

Honda the historical leader

Honda has led the new motor cycle registration make list since the ABS began publishing new registration statistics in 1965, with the exception of 1977–78 and 1991–92 when Yamaha was the most popular make.

NEW MOTOR CYCLE REGISTRATIONS, TOP FIVE MAKES 1995–96



Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

NEW PLANT AND EQUIPMENT REGISTRATIONS

New plant and equipment registrations totalled 4,962 vehicles in 1995–96, a fall of 4.3% and follows rises of 13.1% in 1994–95, 14.0% in 1993–94 and 3.8% in 1992–93. (See the Glossary for a definition of plant and equipment.)

Since 1969–70, the year when the highest number of new plant and equipment registrations occurred was 1975–76, when 10,462 new registrations were recorded, while the lowest number occurred in 1991–92 when only 3,874 new vehicles were registered. The large fall in plant and equipment registrations across all States and Territories, but particularly Victoria, in 1991–92 was a result of the implementation of a new processing system and an associated change in classifications (refer to the Explanatory Notes).

Queensland has higher share

Queensland recorded 31.8% of all new plant and equipment registrations in 1995–96, up from 31.3% in 1994–95 and 28.7% in 1993–94. In 1995–96, New South Wales' share of new registrations was 19.3%, down on the previous two years, while registrations increased in Western Australia to 26.2% of the total from 21.5% in 1994–95.

NEW CARAVAN REGISTRATIONS

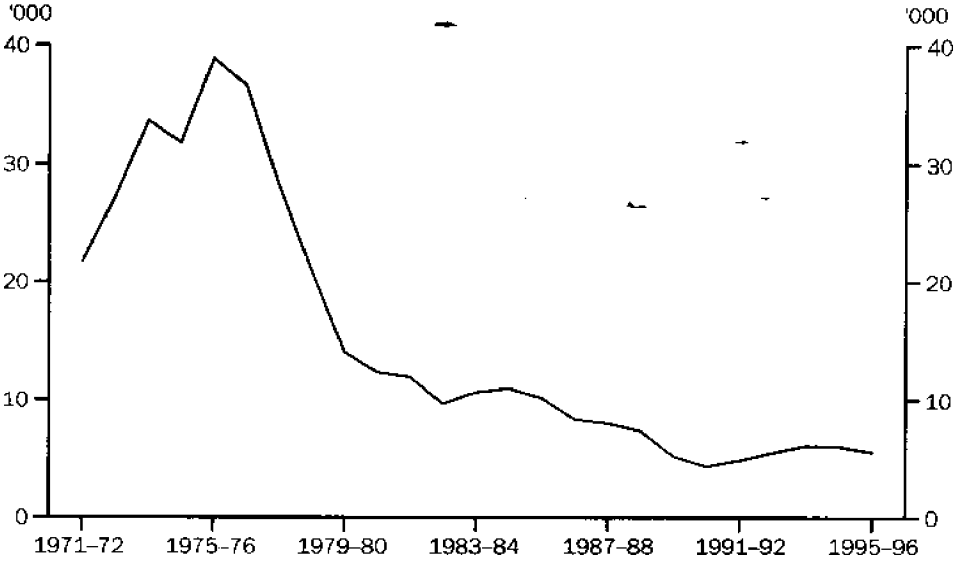
The ABS counts new registrations of caravans but recognises that some new caravans are not registered for use on public roads. The caravan statistics exclude self-propelled campervans which are classified to non-freight carrying vehicles but include camper trailers and caravans such as 'pop-ups'. The ABS began publishing new caravan registration statistics in 1971.

Following a general rise in registrations through to the mid-70s, the picture for new caravan registrations has been one of general decline. Between 1971 and 1978–79, new caravan registrations averaged 29,880 each year. Then between 1979–80 and 1985–86 the average dropped to 11,395 per year, followed by a further fall to an average of 6,120 between 1986–87 and 1995–96.

Caravans were popular in 1975–76

The highest year for new caravan registrations was 1975–76 with 38,900 registrations, while the lowest year was 1990–91, when only 4,342 new registrations were recorded.

NEW CARAVAN REGISTRATIONS, SELECTED YEARS



Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

Victoria recorded over a third (34.3%) of all new caravan registrations in 1995–96, with 1,907 caravans registered. This is consistent with the State also having the highest count (35.8%) of total caravan registrations at the 31 May 1995 Motor Vehicle Census. Victoria's lead in new caravan registrations extended the lead that began in 1991–92, before which New South Wales was consistently the leading State. In 1995–96, New South Wales accounted for 21.7% of new caravan registrations while Queensland and Western Australia recorded shares of 17.5% and 12.5%, respectively.

NEW TRAILER REGISTRATIONS

There were 68,125 new trailer registrations in 1995–96, a fall of 2.0% on 1994–95 which was the highest number recorded since 1988–89, and an increase of 5.6% on 1993–94. New South Wales has recorded the most new trailer registrations each year since 1972–73, except for 1992–93, when Queensland led the new registrations. Since 1972–73, Victoria has been third behind New South Wales and Queensland, except for 1985–86 and 1986–87 when it overtook Queensland.

Between 1972–73 and 1988–89 new trailer registrations did not fall below 73,000 registrations annually with a peak occurring in 1976–77 with 103,210 registrations recorded. However, since 1989–90, new registrations have averaged just over 60,000 trailers per year. (See the Glossary for a definition of vehicles included in the trailer category.)

SEASONALITY OF NEW MOTOR VEHICLE REGISTRATIONS

New Motor Vehicle Registration statistics are quite seasonal, fluctuating during the year. The ABS therefore adjusts the original monthly series to remove known seasonal influences affecting the figures. These seasonal factors include the number of trading days in a period, the occurrence of holidays and effect of the seasons themselves. Factors are applied to the original data series for passenger vehicles and other vehicles (i.e. light commercial vehicles, trucks, buses and non-freight carrying trucks combined) for each State/Territory and aggregated to the totals for Australia and all vehicles. The seasonal factors are available from the ABS (refer to the Explanatory Notes).

TREND SERIES

After the original data have been seasonally adjusted, the resulting series are smoothed to produce a trend series.

MORE DETAILED DATA

New Motor Vehicle Registration statistics have been published on a monthly and annual basis since the 1960s. Information additional to that provided in this Section, including details on type of fuel, State/Territory of registration, the weight characteristics of heavy vehicles and data covering the periods not included in the tables provided, are available on request. From 1991, when a new processing system was introduced, this additional information has included details of vehicle location at the postcode level and model descriptions.

1.1 TEN HIGHEST YEARS AND HIGHEST MONTH FOR EACH CALENDAR MONTH OF NEW VEHICLE REGISTRATIONS[1]

Ten highest years	*Number of registrations*[2]	*Highest calendar month*	*Number of registrations*[2]
1984–85	674 830	January 1985	50 568
1994–95	638 909	February 1985	56 284
1995–96	636 529	March 1985	64 435
1989–90	627 762	April 1975	62 799
1974–75	624 187	May 1985	64 554
1981–82	622 242	June 1996	63 693
1985–86	612 214	July 1985	61 673
1983–84	603 714	August 1984	56 884
1980–81	594 215	September 1989	55 232
1982–83	590 023	October 1985	57 599
		November 1985	58 703
		December 1976	58 885

[1] Excluding motor cycles, plant and equipment, trailers and caravans.
[2] In original terms.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) *and New Motor Vehicle Registrations, Australia, Preliminary* (Cat. no. 9301.0).

1.2 NEW VEHICLE REGISTRATIONS[1] AS A PERCENTAGE OF TOTAL VEHICLES ON REGISTER[1], SELECTED YEARS

Year	*New registrations* no.	*Total registrations* no.	*New registrations proportion of total* %
1969–70	499 001	4 860 900	10.3
1974–75	624 187	5 998 700	10.4
1979–80	568 424	7 263 000	7.8
1984–85	674 830	8 729 100	7.7
1989–90	627 762	9 776 600	6.4
1991–92	521 181	9 954 500	5.2
1992–93	541 508	10 139 800	5.3
1993–94	574 269	10 407 400	5.5
1994–95	638 909	10 638 200	6.0
1995–96	636 529	n.a.	n.a.

[1] Excluding motor cycles, plant and equipment, caravans and trailers.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.3 NEW VEHICLE REGISTRATIONS BY TYPE: STATE/TERRITORY OF REGISTRATION, SELECTED YEARS

Year	NSW no.	Vic. no.	Qld no.	SA no.	WA no.	Tas. no.	NT no.	ACT no.	Aust. no.
				PASSENGER VEHICLES					
1969–70	155 411	110 739	47 510	38 796	37 739	11 399	1 844	5 844	409 282
1974–75	185 801	133 163	62 459	51 891	41 474	16 097	2 399	9 436	502 720
1979–80	162 689	115 567	72 371	38 063	40 232	13 333	2 429	7 266	451 950
1984–85	166 214	143 279	81 670	45 809	46 070	13 840	4 504	9 507	510 893
1989–90	168 425	140 918	79 824	35 211	42 728	10 718	3 683	10 728	492 235
1992–93	160 087	106 215	81 657	32 894	45 568	10 039	3 999	9 384	449 843
1993–94	170 195	113 249	86 045	32 806	48 611	10 032	4 172	10 871	475 981
1994–95	193 386	127 644	92 586	35 830	52 089	11 012	5 372	10 582	528 501
1995–96	188 733	129 866	98 609	36 067	51 319	10 702	5 428	11 054	531 778
				LIGHT COMMERCIAL VEHICLES					
1969–70	20 785	11 123	8 086	4 284	7 436	1 589	1 120	700	55 123
1974–75	29 472	17 672	13 121	7 074	9 479	2 565	1 119	1 296	81 798
1979–80	[3]25 072	10 557	20 504	4 742	8 443	2 136	1 809	732	73 995
1984–85	41 183	9 254	22 996	7 764	11 825	3 045	2 747	1 275	100 089
1989–90	36 764	9 415	18 746	4 978	7 625	2 051	1 549	893	82 021
1992–93	23 062	14 134	18 916	4 555	9 578	2 193	1 334	976	74 748
1993–94	24 730	15 442	20 489	4 899	10 328	2 238	1 513	1 081	80 720
1994–95	28 069	17 746	21 605	5 350	10 694	2 550	1 605	1 221	88 840
1995–96	26 758	17 219	21 292	5 763	10 838	2 155	1 684	957	86 666
				RIGID TRUCKS					
1969–70[2]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
1974–75	10 876	6 600	6 336	2 765	3 567	1 058	1 012	461	32 675
1979–80	12 554	9 245	3 012	2 822	4 373	938	137	460	33 541
1984–85	12 714	17 884	3 646	3 266	5 174	1 256	202	280	44 422
1989–90	12 841	16 859	2 785	2 115	5 135	917	114	308	41 074
1992–93	3 518	2 009	2 316	519	1 008	175	120	115	9 780
1993–94	3 374	2 080	2 488	364	1 102	180	119	105	9 812
1994–95	4 132	2 326	2 742	571	1 094	219	169	138	11 391
1995–96	3 528	1 976	2 200	475	1 116	216	143	72	9 726
				ARTICULATED TRUCKS					
1969–70[2]	9 448	7 832	6 349	2 435	3 348	745	360	265	30 782
1974–75	1 141	961	462	436	306	162	46	31	3 545
1979–80	1 557	956	675	379	414	167	70	64	4 282
1984–85	1 342	843	519	353	318	170	69	13	3 627
1989–90	1 338	1 121	838	296	256	115	69	32	4 065
1992–93	633	571	524	224	125	72	40	10	2 199
1993–94	884	907	740	244	232	79	42	19	3 147
1994–95	1 405	1 404	1 048	478	265	100	98	17	4 815
1995–96	785	859	594	243	304	71	43	10	2 909
				NON-FREIGHT CARRYING TRUCKS					
1969–70	618	658	114	207	145	38	18	25	1 823
1974–75	161	131	29	21	44	14	6	3	409
1979–80	502	555	181	156	113	91	8	5	1 611
1984–85	757	551	194	195	93	127	23	12	1 952
1989–90	622	362	478	201	88	35	21	8	1 815
1992–93[1]	203	166	91	103	84	44	11	6	708
1993–94	308	119	143	100	67	35	15	8	795
1994–95	367	102	190	99	52	40	10	6	866
1995–96	421	308	122	96	76	49	2	-	1 074
				BUSES					
1969–70	650	503	241	238	222	83	22	32	1 991
1974–75	1 217	709	209	237	297	181	46	144	3 040
1979–80	1 018	708	502	206	373	122	48	68	3 045
1984–85	[3]10 773	1 030	948	217	546	134	82	117	13 847
1989–90	4 179	690	660	216	631	107	36	33	6 552
1992–93[1]	1 143	795	899	176	757	85	307	68	4 230
1993–94	1 023	658	778	173	735	77	299	71	3 814
1994–95	1 134	888	1 020	238	755	94	325	42	4 496
1995–96	1 069	766	993	251	828	69	360	40	4 376

For footnotes see end of table.

1.3 NEW VEHICLE REGISTRATIONS BY TYPE: STATE/TERRITORY OF REGISTRATION, SELECTED YEARS — *continued*

Year	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
	no.	no.	no.	no.	no.	no.	no.	no.	no.
				TOTAL MOTOR VEHICLES (excl. motor cycles)					
1969–70	186 912	130 855	62 290	45 956	48 902	13 855	3 363	6 868	499 001
1974–75	228 668	159 236	82 616	62 424	55 167	20 077	4 628	11 371	624 187
1979–80	203 392	137 588	97 245	46 368	53 948	16 787	4 501	8 595	568 424
1984–85	232 983	172 841	109 973	57 604	64 026	18 572	7 627	11 204	674 830
1989–90	224 169	169 365	103 331	43 017	56 463	13 943	5 472	12 002	627 762
1992–93	188 646	123 890	104 403	38 471	57 120	12 608	5 811	10 559	541 508
1993 94	200 514	132 455	110 683	38 586	61 075	12 641	6 160	12 155	574 269
1994–95	228 493	150 110	119 191	42 566	64 949	14 015	7 579	12 006	638 909
1995–96	221 294	150 994	123 810	42 895	64 481	13 262	7 660	12 133	636 529

1 Due to the implementation of the Third Australian Design Rules in 1991 the definition of some vehicle types changed.
2 New rigid truck registrations were included with new articulated truck registrations in 1970.
3 In New South Wales the body type classification applied by the registration authority for small bus type vehicles changed from panel vans to buses.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.4 NEW MOTOR CYCLE, PLANT AND EQUIPMENT, CARAVAN AND TRAILER REGISTRATIONS, SELECTED YEARS

Year	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
	no.	no.	no.	no.	no.	no.	no.	no.	no.
					MOTOR CYCLES				
1969–70	12 360	4 689	4 080	2 495	1 945	799	428	474	27 270
1974–75	24 007	8 770	15 037	8 256	6 613	2 749	1 093	1 038	67 563
1979–80	20 279	10 884	10 350	5 518	4 600	1 089	486	741	53 947
1984–85	15 503	9 878	8 534	4 956	4 310	991	1 092	615	45 879
1989–90	5 696	4 786	4 066	1 704	2 875	473	503	350	20 453
1992–93	4 597	4 528	3 865	1 469	2 118	364	329	243	17 513
1993–94	5 075	4 400	3 522	1 400	2 101	411	319	197	17 425
1994–95	6 244	5 348	3 954	1 451	2 355	404	399	350	20 505
1995–96	6 744	5 921	4 297	1 684	2 441	412	505	341	22 345
					PLANT AND EQUIPMENT[1]				
1969–70	2 367	3 090	1 878	675	1 320	608	105	129	10 172
1974–75	1 826	3 134	1 943	666	1 688	392	158	135	9 942
1979–80	1 417	2 947	1 689	290	1 436	411	90	73	8 353
1984–85	1 461	3 083	1 367	481	1 218	468	176	51	8 305
1989–90	1 528	3 537	1 530	369	1 153	454	123	39	8 733
1992–93	998	767	1 014	234	852	130	4	22	4 021
1993–94	1 083	760	1 317	237	999	160	12	17	4 585
1994–95	1 119	774	1 624	296	1 117	229	11	17	5 187
1995–96	957	692	1 577	238	1 300	186	2	10	4 962
					CARAVANS[2]				
1969–70	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
1974–75	8 253	12 102	3 804	4 688	1 452	810	205	536	31 850
1979–80	4 032	4 648	1 621	1 544	1 352	629	41	184	14 051
1984–85	2 894	4 012	1 049	1 460	1 223	151	81	99	10 969
1989–90	1 363	1 212	866	661	977	42	20	52	5 193
1992–93	1 178	1 795	873	678	873	41	45	28	5 511
1993–94	1 369	1 945	1 079	699	908	42	7	35	6 084
1994–95	1 265	2 073	1 072	730	790	61	3	34	6 028
1995–96	1 206	1 907	971	672	695	61	8	33	5 553
					TRAILERS				
1969–70	22 381	18 867	14 049	9 765	9 310	4 014	769	962	80 117
1974–75	27 707	15 808	16 322	11 356	9 660	4 329	856	1 478	87 516
1979–80	29 904	13 132	17 375	10 402	10 914	3 510	562	594	86 393
1984–85	26 235	12 647	13 973	10 812	9 700	2 459	1 108	1 530	78 464
1989–90	19 373	7 713	14 310	7 658	9 535	3 013	1 137	1 227	63 966
1992–93	14 034	11 867	15 036	6 016	7 251	1 940	1 025	716	57 885
1993–94	16 256	13 789	16 677	6 531	8 681	2 108	1 003	745	65 790
1994–95	17 325	14 867	17 936	6 826	8 513	2 064	1 254	720	69 505
1995–96	17 349	14 522	17 225	6 342	8 606	1 970	1 415	696	68 125

[1] Includes tractors.
[2] Excludes self-propelled caravans and campervans.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.5 NEW PASSENGER VEHICLE REGISTRATIONS BY MAKE, SELECTED YEARS

Make	*1969–70*	*1974–75*	*1979–80*	*1984–85*	*1989–90*	*1993–94*	*1994–95*	*1995–96*
Alfa Romeo	597	2 378	1 701	1 890	753	2	—	—
Asia	—	—	—	—	—	174	61	16
Austin	10 820	—	—	—	—	—	—	—
Audi	—	—	191	220	607	1 459	1 720	1 906
Bentley	—	6	1	1	44	13	15	12
BMW	393	1 693	1 509	4 347	4 456	6 539	7 665	7 397
Bolwell	17	12	1	—	—	—	—	—
Buick	60	49	6	—	—	—	—	—
Cadillac	16	48	16	3	3	—	—	—
Chevrolet	280	122	27	2	35	11	2	12
Chrysler	40 869	48 643	53 985	—	—	—	—	38
Citroen	175	863	235	89	170	42	224	175
Daewoo	—	—	—	—	—	4	8 185	12 315
Daihatsu	71	—	1 313	4 741	8 396	14 347	11 867	7 480
Dodge	708	—	—	2	—	—	—	—
Eunos	—	—	—	—	—	1 524	1 620	968
Ferrari	—	36	29	38	38	17	40	49
Fiat	5 883	3 451	837	440	37	—	—	—
Ford	88 283	104 214	95 967	136 620	124 195	104 587	111 525	117 974
FSM	—	—	—	—	574	2	—	—
Hillman	13 487	—	—	—	—	—	—	—
Holden	140 426	115 158	120 266	107 219	97 800	91 643	102 473	109 764
Honda	1 931	13 194	11 542	9 209	13 921	14 644	14 843	14 430
Hyundai	—	—	—	—	6 187	20 113	30 633	42 006
Isuzu	560	—	—	15	6	—	—	—
Jaguar (incl. Daimler)	641	1 316	725	1 110	900	263	352	417
Jeep	33	67	209	225	15	402	3 330	5 463
Jensen	—	14	110	—	—	—	—	—
Lada	—	—	—	45	2 156	369	92	116
Lancia	66	555	399	87	—	—	—	—
Land Rover	136	164	69	212	29	3 968	3 902	4 073
Lexus	—	—	—	—	—	821	610	453
Leyland	—	15 425	513	33	7	—	—	—
Lotus	106	1	5	2	9	4	21	9
Maserati	—	22	10	n.a.	31	13	29	23
Mazda	11 605	39 004	31 361	29 074	17 023	18 968	24 094	18 268
Mercedes-Benz	2 112	3 546	2 228	3 595	3 392	3 087	3 837	4 091
M.G.	1 403			—	—	—	—	—
Mitsubishi	1 180	n.a.	n.a.	55 187	53 546	62 482	59 852	48 306
Morris	19 854	—	—	—	—	—	—	—
Nissan (incl. Datsun)	17 489	54 926	50 607	55 248	53 362	19 925	18 310	18 341
NSU	86	—	—	—	—	—	—	—
Peugeot	1 856	2 564	1 472	1 766	992	1 584	3 411	2 183
Pontiac	351	57	25	10	28	—	—	—
Porsche	49	109	361	494	409	187	246	312
Proton	—	—	—	—	—	—	440	1 851
Rambler	518	265	—	—	—	—	—	—
Range Rover	—	509	340	927	644	676	560	960
Renault	4 846	7 444	1 430	1 082	45	575	678	551
Rolls Royce	41	106	41	57	35	9	7	11
Rover	1 033	570	963	1 889	455	—	—	—
Saab	—	520	429	1 054	1 724	2 719	3 531	2 778
Seat	—	—	—	—	—	—	972	1 455
Skoda	46	47	221	—	—	—	—	—
Statesman	—	4 744	—	—	—	—	—	—
Subaru	265	2 843	5 225	8 508	7 248	7 426	8 768	7 114
Suzuki	—	7	63	2 737	3 590	6 922	11 782	9 765
Toyota	25 648	58 104	59 172	76 827	85 597	86 658	87 322	84 812
Triumph	1 930	1 771	216	n.a.	1	—	—	—
Volkswagen	12 501	9 674	1 260	108	144	546	1 596	2 257
Volvo	823	8 303	6 136	5 664	3 014	2 716	3 358	3 078
Other/not stated	74	80	844	116	617	540	528	549
Total	**409 282**	**502 720**	**451 950**	**510 893**	**492 235**	**475 981**	**528 501**	**531 778**

Note: A series break occurred in 1991–92 as a result of classification changes. See the Glossary and Explanatory Notes.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.6 NEW LIGHT COMMERCIAL VEHICLE REGISTRATIONS BY MAKE, SELECTED YEARS

Make	*1969–70*	*1974–75*	*1979–80*	*1984–85*	*1989–90*	*1993–94*	*1994–95*	*1995–96*
Asia	—	—	—	—	—	31	122	116
B.M.C.	4 122	—	—	—	—	—	—	—
Bedford	401	49	461	2	—	—	—	—
Bedford by Isuzu	—	—	290	—	—	—	—	—
Chevrolet	—	17	221	n.a.	1	7	2	9
Chrysler	2 689	8 033	1 018	—	—	—	—	—
Commer	589	—	—	—	—	—	—	—
Daihatsu	167	563	2 285	3 529	1 396	344	243	187
Dodge	1 382	—	119	—	1	—	—	—
Fiat	110	—	2	—	—	—	—	—
Ford	12 497	22 573	17 254	15 574	18 619	14 028	17 234	16 770
Haflinger	86	43	—	—	—	—	—	—
Hino	—	—	70	109	125	—	—	—
Holden	22 190	27 824	14 395	9 159	6 263	12 703	16 359	18 212
Honda	174	521	—	1 448	1	—	—	—
Hyundai	—	—	—	—	—	579	278	9
International	369	2	155	29	23	—	—	—
Isuzu	21	1	1 189	342	397	—	—	—
Jeep	111	12	113	287	10	—	—	—
Kia	—	—	—	—	—	71	47	36
Lada	—	—	—	16	688	—	—	—
Land Rover	2 382	1 650	446	50	9	363	588	688
Leyland	6	2 915	1 700	11	1	—	—	—
Mazda	1 182	3 806	2 609	5 991	1 902	5 251	6 008	4 900
Mitsubishi	50	—	190	7 275	10 625	9 808	10 077	8 378
Nissan (incl. Datsun)	1 639	3 195	6 988	14 267	10 931	5 928	5 610	5 221
Range Rover	—	—	—	499	421	—	—	—
Subaru	—	—	597	2 327	4 314	612	2	—
Suzuki	—	2 522	4 443	6 319	3 650	438	692	555
Toyota	2 790	1 586	18 779	32 602	21 903	30 036	30 138	29 803
Volkswagen	2 142	6 471	213	208	617	520	1 437	1 765
Volvo	—	1	189	3	3	—	—	—
Other/not stated	24	14	269	42	121	1	103	17
Total	**55 123**	**81 798**	**73 995**	**100 089**	**82 021**	**80 720**	**88 840**	**86 666**

Note: A series break occurred in 1991-92 as a result of classification changes. See the Glossary and Explanatory Notes.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.7 NEW RIGID TRUCK REGISTRATIONS BY MAKE, SELECTED YEARS

Make	*1974–75*	*1979–80*	*1984–85*	*1989–90*	*1993–94*	*1994–95*	*1995–96*
Atkinson	23	10	5	..	—	—	—
Bedford	4 126	943	21	2	—	—	—
Bedford by Isuzu	—	869	2	2	—	—	—
Chevrolet	540	197	n.a.	1	n.a.	2	12
Chrysler	1 847	479	—	—	—	—	—
DAF	..	..	2	27	—	—	—
Daihatsu	631	1 750	1 843	1 087	369	457	358
Dodge	—	789	2	2	—	—	—
Fiat	160	121	—	—	—	—	—
Ford	2 481	3 836	5 218	5 023	931	975	807
Freightliner	—	—	—	—	—	123	224
Fuso	—	13	—	—	—	—	—
Hino	38	712	1 892	1 313	959	1 007	741
Holden	..	3 446	3 236	3 220	—	—	—
Honda	—	—	337	3	—	—	—
International	4 207	2 919	1 118	874	766	860	815
Isuzu	—	1 389	3 494	3 385	2 584	3 101	2 640
Jeep	243	n.a.	144	—	—	—	..
Kenworth	109	44	28	78	35	64	42
Land Rover	746	137	36	12	—	—	—
Leader	55	89	1	—	—	—	—
Leyland	639	749	9	6	—	—	—
Mack	71	107	39	67	46	117	79
MAN	113	58	37	11	11	14	11
Mazda	808	1 432	3 835	2 220	718	736	517
Mercedes-Benz	261	133	262	179	122	136	88
Mitsubishi	—	354	4 639	6 262	1 755	1 993	2 052
Nissan (incl. Datsun)	1 813	2 505	4 110	4 431	6	4	—
Nissan UD (incl. Nissan Diesel)	64	1	131	90	324	473	369
Oka	—	—	—	—	45	40	21
Scania	33	30	140	89	32	45	29
Subaru	—	—	120	108	..	—	—
Suzuki	—	1 005	1 203	308	—	—	—
Toyota	13 337	8 741	12 015	11 626	909	951	626
Volkswagen	—	76	111	199	—	—	—
Volvo	270	276	298	334	178	265	254
Western Star	—	—	—	—	—	17	3
White	46	28	n.a.	1	—	—	—
Other/not stated	14	303	94	114	22	11	38
Total	**32 675**	**33 541**	**44 422**	**41 074**	**9 812**	**11 391**	**9 726**

Note: A series break occurred in 1991–92 as a result of classification changes. See the Glossary and Explanatory Notes.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.8 NEW ARTICULATED TRUCK REGISTRATIONS BY MAKE, SELECTED YEARS

Make	*1974–75*	*1979–80*	*1984–85*	*1989–90*	*1993–94*	*1994–95*	*1995–96*
Atkinson	127	103	70	1	—	—	—
Bedford	137	29	n.a.	1	—	—	—
Chrysler	216	10	—	—	—	—	—
DAF	—	—	15	27	—	—	—
Dodge	n.a.	63	1	—	—	—	—
Fiat	107	30	n.a.	1	—	—	—
Ford	74	448	480	574	380	512	321
Freightliner	—	—	—	62	207	377	246
Hino	1	8	58	25	12	20	6
International	529	962	491	490	459	684	446
Isuzu	n.a.	33	72	25	4	10	7
Kenworth	406	525	568	702	739	916	526
Leader	3	27	—	—	—	—	—
Leyland	89	66	4	—	—	—	—
Mack	251	374	286	507	384	772	474
MAN	112	112	12	2	14	18	11
Mazda	14	2	5	—	—	—	—
Mercedes-Benz	596	305	349	150	135	154	74
Mitsubishi	—	—	130	102	18	26	22
Nissan (incl. Datsun)	42	n.a.	143	141	—	—	—
Nissan UD (incl. Nissan Diesel)	114	111	56	28	36	52	31
Oshkosh	10	—	—	—	—	—	—
Scania	86	208	363	367	192	235	210
Toyota	11	5	8	5	—	—	—
Volvo	422	457	412	628	31	582	281
Western Star	—	—	38	183	25	446	246
White	193	342	4	—	—	—	—
Other/not stated	5	62	62	44	.	11	8
Total	**3 545**	**4 282**	**3 627**	**4 065**	**3 146**	**4 815**	**2 909**

Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.9 NEW NON-FREIGHT CARRYING TRUCK REGISTRATIONS BY MAKE, SELECTED YEARS

Make	*1969–70*	*1974–75*	*1979–80*	*1984–85*	*1989–90*	*1993–94*	*1994–95*	*1995–96*
Albion	86	—	—	—	—	—	—	—
Atkinson	16			—	—	—	—	—
BMC	49	—	—	—	—	—	—	—
Bedford	288	86	86	n.a.	1	—	—	—
Bedford by Isuzu	—	—	10	—	—	—	—	—
Chevrolet	4	n.a.	11	—	—	—	—	—
Chrysler	30	23	16	—	—	—	—	—
Daihatsu	6	n.a.	10	55	8	—	—	—
Diamond Reo	14	—	—	—	—	—	—	—
Dodge	112	n.a.	24	—	—	—	—	—
Ford	315	60	393	457	408	269	216	188
Hino	—	—	9	77	111	52	72	121
Holden	105	—	114	28	32	39	103	92
International	562	65	194	121	134	15	17	25
Isuzu	—	—	14	97	265	94	118	227
Kenworth	12	—	—	—	9	—	—	—
Leyland	29	6	10	—	—	—	—	—
Mack	12	3	2	5	3	1	2	2
Mazda	2	21	22	106	88	76	64	74
Mercedes-Benz	36	2	n.a.	54	11	7	3	3
Mitsubishi	—	—	—	72	168	85	53	55
Nissan (incl. Datsun)	2	4	86	274	105	11	9	13
Nissan UD (incl. Nissan Diesel)	—	—	—	—	—	—	11	8
Scania	—	—	—	2	10	4	5	11
Toyota	26	130	421	477	239	129	150	167
Volkswagen	5	n.a.	106	47	66	1	19	25
Volvo	8	n.a.	7	16	51	2	3	8
White	24	—	—	—	—	—	—	—
Other/not stated	80	9	76	64	106	10	21	55
Total	**1 823**	**409**	**1 611**	**1 952**	**1 815**	**795**	**866**	**1 074**

Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.10 NEW BUS REGISTRATIONS BY MAKE, SELECTED YEARS

Make	*1969–70*	*1974–75*	*1979–80*	*1984–85*[1]	*1989–90*	*1993–94*	*1994–95*	*1995–96*
A.E.C.	28	—	—	—	—	—	—	—
Albion	81	—	—	—	—	—	—	—
Asia	—	—	—	—	—	8	34	25
Austral	—	—	—	—	18	—	—	—
BMC	116	—	—	—	—	—	—	—
Bedford	348	264	222	1	—	—	—	—
Commer	165	—	—	—	—	—	—	—
Denning	13	37	36	62	41	5	15	4
Dodge	17	n.a.	6	—	—	—	—	—
Domino	—	—	23	20	6	—	—	—
Ford	187	212	165	1 214	90	n.a.	2	1
Hino	48	91	49	132	141	187	202	172
Holden	1	n.a.	n.a.	460	8	—	—	—
International	34	18	27	7	—	—	—	—
Isuzu	8	—	6	40	49	40	6	1
Land Rover	2	11	2	84	26	n.a.	1	3
Leyland	222	289	105	73	25	—	—	—
Man	—	2	75	40	140	92	142	134
Mazda	1	4	118	965	199	114	50	68
MCA	—	—	—	—	14	18	36	37
Mercedes-Benz	5	18	359	317	179	227	370	310
Mitsubishi	—	—	—	2 514	613	1	3	9
Nissan (incl. Datsun)	5	112	326	1 474	642	98	129	128
Oka	—	—	—	—	—	25	28	20
Renault	—	—	—	1	62	22	13	1
Scania	—	—	—	21	75	115	138	118
Toyota	194	709	1 197	6 127	3 720	2 766	3 173	3 245
Volkswagen	498	1 219	157	116	305	—	—	—
Volvo	—	29	85	111	129	89	126	73
Other/not stated	18	25	87	68	70	7	28	27
Total	**1 991**	**3 040**	**3 045**	**13 847**	**6 552**	**3 814**	**4 496**	**4 376**

[1] In New South Wales the body type classification applied by the registration authority for small bus type vehicles changed from panel vans to buses, resulting in an increase in the the number of vehicles classified as buses in 1984–85.
Note: A series break occurred in 1991–92 as a result of classification changes. See the Glossary and Explanatory Notes.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

1.11 NEW MOTOR CYCLE REGISTRATIONS BY MAKE, SELECTED YEARS

Make	*1969–70*	*1974–75*	*1979–80*	*1984–85*	*1989–90*	*1993–94*	*1994–95*	*1995–96*
Airco	30	—	—		—	—	—	—
Benelli	—	114	5	n.a.	1	—	—	—
BMW	65	607	415	1 503	546	663	861	867
Bombadier	—	52	13	2	1	—	—	—
Bridgestone	47	—	—		—	—	—	—
Bronco	—	16	—	—	—	—	—	—
B.S.A.	569	9	—	—	—	—	—	—
Bultaco	350	886	70	—	—	—	—	—
Cagiva			—	—	2	25	49	93
Cooper	—	52	—	—	—	—	—	—
C.Z.	47	231	4	—	—	—	—	—
Deckson	—	87	—	—	—	—	—	—
DKW	2	23	—	—	—	—	—	—
Ducati	242	953	464	456	300	299	445	641
Enfield	—	—	—	—	—	16	24	13
Gemini	—	104	3	1	—	—	—	—
Gilera	4	11	7	1	—	—	—	—
Harley Davidson	53	519	500	847	1 755	2 587	3 095	3 258
Hodaka	61	137	—	—	—	—	—	—
Honda	11 252	26 025	19 010	15 896	5 609	5 611	6 436	6 530
Husqvarna	1	68	86	144	87	159	200	210
Indian	—	23	—	—	—	—	—	—
Jawa	287	129	4	6	2	n.a.	n.a.	1
Kawasaki	1 705	6 102	6 336	6 382	3 187	2 562	2 669	2 916
KTM		14	27	214	130	143	333	427
Lambretta	434	29	n.a.	8	—	—	—	—
Laverda	—	83	54	32	—	—	—	—
Maico	2	7	25	37	—	—	—	—
Mobylette	—	—	58	—	—	—	—	—
Montesa	21	377	61	5	1	—	—	—
Motobecane	1	84	260	96	—	—	—	—
Moto-Morini	—	7	42	6	7	—	—	—
Moto Guzzi	16	80	114	256	173	104	102	162
M.V. Augusta	—	16	3	—	—	—	—	—
M.Z.	—	7	n.a.	39	7	—	—	—
Norton	227	413	—	—	—	—	—	—
Ossa	25	288	—	—	—	—	—	—
Puch	13	12	53	1	—	—	—	—
Rabbit	22	—	—	—	—	—	—	—
Rickman	—	10	—	—	—	—	—	—
Royal Enfield	10	2	—	—	—	—	—	—
Sachs	11	—	—	—	—	—	—	—
Series M	44	43	—	—	—	—	—	—
Suzuki	5 658	11 280	11 515	9 063	3 409	1 940	1 816	2 331
Tas	104	21	1	—	—	—	—	—
Triumph	971	321	371	4	3	265	466	481
Velocette	73	—	—	—	—	—	—	—
Vespa	227	230	100	50	61	5	2	59
Yamaha	4 584	17 999	14 067	10 673	4 964	3 018	3 973	4 284
Zundapp	20	—	—	—	—	—	—	—
Other/not stated	92	92	279	157	208	28	34	72
Total	**27 270**	**67 563**	**53 947**	**45 879**	**20 453**	**17 425**	**20 505**	**22 345**

Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

SECTION 2

MOTOR VEHICLE CENSUS

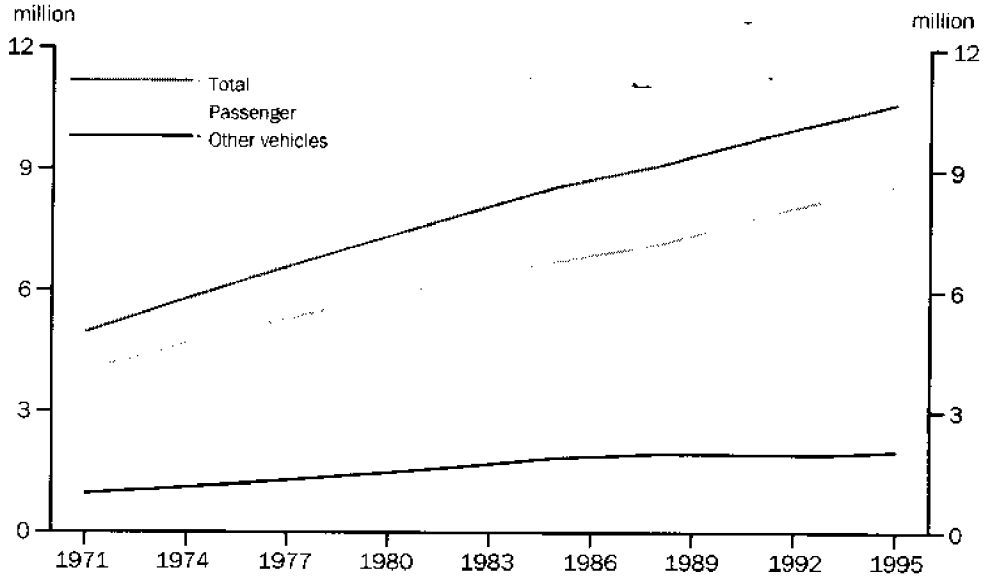
The Motor Vehicle Census (MVC) is a count of all vehicles registered for road use in Australia at a specific time. It provides details of the size and composition of Australia's motor vehicle fleet. The MVC is based on data provided by the respective Commonwealth, State and Territory motor vehicle registration authorities. The MVC was conducted as at 31 December 1952 and 1962 with subsequent MVCs occurring at 30 September 1971, 1976, 1979, 1982, 1985, 1988, 1991, 30 June 1993 and at 31 May 1995.

1993 AND 1995 MOTOR VEHICLE CENSUSES

This section contains results from the 1993 and 1995 MVCs together with a summary of the changes since the 1991 MVC. Long-term changes in the motor vehicle fleet composition since 1971 are also discussed.

At 31 May 1995, there were 10,650,902 registered motor vehicles (excluding motor cycles) in Australia, representing a 4.3% increase over the 10,215,337 vehicles registered at 30 June 1993. The 1993 count was up 4.1% on the 30 September 1991 MVC figure.

NUMBER OF VEHICLES[1] ON REGISTER BY TYPE OF VEHICLE, CENSUS YEARS[2]



[1] *Excluding motor cycles.*
[2] *Inter-censal periods are pro-rated.*

Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

All vehicle types recorded an increase in registrations from 1993 to 1995 while between 1991 and 1993, only registrations of light commercial vehicles (down 1.7%) and non-freight carrying trucks (down 0.9%) fell. Registrations of buses rose 10.3% in 1993 and a further 11.9% in 1995, while passenger vehicles rose 5.3% and 4.2%, respectively. A rise of 11.1% in 1995 for articulated trucks followed a rise of 1.5% in the previous census. These movements are discussed in more detail later in this section.

Successive decreases in new vehicle registrations of 13.6% and 3.9% in 1990–91 and 1991–92 slowed the growth in the total number of vehicles registered in the fleet and contributed to the ageing of the vehicle fleet. New vehicle registrations recorded successive rises of 3.9%, 6.0% and 11.3% in 1992–93, 1993–94 and 1994–95, respectively. A discussion on

the estimated average age and attrition rates of the vehicle fleet is presented in Section 3.

NUMBER OF MOTOR VEHICLES REGISTERED IN STATES/TERRITORIES

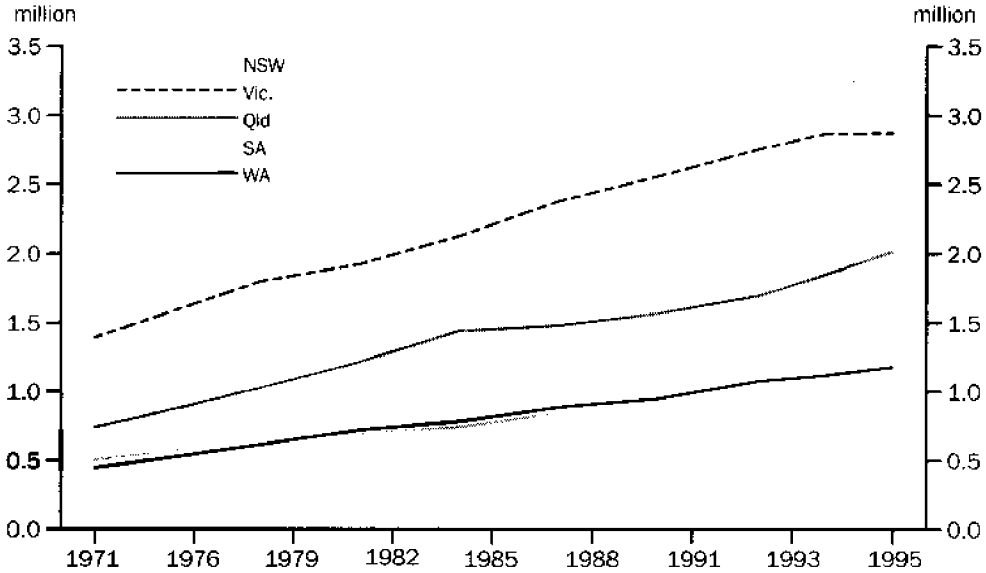
The two most populous States, New South Wales and Victoria, together accounted for 56.9% of registered motor vehicles in 1995, down slightly on their combined 57.7% share in 1993. This is consistent with these two States' share of Australia's estimated resident population of 58.8% in 1995 and 59.3% in 1993.

Strong growth in Australian Capital Territory and Queensland

From 30 June 1993 to 31 May 1995, total registrations rose in all States and Territories. The strongest overall growth occurred in Queensland where consecutive rises of 9.1% occurred between the 1991 and 1993 censuses and 9.0% between 1993 and 1995. The Australian Capital Territory experienced rises of 9.6% and 4.1% for the 1993 and 1995 censuses, respectively. Overall increases in the other States and Territories ranged from 4.2% in Victoria to 10.2% in Western Australia.

Between 1971 and 1995, total vehicle registrations more than doubled. The greatest relative increases occurred in the Northern Territory, where registrations more than tripled while the Australian Capital Territory nearly tripled the number of registrations recorded. Queensland and Western Australia also experienced above average rates of increase. Victoria and Tasmania recorded increases close to the average, while New South Wales and South Australia had the lowest rates of increase.

NUMBER OF VEHICLES ON REGISTER BY STATE, CENSUS YEARS



[1] *Excluding motor cycles.*
[2] *Inter-censal periods are pro-rated.*
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

PASSENGER VEHICLES

Passenger vehicles accounted for 81.0% of total motor vehicle registrations (excluding motor cycles) in both 1993 and 1995. Registrations increased by 5.3% (418,747 vehicles) in 1993, and by 4.2% (349,398 vehicles) in 1995. There was a total of 8,628,806 passenger vehicles registered in 1995.

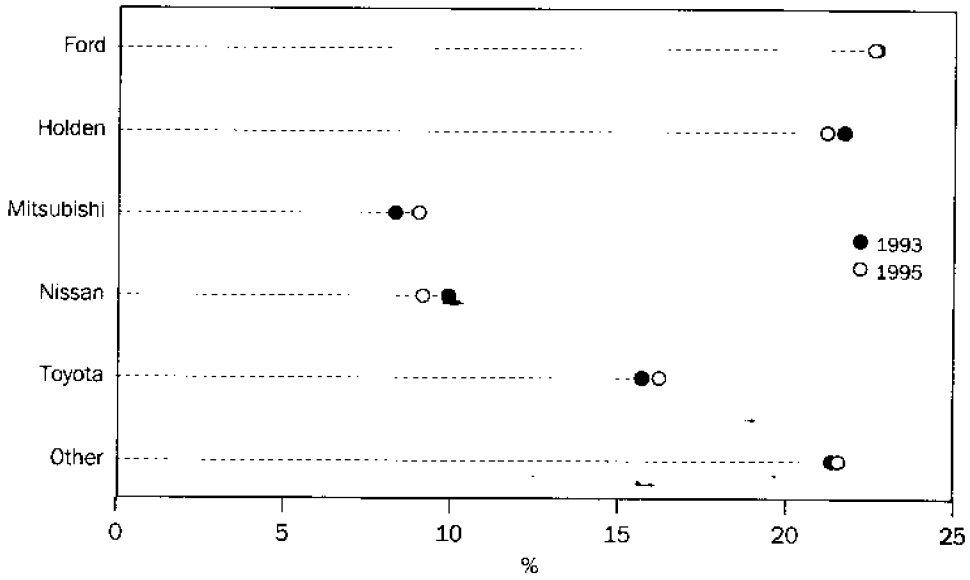
Over 78% of all passenger vehicle registrations at 31 May 1995, were accounted for by the top five makes. This was a marginal fall on 1993, and is comparable with 1971 when passenger vehicles constituted over

74% of total registrations. Throughout the 24-year period since 1971, the percentage share of the leading five makes has remained relatively unchanged, at around three-quarters of all passenger vehicles.

Ford leads passenger vehicles

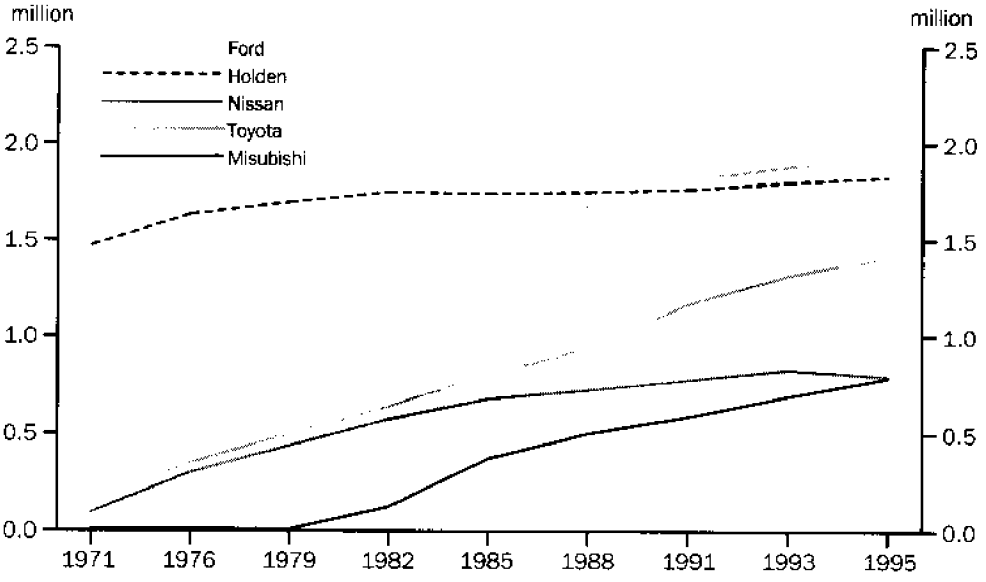
Leading the passenger vehicle make list in 1995 was Ford, with 22.6% of all registrations, followed by Holden (21.2%), Toyota (16.3%), Nissan (9.2%) and Mitsubishi (9.1%).

PASSENGER VEHICLE FLEET SHARE, AS AT 30 JUNE 1993 AND 31 MAY 1995



Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

PASSENGER VEHICLES ON REGISTER, TOP FIVE MAKES AS AT 31 MAY 1995



Note: There are different intervals between some census years.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

In contrast, the 1971 MVC showed that Holden dominated passenger vehicle registrations with 36.9% of the total, followed by Ford (17.8%),

Morris (7.9%), Chrysler (6.1%) and Volkswagen (5.7%). The most significant change over the 1971 to 1995 period has been the steady growth in the number of Japanese makes (imported and domestically produced). These makes accounted for 45.6% of total passenger vehicle registrations in 1995, up from 44.6% in 1993. Over the same period there has been a decline in registrations of previously large selling makes such as Morris, Chrysler, Volkswagen and Austin.

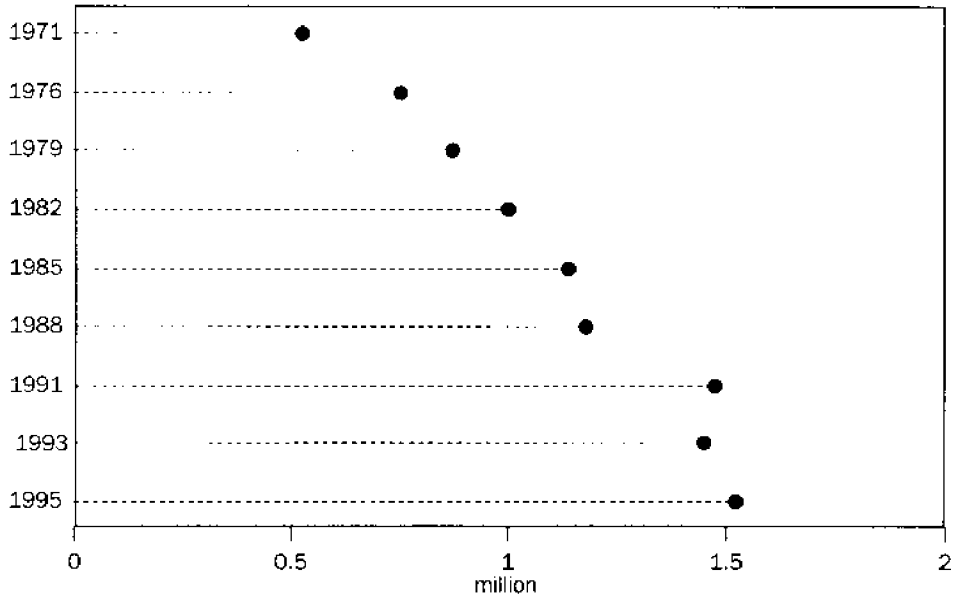
The 1995 MVC showed that Ford, the leading make overall, was the leading make in all States and Territories, other than in South Australia, Tasmania and the Northern Territory. In South Australia and Tasmania, Holden was the leading make, while in the Northern Territory, Toyota was the leader.

LIGHT COMMERCIAL VEHICLES

Light commercial vehicle registrations in 1995 accounted for 14.3% of total vehicle registrations. The total of 1,527,212 registrations represented a rise of 5.1% on the number recorded in 1993 and followed a fall of 1.7% in 1991.

Although care should be exercised when interpreting light commercial vehicle statistics prior to 1991 because of classification changes (see the Explanatory Notes), it is apparent that there has been strong growth in the light commercial vehicle market over the period 1971 to 1995. In this period, the number of light commercial vehicles nearly trebled, compared with a doubling in the number of passenger vehicles.

NUMBER OF LIGHT COMMERCIAL VEHICLES ON REGISTER, CENSUS YEARS



Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

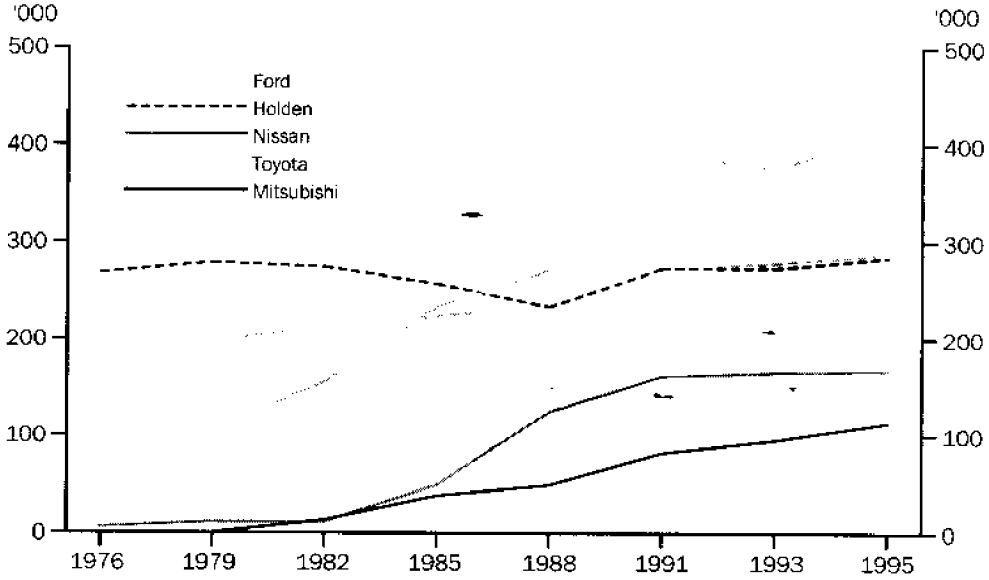
Toyota with most registrations

As in 1993, four makes accounted for three-quarters of all registrations of light commercial vehicles in 1995. The leading make was Toyota, which accounted for 27.3%, up from 25.8% in 1993. Ford was next with 18.9% (down from 19.1%), followed by Holden with 18.6% (down from 18.8%) and Nissan with 10.9% (down from 11.3%). Toyota led in all States and Territories, including Victoria, where Ford was the leading make in 1993.

In contrast, the 1971 MVC showed that two makes, Holden and Ford, dominated the market, accounting for two-thirds of all light commercial

vehicle registrations. Holden particularly dominated, with almost half (47.2%) of all such vehicles, while Ford accounted for nearly one in five (19.8%) light commercial vehicles. Holden's domination has slowly declined since then. Ford's share in 1971 was similar to its share in 1995, although the percentage has fluctuated over time. The other major makes in 1971 were Morris (6.3%), Land Rover (4.6%) and Chrysler (3.9%), which together accounted for 2.1% of total registrations in 1995, down from 2.5% in 1993. In contrast, Toyota's share of the light commercial vehicle fleet in 1971 was only 1.5%, rising to 15.4% in 1982 and then continuing to grow to be the dominant make in 1995 with 27.3%.

NUMBER OF LIGHT COMMERCIAL VEHICLES ON REGISTER, TOP FIVE MAKES
AS AT 31 MAY 1995



Note: There are different intervals between some census years.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

RIGID TRUCKS

Rigid truck registrations in Australia increased by 1.0% to 336,490 vehicles between 1991 and 1993, with a further rise of 0.3% from 1993 to 1995 (see the Explanatory Notes for details of the classification change affecting heavy vehicles from 1991).

The total rigid truck fleet in 1995 was shared by a number of makes, with no one make dominating. Over 86% of the fleet was accounted for by 10 makes, while more than half (52.2%) was supplied by four makes. The leading rigid truck make overall was International with 14.7% of all registrations. Isuzu (13.8%), Ford (13.3%) and Toyota (10.3%) followed closely behind.

In the small (3.5 to 8 tonnes GVM) rigid truck fleet, Toyota and Ford dominated with 19.9% and 16.5%, respectively, of this category.

International and Isuzu led the medium (over 8 to 16 tonnes GVM) rigid truck makes with 20.9% and 18.4%, respectively.

In the large (over 16 tonnes GVM) rigid truck segment, International was dominant with 32.1%, while Ford and Volvo accounted for 12.4% and 11.7%, respectively.

In 1971, International had the second highest number of rigid truck registrations, behind Bedford. While International has remained at the top, Bedford has declined from 21.2% of the fleet in 1971 to hold only 5.7% in 1995. The decline in Bedford registrations contrasted with major increases achieved by Mitsubishi (from only three registrations in 1971 to 9.0% of the total in 1995), and Isuzu (from 0.3% in 1971 to 13.8% in 1995).

ARTICULATED TRUCKS

The articulated truck fleet increased by 11.1% between 1993 and 1995, to a total of 58,322 registered trucks. This followed an increase of 1.5% between 1991 and 1993. In 1995, articulated trucks accounted for 0.5% of total motor vehicle registrations (up slightly from 1993) and 14.7% of total truck registrations.

As with rigid trucks, the articulated truck fleet is quite fragmented. Kenworth and International, with 17.3% and 15.6%, respectively, were the leading makes, with a further five makes accounting for between 6.6% and 12.6% each. These seven makes accounted for 82.3% of total articulated truck registrations in 1995, up from 81.0% in 1993.

The Kenworth make had only a 1.7% share of articulated truck registrations in 1971, but by 1995 it was the leading make with 17.3%. International led in 1971 with 29.0% of the fleet, dropping to second place in 1995 with 15.6%. Over the 1971 to 1995 period, Volvo and Mack increased their share of registrations, with Volvo up from a 1.7% share in 1971 to 12.3% in 1995, and Mack growing from 5.8% in 1971 to 12.6% in 1995.

Nissan UD and Western Star recorded no registrations in 1971 but accounted for 3.1% and 2.6% of registrations in 1995. A number of makes, including AEC, Allison, Commer and Leyland have disappeared from the fleet while others, such as Bedford, have declined significantly.

NON-FREIGHT CARRYING TRUCKS

At 31 May 1995, non-freight carrying trucks (see the Glossary for a definition) accounted for 0.4% of the total motor vehicle fleet. The number of registrations of this type of vehicle was 46,971, almost identical with the number registered at 30 September 1991.

Over time, there has been a marginal change in the leading makes of non-freight carrying trucks. In 1971, the leading make was Ford with 16.9%, while other major makes included International, Bedford and Volkswagen with 15.8%, 15.1% and 14.5% shares, respectively. The leading make in 1995 was Toyota with 25.0%, having increased from 1.1% in 1971. By 1995, Volkswagen had the second highest share with 18.7%, while Ford had fallen to third with 14.6% of total registrations. Nissan (including Datsun) registrations increased from 27 vehicles in 1971 to 3,982 (8.5% of the total) and fourth place overall in 1993. International and Bedford registrations fell to 5.9% and 5.6%, respectively.

BUSES

The number of buses registered in 1995 jumped by 11.5% since 1993, to 52,170 vehicles. This followed a similar rise (10.3%) between 1991 and 1993.

Jump in bus registrations

The comparison of bus registration figures since 1971 is hindered by changes in classifications (refer to the Explanatory Notes). Nevertheless, the statistics indicate that bus registrations have more than doubled since 1971.

Toyota the leading bus make

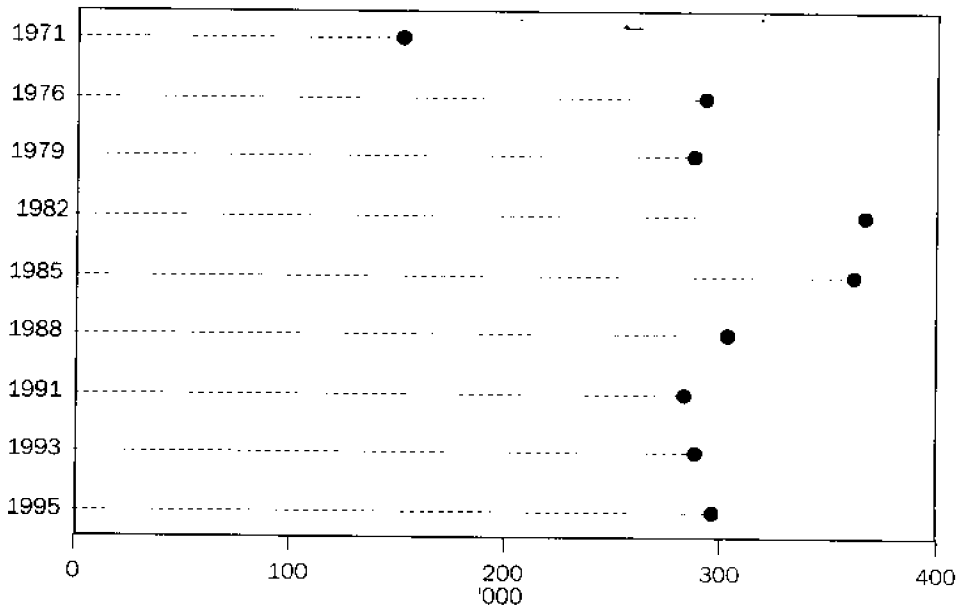
In 1995, Toyota was the dominant bus make in Australia, with a total share of 45.8%, up from 39.7% in 1993. The next largest make was Mercedes-Benz (8.5%), followed by Nissan (5.5%), Hino (5.3%) and Bedford (6.9%). In 1993, Bedford had the third highest number of registrations followed by Nissan (including Datsun) and Leyland.

There are three distinct size categories of buses: small-buses with a GVM of 5 tonnes or less, medium-sized buses of 5–12 tonnes GVM, and large-buses with a GVM of greater than 12 tonnes (see the Explanatory Notes for a full specification bus size definition). Toyota's dominance of bus registrations resulted from its 81.1% share of small-bus registrations and a 22.0% share of medium-sized bus registrations. Mazda had an 8.6% share of the small-bus segment with Nissan (incl. Datsun) accounting for 7.3%. Bedford (25.7%) and Hino (15.2%) together with Toyota were the major makes in the medium-sized market. The large-bus category was dominated by Mercedes-Benz with 24.3% of registrations, followed by Volvo (14.2%) and Denning, Hino, Leyland and MAN, each with a market share of between 6.2% and 10.2%.

MOTOR CYCLES

The number of motor cycles on register in 1995 was 296,628, representing rises of 2.7% since 1993 and 94.3% since 1971. Registrations for 1993 were 1.6% higher than in 1991.

NUMBER OF MOTOR CYCLES ON REGISTER, CENSUS YEARS



Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

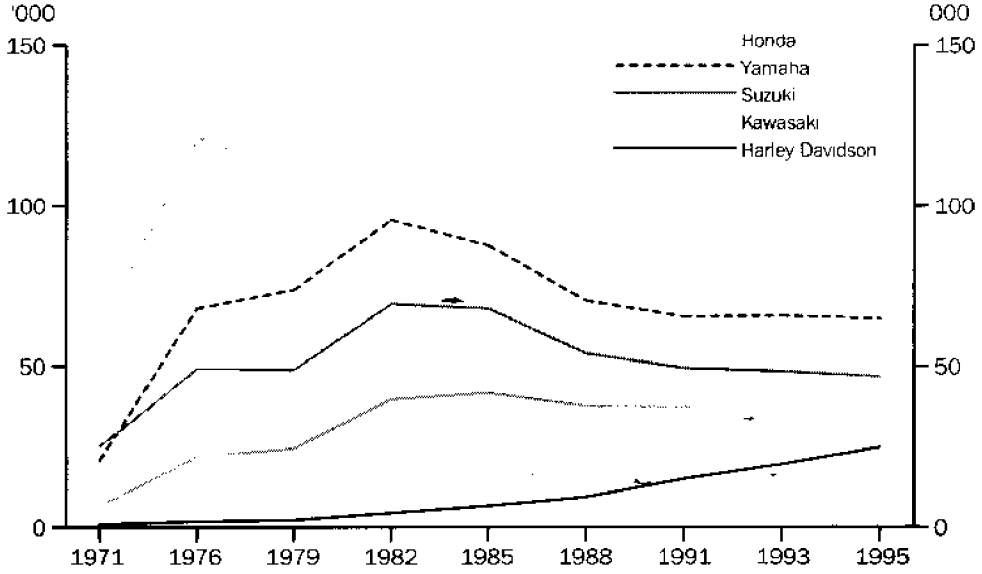
Motor cycles decline over time

Motor cycle registrations rose steadily from 1971, peaking in 1982 with 366,878 vehicles registered. They then declined steadily until 1991 with small rises occurring in 1993 and 1995. During the 1980s, tighter motor cycle safety standards were introduced and improvements in small fuel-efficient motor cars were achieved, both factors likely to have affected demand for motor cycles.

Between 1982 and 1995, registrations of the three largest makes, Honda, Yamaha and Suzuki, have declined by approximately a third. However, during this time some makes experienced strong increases, most notably Harley Davidson and BMW.

The large increases in registrations of Harley Davidsons and BMWs resulted in those makes increasing their share of the fleet from 1.2% each in 1982 to 6.8% and 3.6%, respectively, in 1993 and further to 8.4% and 4.0% in 1995. However, Honda (29.1%), Yamaha (21.8%), Suzuki (15.8%) and Kawasaki (13.8%) were the dominant makes, accounting for over 80% of all registrations. Registrations of Honda, Yamaha and Suzuki motor cycles all fell between 1993 and 1995 while Kawasaki registrations rose slightly.

NUMBER OF MOTOR CYCLES ON REGISTER, TOP FIVE MAKES AS AT 31 MAY 1995



Note: There are different intervals between some census years.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

PLANT AND EQUIPMENT

On 31 May 1995, there were 101,195 plant and equipment vehicles on the register, down marginally on the 102,169 vehicles registered in 1993 (see the Glossary for a definition). This represented a fall of 1.0% from 1993 and followed a fall of 43.0% from 1991. Due to definitional changes over time, care must be used in interpreting plant and equipment data. However, since 1971 the number of plant and equipment vehicles registered generally increased, leading to a peak in 1988 and has then declined.

In 1995, Queensland had the most plant and equipment registrations with 30.3% of the total. This was slightly down on 1993, when it accounted for 31.3% of total registrations. New South Wales and Victoria had 23.8% and 19.4%, respectively while the remaining five States and Territories had a combined share of 26.5%.

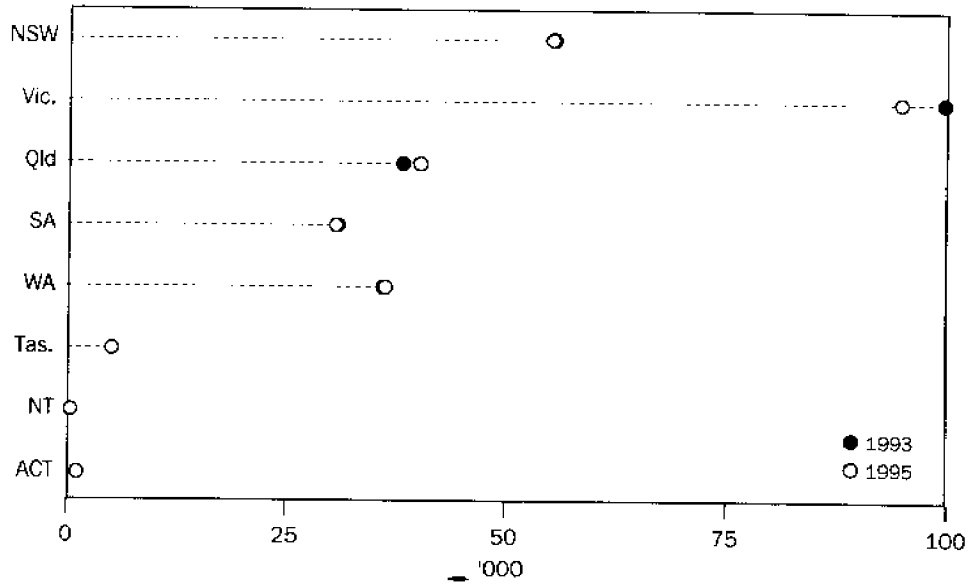
CARAVANS

There were 265,374 registered caravans in Australia at 31 May 1995, a decline of 0.6% since 1993, but an increase of 72.6% on 1971. During this period, registrations generally grew until 1979, before slowly but steadily declining.

Highest registrations in Victoria

More than one in three (35.7%) caravans were registered in Victoria in 1995, which has recorded the most caravan registrations in each Motor Vehicle Census since 1971. There are nearly twice as many caravans registered in Victoria as in New South Wales, and almost two and a half times as many as in Queensland and Western Australia.

NUMBER OF CARAVANS ON REGISTER AS AT 30 JUNE 1993 AND 31 MAY 1995



Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

TRAILERS

The number of trailers (see Glossary for definition) on register rose by 6.3% between 1993 and 1995 to over 1.7 million. Since 1971 there has been substantial growth in trailer registrations, with two and a half times as many trailers on register in 1995 as in 1971. The majority of trailer registrations were box and boat trailers, which also accounted for most of the increase.

MORE DETAILED DATA

Motor Vehicle Census data have been published in *Motor Vehicle Census, Australia* (Cat. no. 9309.0) since 1971. These publications contain more detailed data, particularly for State dissections and for size breakdowns of heavy vehicles. Small area data are available for the 1991, 1993 and 1995 censuses. Details from the 31 May 1995 Motor Vehicle Census were released in August 1996.

2.1 MOTOR VEHICLES ON REGISTER BY TYPE OF VEHICLE, STATE/TERRITORY OF REGISTRATION

Year[1]	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
	no.	no.	no.	no.	no.	no.	no.	no.	no.
PASSENGER VEHICLES									
1971	1 393 457	1 131 361	540 526	396 778	331 173	126 409	17 607	53 627	3 990 938
1976	1 712 909	1 456 213	723 404	509 190	442 603	158 676	19 318	79 936	5 102 249
1979	1 906 556	1 554 401	855 016	543 789	521 084	175 074	24 383	89 275	5 669 578
1982[2]	2 070 380	1 700 727	1 005 324	580 434	561 341	188 124	34 480	92 603	6 233 413
1985	2 169 708	1 887 467	1 040 974	656 952	631 032	200 417	40 610	107 042	6 734 202
1988	2 258 708	2 042 794	1 131 135	681 505	679 111	210 991	[3]35 668	118 895	7 158 807
1991[4]	2 486 022	2 199 140	1 248 096	730 783	782 593	223 724	52 956	r137 347	r7 860 661
1993	2 561 486	2 304 750	1 385 781	752 254	838 162	232 244	54 703	r150 028	r8 279 408
1995	2 684 847	2 315 310	1 513 291	777 249	885 527	237 129	58 880	156 573	8 628 806
LIGHT COMMERCIAL VEHICLES									
1971	166 714	136 303	102 366	43 570	56 049	18 264	5 152	4 301	532 719
1976	239 779	151 518	171 508	61 002	89 789	25 325	9 985	9 276	758 182
1979	276 272	164 121	215 324	65 885	105 076	29 523	12 613	10 351	879 165
1982[2]	320 182	173 666	267 514	71 540	112 702	33 099	16 338	7 947	1 002 988
1985	[5]375 668	190 636	284 203	87 191	133 125	39 919	18 929	10 808	1 140 479
1988	389 950	196 003	297 685	90 027	136 730	43 169	18 249	11 676	1 183 489
1991[4]	410 757	365 206	306 940	116 324	189 298	52 717	22 798	r15 192	r1 479 232
1993	405 832	358 848	311 895	109 187	175 945	54 873	20 490	r16 692	r1 453 762
1995	430 786	357 773	339 951	115 274	187 195	57 217	21 499	17 517	1 527 212
RIGID TRUCKS									
1971	124 973	79 386	61 616	39 270	40 332	12 523	5 116	2 543	365 759
1976	115 726	117 764	43 752	36 277	43 775	10 368	2 026	2 515	372 203
1979	136 608	127 768	48 877	38 664	52 486	11 603	1 502	2 361	419 869
1982[2]	155 171	146 862	55 074	41 524	59 576	12 798	4 525	3 458	478 988
1985	165 476	181 026	56 746	48 049	67 573	16 057	5 339	3 456	543 722
1988	171 838	205 074	53 773	48 731	74 458	17 076	[3]1 705	3 684	576 339
1991[4]	105 556	84 447	57 164	29 695	40 813	11 120	2 236	r2 216	r333 247
1993	102 293	87 325	60 982	26 863	42 336	11 291	2 497	r2 903	r336 490
1995	103 109	84 652	63 593	26 451	43 044	11 056	2 834	2 682	337 421
ARTICULATED TRUCKS									
1971	11 136	9 417	4 589	2 917	2 702	804	336	81	31 982
1976	13 105	9 766	5 896	5 155	3 431	1 169	293	135	38 950
1979	15 405	10 377	7 239	4 561	4 007	1 375	525	194	43 683
1982[2]	16 078	11 461	8 607	4 405	4 293	1 357	776	202	47 179
1985	16 727	12 442	8 574	5 077	4 881	1 471	896	152	50 220
1988	14 881	13 696	8 368	4 066	5 056	1 570	966	254	48 857
1991	14 750	14 358	8 949	4 829	5 829	1 562	1 151	r269	r51 697
1993	13 051	15 279	9 984	5 280	6 026	1 556	1 050	r272	r52 498
1995	15 028	16 516	11 710	5 309	6 748	1 646	1 069	296	58 322
NON-FREIGHT CARRYING TRUCKS									
1971	2 894	3 520	567	1 625	1 216	90	51	58	10 021
1976	7 847	4 867	3 164	4 062	3 826	1 066	183	118	25 133
1979	10 210	9 833	3 432	4 969	5 488	1 992	108	295	36 327
1982[2]	11 920	11 444	4 450	5 739	5 975	1 662	209	620	42 019
1985	13 914	12 621	4 517	6 840	7 747	2 773	284	696	49 392
1988	14 218	13 445	5 354	7 409	8 724	3 202	295	719	53 366
1991	10 468	11 238	5 896	6 479	8 679	3 247	190	r776	r46 973
1993	9 305	11 457	6 026	6 725	8 787	3 302	168	r798	r46 568
1995	9 461	11 289	6 681	6 398	8 606	3 479	276	781	46 971
BUSES									
1971	7 598	5 129	3 340	2 615	2 219	1 322	219	336	22 778
1976	11 154	7 294	3 557	3 230	3 312	1 739	242	858	31 386
1979	13 019	8 995	4 881	3 586	4 253	1 969	246	807	37 756
1982[2]	15 918	11 359	7 261	3 583	4 890	2 091	554	534	46 190
1985	[5]43 171	13 283	10 245	3 605	6 235	1 710	746	1 094	80 089
1988	54 107	14 255	10 498	2 972	7 499	1 914	704	1 212	93 161
1991[4]	9 748	11 508	8 390	3 140	6 112	1 859	656	r864	r42 277
1993	11 280	13 235	8 940	3 292	5 497	2 001	1 350	r1 016	r46 611
1995	13 473	13 770	9 328	3 525	7 125	2 145	1 883	921	52 170

For footnotes see end of table.

2.1 MOTOR VEHICLES ON REGISTER BY TYPE OF VEHICLE, STATE/TERRITORY OF REGISTRATION — *continued*

Year[1]	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
	no.	no.	no.	no.	no.	no.	no.	no.	no.
				TOTAL MOTOR VEHICLES (excl. motor cycles)					
1971	1 706 772	1 365 116	713 004	486 775	433 691	159 412	28 481	60 946	4 954 197
1976	2 100 520	1 747 422	951 281	618 916	586 736	198 343	32 047	92 838	6 328 103
1979	2 358 070	1 875 495	1 134 769	661 454	692 394	221 536	39 377	103 283	7 086 378
1982[2]	2 589 649	2 055 519	1 348 230	707 225	748 777	239 131	56 882	105 364	7 850 777
1985	2 784 664	2 297 475	1 405 259	807 714	850 593	262 347	66 804	123 248	8 598 104
1988	2 903 702	2 485 267	1 506 813	834 710	911 578	277 922	[3]57 587	136 440	9 114 019
1991	3 037 301	2 685 897	1 635 435	891 250	1 033 324	294 229	79 987	r156 664	r9 814 087
1993	3 103 247	2 790 894	1 783 608	903 601	1 076 753	305 267	80 258	r171 709	r10 215 337
1995	3 256 704	2 799 310	1 944 554	934 206	1 138 245	312 672	86 441	178 770	10 650 902

[1] For years up to 1991, data as at 30 September. 1993 data as at 30 June. 1995 data as at 31 May.
[2] Up to and including 1982, excludes Commonwealth government-owned vehicles.
[3] 1988 data understated the number of vehicles on register.
[4] Refer to the Explanatory Notes for details of vehicle type classification changes from 1991.
[5] In August 1983, the body type classification applied by the New South Wales registration authority for small bus type vehicles changed from panel vans to buses.

Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.2 MOTOR CYCLES, PLANT AND EQUIPMENT, CARAVANS AND TRAILERS ON REGISTER

Year[1]	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
	no.	no.	no.	no.	no.	no.	no.	no.	no.
					MOTOR CYCLES				
1971	60 593	28 160	26 840	16 893	12 393	3 540	1 854	2 370	152 643
1976	95 459	51 931	72 767	31 750	28 469	6 493	2 739	3 746	293 354
1979	93 199	48 502	78 612	30 380	27 222	4 550	2 250	3 601	288 316
1982[2]	118 496	71 666	91 783	36 818	34 628	5 126	3 982	4 379	366 878
1985	115 819	78 790	74 093	40 981	36 959	6 354	4 324	4 305	361 625
1988	89 913	70 762	60 350	34 371	35 406	6 376	[3]3 064	3 746	303 988
1991	69 610	70 480	58 661	31 445	38 661	6 161	4 337	r4 791	r284 146
1993	69 168	73 817	63 581	29 220	37 707	6 603	3 902	r4 815	r288 813
1995	75 757	70 570	68 326	28 618	37 242	7 201	3 929	4 985	296 628
					PLANT AND EQUIPMENT				
1971	37 828	55 877	27 030	7 215	21 230	8 476	551	793	159 000
1976	25 427	59 112	32 356	7 667	23 685	7 142	605	590	156 584
1979	23 244	56 773	33 174	6 360	28 126	6 876	851	348	155 752
1982[2]	22 948	60 303	34 681	5 795	27 981	6 870	1 268	237	160 083
1985	23 681	64 347	32 316	7 028	28 559	6 865	1 372	792	164 960
1988	29 693	73 971	35 587	6 786	32 794	7 702	[3]1 169	1 218	188 920
1991	24 830	75 510	30 397	6 586	32 021	8 158	735	r995	r179 232
1993[4]	24 573	19 950	32 019	6 412	13 908	3 877	147	r1 283	r102 169
1995	24 058	19 583	30 656	6 573	14 836	4 218	273	998	101 195
					CARAVANS				
1971	43 992	51 066	25 263	14 981	13 172	3 381	651	1 254	153 760
1976	67 276	100 203	36 949	30 816	23 000	5 364	554	2 415	266 577
1979	71 001	108 452	41 111	32 173	29 899	5 975	561	2 160	291 332
1982[2]	68 158	107 830	39 327	30 086	30 662	5 638	912	1 698	284 311
1985	63 003	107 842	36 618	30 857	33 309	5 117	850	1 661	279 257
1988	59 738	105 573	37 022	32 566	35 077	5 391	[3]738	1 484	277 589
1991	55 617	99 762	36 541	31 025	36 414	5 288	1 003	r1 373	r267 023
1993	53 758	99 788	38 570	31 023	36 302	5 293	729	r1 393	r266 856
1995	55 331	94 864	40 394	30 813	36 627	5 291	681	1 373	265 374
					TRAILERS				
1971	205 589	126 615	120 907	81 867	64 720	28 701	3 298	6 357	638 054
1976	291 364	192 895	180 371	111 533	106 619	33 872	4 419	10 818	931 891
1979	350 657	203 794	208 882	121 447	133 048	36 477	4 521	12 095	1 070 921
1982[2]	415 123	221 349	239 622	134 031	150 484	40 694	6 489	13 896	1 221 688
1985	456 531	243 286	259 674	157 345	170 951	43 002	9 263	17 542	1 357 594
1988	473 457	273 853	283 594	170 937	185 200	52 015	[3]9 964	18 165	1 467 185
1991	482 795	301 433	307 632	189 520	203 657	55 516	14 282	r19 926	r1 574 761
1993	473 043	325 700	340 776	191 701	207 350	57 249	15 921	r21 834	r1 633 574
1995	505 582	334 428	375 436	201 092	219 625	60 774	16 366	22 570	1 735 873

[1] For years up to 1991, data as at 30 September. 1993 data as at 30 June. 1995 data as at 31 May.
[2] Up to and including 1982, excludes Commonwealth government-owned vehicles.
[3] 1988 data understated the number of vehicles on register.
[4] Some agricultural tractors classified as plant and equipment up until the 1991 census, have subsequently been excluded from the scope of the census.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.3 PASSENGER VEHICLES ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS

Make	1971 no.	1979 no.	1982[1] no.	1985 no.	1988 no.	1991[2] no.	1993 no.	1995 no.
Alfa Romeo	3 517	14 075	18 206	21 659	23 843	22 606	21 545	19 782
Armstrong Siddeley	333	148	131	110	—	—	—	—
Aston Martin	68	263	272	286	—	—	—	—
Audi	150	4 156	5 186	5 365	n.a.	6 312	7 384	9 861
Austin	131 953	61 907	38 938	21 997	n.a.	n.a.	7 892	6 792
Bentley	572	641	646	669	n.a.	n.a.	769	816
BMC	171	187	142	—	—	—	—	—
BMW	1 595	12 425	18 872	29 576	37 959	49 694	58 186	70 400
Bolwell	93	124	144	145	—	—	—	—
Borgward	637	150	—	—	—	—	—	—
Bristol	121	86	—	—	—	—	—	—
Buick	1 503	1 290	1 209	1 133	—	—	—	—
Cadillac	374	602	641	681	—	—	—	—
Chevrolet	23 202	11 164	9 016	8 216	8 032	8 458	8 660	9 040
Chrysler	244 168	534 845	499 539	282 117	243 300	243 293	204 655	169 378
Citroen	2 485	6 053	6 144	5 679	n.a.	4 993	4 659	4 562
Commer	142	33	—	—	—	—	—	—
Daewoo	..	..	..	..	..	..	..	7 332
Daihatsu	608	1 321	9 692	20 315	28 047	60 499	87 449	111 116
Daimler	1 791	2 444	2 707	2 808	—	—	—	—
De Soto	1 265	214	186	161	—	—	—	—
Dodge	11 814	6 248	4 447	3 479	2 950	2 515	2 366	2 248
Eunos	..	..	..	..	..	..	1 029	3 968
Ferrari	74	450	559	685	n.a.	n.a.	n.a.	937
Fiat	38 256	36 808	32 015	25 773	21 562	17 154	14 701	12 283
Ford	711 813	1 198 577	1 339 816	1 517 315	1 680 212	r1 816 883	r1 880 260	1 946 340
Goggomobile	288	28	—	—	—	—	—	—
Hillman	110 084	58 039	41 092	25 025	n.a.	n.a.	n.a.	5 309
Hino	183	16	—	—	—	—	—	—
Holden	1 472 662	1 695 124	1 747 330	1 740 677	1 748 284	r1 761 448	r1 799 232	1 826 558
Honda	7 618	63 844	91 204	109 997	131 699	165 920	183 396	202 096
Hudson	305	105	..	—	—	—	—	—
Humber	18 565	7 615	5 093	3 381	—	—	—	—
Hyundai	..	..	..	..	..	32 458	55 229	101 580
International	50	317	798	766	n.a.	n.a.	702	595
Isuzu	9 473	5 095	3 556	2 222	1 507	1 094	817	652
Jaguar	12 202	18 056	18 681	20 783	22 953	23 840	23 532	23 918
Jeep	84	302	1 046	1 546	n.a.	n.a.	n.a.	4 379
Jensen	50	487	465	471	..	—	—	—
Jowet	133	42	—	..	—	—	—	—
Lada	—	—	—	..	—	7 640	9 167	9 266
Lamborghini	—	118	119	128	n.a.	n.a.	117	120
Lancia	492	3 900	4 554	4 347	—	—	—	—
Land Rover	1 149	2 526	2 695	2 768	2 924	r10 414	r6 638	2 116
Lexus	..	..	..	..	..	..	2 150	3 496
Leyland	—	71 224	57 123	45 208	34 191	26 149	21 626	17 489
Lloyd	194	8	..	—	—	—	..	..
Lotus	313	360	370	404	n.a.	n.a.	484	514
Maserati	32	135	150	148	n.a.	n.a.	250	301
Mazda	54 517	247 619	323 945	376 329	382 503	r402 932	r419 499	427 904
Mercedes-Benz	21 451	43 664	51 528	62 480	72 640	78 407	82 975	87 661
M.G.	13 534	11 776	11 453	10 125	n.a.	n.a.	n.a.	11 160
Mitsubishi	8 179	6 798	122 726	371 437	502 451	r588 233	r692 128	785 707
Morgan	91	195	228	280	n.a.	n.a.	318	340
Morris	316 146	161 411	115 825	67 998	43 115	28 673	22 485	17 841
Nash	168	68	—	—	—	—	—	—
Nissan (incl. Datsun)	93 317	437 945	574 373	679 215	726 187	r774 487	r826 173	791 538
NSU	461	175	—	—	—	.	—	—
Oldsmobile	586	348	353	361	—	—	—	—
Packard	280	140	124	120	—	—	..	..
Peugeot	17 758	24 388	27 143	29 306	28 836	27 972	27 886	30 578
Plymouth	2 920	586	455	391	—	—	—	—
Pontiac	7 366	4 217	3 264	2 843	—	—	—	—
Porsche	657	2 297	3 617	5 272	n.a.	7 482	7 678	8 241
Prince	1 416	407	210	122	—	—	—	—
Rambler	11 519	8 054	5 568	3 949	—	—	—	—
Range Rover	—	2 569	4 765	7 048	17 744	12 490	13 589	14 377

For footnotes see end of table.

2.3 PASSENGER VEHICLES ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS — *continued*

Make	*1971* no.	*1979* no.	*1982*[1] no.	*1985* no.	*1988* no.	*1991*[2] no.	*1993* no.	*1995* no.
Renault	25 964	52 182	48 035	41 491	33 912	26 080	22 294	19 360
Riley	1 022	533	491	459	..	—	—	
Rolls Royce	820	1 646	1 852	2 161	n.a.	n.a.	2 362	2 397
Rover	11 691	13 063	13 685	16 605	n.a.	10 270	16 160	11 484
Saab	41	3 056	4 400	6 880	11 705	15 549	19 206	24 447
Seat	..	..	..	..	..	..	..	731
Simca	12 535	1 132	520	235	—	—	..	—
Singer	1 602	362	251	178	—	—	—	—
Skoda	1 419	995	1 233	994	n.a.	n.a.	268	172
Standard	16 914	1 276	993	634	—	—	—	—
Studebaker	4 776	1 357	969	787	—	—	—	—
Subaru	343	21 298	44 101	70 064	74 841	92 768	113 449	123 780
Sunbeam	1 067	521	430	407	—	—	—	—
Suzuki	2	353	1 010	6 189	11 586	32 395	58 304	75 973
Toyota	143 688	499 117	641 583	804 712	940 699	r1 166 800	r1 311 877	1 407 215
Triumph	19 363	26 832	24 469	20 831	17 803	14 558	12 882	11 332
Vanden Plas	100	40	—	—	—	—	—	—
Vauxhall	58 177	16 718	9 745	5 291	..	—	—	—
Volkswagen	226 089	180 036	147 177	114 427	95 354	84 115	75 216	67 771
Volvo	4 656	50 180	68 294	82 447	90 403	92 932	93 430	93 753
Willys	372	241	248	239	—	—	—	—
Wolseley	18 348	5 971	3 437	2 228	—	—	—	—
Other/not stated	81 001	18 460	12 129	33 627	121 565	r143 098	r58 334	42 800
Total	**3 990 938**	**5 669 578**	**6 233 413**	**6 734 202**	**7 158 807**	**r7 860 611**	**r8 279 408**	**8 628 806**

[1] Up to and including 1982, excludes Commonwealth government-owned vehicles.
[2] Refer to the Explanatory Notes for details of vehicle type classification changes from 1991.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.4 LIGHT COMMERCIAL VEHICLES ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS

Make	1971	1979	1982[1]	1985	1988	1991[2]	1993	1995
	no.	no.	no.	no.	no.	no.	no.	no.
Asia	..	..	..	..	..	..	66	292
Austin	7 845	2 640	1 772	1 174	n.a.	n.a.	629	546
B.M.C.	769	462	193	—	—	—	—	—
Bedford	5 245	8 875	8 913	7 356	5 528	r6 066	r5 237	4 911
Chevrolet	2 317	4 996	4 984	4 460	3 997	3 566	3 339	3 059
Chrysler	20 537	30 635	26 126	14 603	12 938	12 281	10 330	9 205
Commer	3 549	2 465	1 228	609	..	..	..	—
Daihatsu	238	10 573	18 594	27 090	29 126	r29 081	r27 537	25 126
De Soto	501	75	—	—	—	—	—	—
Dodge	9 816	19 341	15 530	12 129	9 208	7 329	5 986	5 035
Fargo	1 163	167	—	—	—	—	—	—
Fiat	290	178	n.a.	n.a.	42	33	18	15
Ford	105 705	197 381	212 581	222 855	235 023	r271 985	r277 681	287 913
Haflinger	245	184	166	136	—	—	—	—
Hillman	1 953	188	—	—	—	—	—	—
Hino	1	91	336	574	832	—	—	—
Holden	251 195	278 427	274 241	257 591	233 424	r273 164	r273 292	283 593
Honda	711	2 053	1 524	4 283	4 411	—	—	—
International	7 223	7 154	5 380	4 048	3 237	r2 785	r1 952	1 803
Isuzu	—	1 168	3 867	4 745	6 042	r5 442	r4 439	3 957
Jeep	475	1 889	2 154	2 667	—	—	—	—
Land Rover	24 456	35 448	32 316	28 104	24 716	24 171	22 533	21 184
Leyland	10	17 041	17 408	14 358	11 343	9 281	7 801	6 622
Mazda	4 076	27 298	39 097	49 964	51 757	67 799	71 306	76 555
Mitsubishi	154	108	13 206	37 790	49 213	r82 158	r95 369	113 379
Morris	33 397	16 331	12 017	6 850	4 529	3 440	2 803	2 284
Nissan (incl. Datsun)	11 505	48 789	82 160	110 380	124 477	r160 680	r164 759	167 191
Peugeot	357	288	225	202	175	—	—	—
Plymouth	194	30	—	—	—	—	—	—
Range Rover	—	11	279	1 571	279	59	1	—
Renault	142	42	n.a.	n.a.	12	—	—	—
Rover	27	158	187	174	n.a.	257	250	245
Standard	5 564	436	324	221	—	—	—	—
Studebaker	133	45	—	—	—	—	—	—
Subaru	—	957	2 876	9 146	13 334	22 908	22 803	22 497
Suzuki	1	17 847	38 550	56 308	60 273	r62 692	r49 332	44 002
Toyota	8 029	105 610	154 534	233 356	271 435	r391 614	r375 156	417 295
Vauxhall	2 047	290	151	100	—	—	—	—
Volkswagen	17 375	29 454	24 800	20 536	16 894	r20 645	r16 973	16 903
Volvo	8	1 318	1 330	1 169	1 047	n.a.	859	775
Willys	2 420	2 005	1 774	1 555	—	—	—	—
Other/not stated	3 046	6 717	4 165	4 375	10 197	r21 796	r13 311	12 825
Total	**532 719**	**879 165**	**1 002 988**	**1 140 479**	**1 183 489**	**r1 479 232**	**r1 453 762**	**1 527 212**

[1] Up to and including 1982, excludes Commonwealth government-owned vehicles.
[2] Refer to the Explanatory Notes for details of vehicle type classification changes from 1991.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.5 RIGID TRUCKS ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS

	1971	*1979*	*1982*[1]	*1985*	*1988*	*1991*[2]	*1993*	*1995*
Make	no.	no.	no.	no.	no.	no.	no.	no.
AEC	469	255	175	128	—	—	—	—
Albion	3 018	1 698	1 210	860	—	—	—	—
Asia	..	..	..	..	..	..	2	10
Atkinson	64	181	220	154	289	315	336	376
Austin	21 338	8 099	5 453	3 644	n.a.	n.a.	1 422	1 174
BMC	751	471	366	238	—	—	—	—
Bedford	77 596	67 130	61 390	50 733	36 091	r26 028	r22 288	19 255
Chevrolet	9 904	5 899	5 215	4 440	3 658	3 081	2 867	2 807
Chrysler	314	2 403	2 247	1 922	1 702	n.a.	1 119	1 049
Commer	13 225	5 133	3 755	2 673	..	—	—	—
Daihatsu	3 084	7 745	12 878	17 016	18 975	16 440	15 766	16 376
De Soto	873	209	128	74	—	—	—	..
Diamond Reo	534	461	171	261	—	—	—	—
Dodge	26 809	33 320	29 257	26 503	22 304	r17 814	r15 758	14 274
Fargo	1 998	453	257	170	—	—	.	—
Fiat	583	907	1 047	987	868	778	694	674
Foden	258	145	99	82	—	—	—	—
Ford	46 188	49 418	55 171	63 805	67 467	r44 082	r46 084	45 026
GMC	764	242	173	118	—	—	—	—
Hino	22	1 152	4 364	8 532	11 849	r15 879	r17 879	19 633
Holden	682	36 513	45 267	51 069	51 322	n.a.	449	495
Honda	—	175	145	993	—	—	—	—
International	60 348	66 697	65 782	63 629	57 909	r52 705	r49 952	49 734
Isuzu	970	2 597	9 479	18 846	30 563	39 433	41 332	46 488
Jeep	277	88	103	409	—	—	—	—
Karrier	840	244	141	84	—	—	—	—
Kenworth	90	392	573	702	829	1 065	1 159	1 033
Land Rover	13 913	4 877	4 855	4 302	3 805	178	179	229
Leader	—	523	724	732	—	—	—	—
Leyland	2 442	7 850	8 801	8 264	6 731	r5 039	r4 442	4 153
Liner	—	284	251	194	—	—	—	—
Mack	391	650	978	1 222	1 304	1 604	1 789	1 481
MAN	165	644	856	927	905	886	809	830
Mazda	2 108	11 593	17 613	24 863	30 801	r13 914	r15 024	15 818
Mercedes-Benz	632	1 325	1 874	2 812	3 500	r3 984	r4 175	4 671
Mitsubishi	3	67	7 164	19 158	29 191	r24 771	r26 433	30 146
Morris	7 919	2 187	1 528	1 019	674	103	82	41
Nissan (incl. Datsun)	12 526	21 090	28 659	35 765	41 357	8 988	9 285	7 899
Peugeot	197	76	67	53	—	—	—	—
Scania	—	208	361	724	1 012	1 401	1 618	1 559
Studebaker	142	144	104	76	—	..	—	—
Suzuki	—	2 216	5 818	8 917	9 563	—	—	—
Toyota	36 768	55 639	78 948	102 508	123 354	35 685	37 121	34 719
Volkswagen	12 085	7 368	6 514	5 430	4 462	—	—	—
Volvo	55	1 814	2 940	3 866	4 578	r5 629	r6 193	6 070
White	357	358	373	486	442	453	464	489
Willys	1 204	291	250	197	—	—	—	—
Wolseley	3 068	—	—	—	—	—	—	—
Other/not stated	785	8 638	5 244	4 135	10 834	r12 992	r11 769	10 912
Total	**365 759**	**419 869**	**478 988**	**543 722**	**576 339**	**r333 247**	**r336 490**	**337 421**

[1] Up to and including 1982, excludes Commonwealth government-owned vehicles.
[2] Refer to the Explanatory Notes for details of vehicle type classification changes from 1991.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.6 ARTICULATED TRUCKS ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS

Make	1971	1979	1982[1]	1985	1988	1991	1993	1995
	no.	no.	no.	no.	no.	no.	no.	no.
AEC	937	310	181	77	—	—	—	
Albion	534	168	84	45	—	—	—	—
Atkinson	400	1 246	1 345	1 044	1 360	1 162	1 093	1 029
Bedford	2 381	1 580	1 310	980	525	384	291	203
Commer	1 918	553	305	207	—	—	—	—
Deutz	402	165	70	40	—	—	—	—
Diamond Reo	304	223	87	127	—	—	—	—
Dodge	2 832	2 221	1 699	1 376	970	777	568	560
ERF	126	83	57	37	—	—	—	—
Fiat	7	469	443	340	235	176	151	135
Foden	309	123	78	48	—	—	—	—
Ford	2 274	2 946	3 449	4 054	4 282	4 938	5 298	5 597
Freightliner	. .	. .	. .	. .	. .	. .	500	899
Hino	1	25	52	145	202	227	365	252
International	9 262	8 990	9 309	9 672	8 793	8 718	8 404	9 083
Isuzu	4	109	176	323	466	442	n.a.	292
Kenworth	547	3 254	5 074	6 096	6 422	r7 813	r8 573	10 082
Leader	—	121	164	152	—	—	—	—
Leyland	1 971	1 428	1 225	975	677	n.a.	339	320
Mack	1 861	3 637	4 293	4 809	4 982	5 657	5 886	7 323
MAN	575	1 017	1 023	911	671	499	426	400
Mercedes-Benz	2 583	5 316	5 348	5 621	5 412	4 929	4 712	4 813
Mitsubishi	3	2	65	332	583	745	737	678
Nissan (incl. Datsun)	11	944	1 381	1 504	1 741	1 746	—	—
Nissan UD (incl. Nissan Diesel)	—	143	76	221	n.a.	n.a.	1 725	1 796
Scania	—	911	1 423	2 274	2 830	r3 403	r3 615	3 976
Toyota	106	194	140	127	100	—	—	—
Volvo	535	3 866	4 659	5 280	5 281	r5 991	r6 185	7 152
Western Star	—	—	—	47	n.a.	n.a.	825	1 511
White	397	1 789	2 481	2 315	1 895	1 535	1 494	1 426
Other/not stated	1 702	1 850	1 182	1 041	1 430	r2 555	r1 311	795
Total	**31 982**	**43 683**	**47 179**	**50 220**	**48 857**	**r51 697**	**r52 498**	**58 322**

[1] Up to and including 1982, excludes Commonwealth government-owned vehicles.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.7 NON-FREIGHT CARRYING TRUCKS ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS

	1971	*1979*	*1982*[1]	*1985*	*1988*	*1991*	*1993*	*1995*
Make	no.	no.	no.	no.	no.	no.	no.	no.
Austin	461	1 117	1 041	875	n.a.	n.a.	277	254
Bedford	1 523	3 418	3 759	3 822	3 681	2 580	2 604	2 537
Chevrolet	725	634	549	493	427	276	248	218
Chrysler	30	213	189	25	117	66	68	60
Commer	356	786	644	527	—	—	—	—
Daihatsu	14	73	116	219	247	214	244	241
Dodge	471	1 146	1 162	1 107	998	r628	r589	543
Ford	1 695	5 691	6 580	7 385	7 965	r7 018	r6 750	6 878
Hino	—	16	57	226	695	850	1 022	1 233
Holden	4	1 104	1 211	1 138	929	677	693	744
International	1 583	3 361	3 960	4 950	4 926	r3 280	2 761	2 593
Isuzu	4	13	122	420	1 017	1 031	1 157	1 504
Land Rover	2	262	233	237	205	130	136	118
Leyland	119	367	411	441	542	334	396	474
Mack	30	72	160	172	191	104	93	98
MAN	1	13	55	73	90	21	23	34
Mazda	8	335	505	874	1 384	1 541	2 073	2 476
Mercedes-Benz	5	116	161	291	397	r287	r288	315
Mitsubishi	1	4	164	450	899	868	991	1 149
Nissan (incl. Datsun)	27	1 247	1 962	3 182	3 988	2 882	3 982	3 940
Toyota	113	2 599	5 032	7 656	9 456	r9 300	r11 150	11 754
Volkswagen	1 455	10 909	10 964	11 108	10 463	8 056	8 725	7 974
Other/not stated	1 394	2 831	2 982	3 721	4 749	r6 830	r2 298	1 834
Total	**10 021**	**36 327**	**42 019**	**49 392**	**53 366**	**r46 973**	**r46 568**	**46 971**

[1] Up to and including 1982, excludes Commonwealth government-owned vehicles.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.8 BUSES ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS

	1971	*1979*	*1982*[1]	*1985*	*1988*	*1991*[2]	*1993*	*1995*
Make	no.	no.	no.	no.	no.	no.	no.	no.
AEC	2 463	1 755	1 353	927	—	—	—	—
Albion	649	516	455	369	—	—	—	—
Asia	..	..	..	..	..	..	61	185
Austin	1 182	717	568	396	n.a.	n.a.	75	40
Bedford	5 419	6 389	6 173	5 541	4 583	r3 850	r3 252	2 717
Commer	1 379	494	267	139	—	—	—	—
Denning	28	287	595	803	n.a.	789	1 070	1 078
Dodge	207	143	128	89	57	47	34	25
Ford	1 154	1 820	1 688	3 867	4 619	866	547	500
Hino	189	656	1 060	1 500	1 847	r2 222	r2 554	2 787
Holden	—	1	29	1 345	1 448	n.a.	n.a.	75
International	352	373	463	508	451	404	351	320
Land Rover	15	30	103	292	480	169	136	154
Leyland	3 185	4 401	4 209	4 150	3 611	r2 894	r2 591	2 135
MAN	—	197	330	778	961	r1 084	r1 287	1 472
Mazda	7	532	1 175	3 281	3 959	r2 659	r2 572	2 508
Mercedes-Benz	111	896	1 477	2 249	3 238	r3 567	r4 038	4 456
Mitsubishi	—	9	1 488	10 410	11 517	261	134	175
Morris	522	104	n.a.	33	n.a.	8	2	1
Nissan (incl Datsun)	41	2 135	4 881	9 321	10 491	r4 588	r3 027	2 877
Renault	—	—	—	—	—	526	604	643
Scania	—	10	n.a.	65	282	471	598	834
Toyota	1 061	6 450	10 155	24 665	34 159	r12 373	r18 492	23 917
Volkswagen	3 526	7 899	7 422	6 590	5 399	10	1	28
Volvo	—	746	1 018	1 397	1 802	r2 108	r2 326	2 551
Other/not stated	1 288	1 196	1 153	1 374	4 257	r3 381	r2 859	2 692
Total	**22 778**	**37 756**	**46 190**	**80 089**	**93 161**	**r42 277**	**r46 611**	**52 170**

[1] Up to and including 1982, excludes Commonwealth government-owned vehicles.
[2] Refer to the Explanatory Notes for details of vehicle type classification changes from 1991.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

2.9 MOTOR CYCLES ON REGISTER BY MAKE OF VEHICLE, CENSUS YEARS

Make	*1971* no.	*1979* no.	*1982* no.	*1985* no.	*1988* no.	*1991* no.	*1993* no.	*1995* no.
AJS	561	127	183	175	—	—	—	—
Ariel	422	124	118	141	—	—	..	—
BMW	1 192	3 537	4 565	7 876	9 289	9 653	10 403	11 740
BSA	6 398	1 414	1 233	1 026	1 224	n.a.	1 127	1 321
Bridgestone	2 015	124	38	—	—	—	—	—
Bultaco	1 113	1 723	667	250	—	—	—	..
CZ	333	315	206	91	—	—	—	—
Ducati	735	4 308	4 868	5 179	4 222	4 042	4 358	5 130
Harley Davidson	864	2 176	4 306	6 586	9 274	15 011	19 586	24 887
Honda	61 855	111 295	130 191	127 724	104 267	89 898	87 120	86 456
Husqvarna	—	370	575	579	n.a.	n.a.	565	852
Jawa	1 062	421	241	153	n.a.	n.a.	97	82
Kawasaki	6 542	24 525	39 910	41 928	37 865	37 412	39 273	40 874
KTM	—	102	316	551	—	—	—	—
Lambretta	2 930	419	391	235	—	—	—	—
Laverda	—	416	474	508	—	—	—	—
Matchless	676	197	183	204	—	—	—	—
Montesa	112	632	444	77	—	—	—	—
Motobecane	5	205	714	791	—	—	—	—
Moto Guzzi	58	709	1 233	1 695	1 841	2 051	2 101	2 293
Norton	1 255	1 592	1 230	1 169	—	—	—	—
Ossa	58	293	98	37	—	..	..	—
Puch	366	59	217	189	—	—	—	—
Rabbit	594	86	51	..	—	—	—	—
Suzuki	25 222	48 857	69 276	67 852	53 908	r49 350	r48 387	46 843
Triumph	5 255	4 742	4 639	4 378	3 804	3 526	3 831	4 772
Vespa	5 258	1 593	1 153	983	n.a.	n.a.	r804	763
Yamaha	20 973	73 684	95 480	87 534	70 292	65 328	65 591	64 774
Other/not stated	r6 789	4 271	3 878	3 714	8 002	r7 875	r5 570	5 841
Total	**152 643**	**288 316**	**366 878**	**361 625**	**303 988**	**r284 146**	**r288 813**	**296 628**

Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

SECTION 3

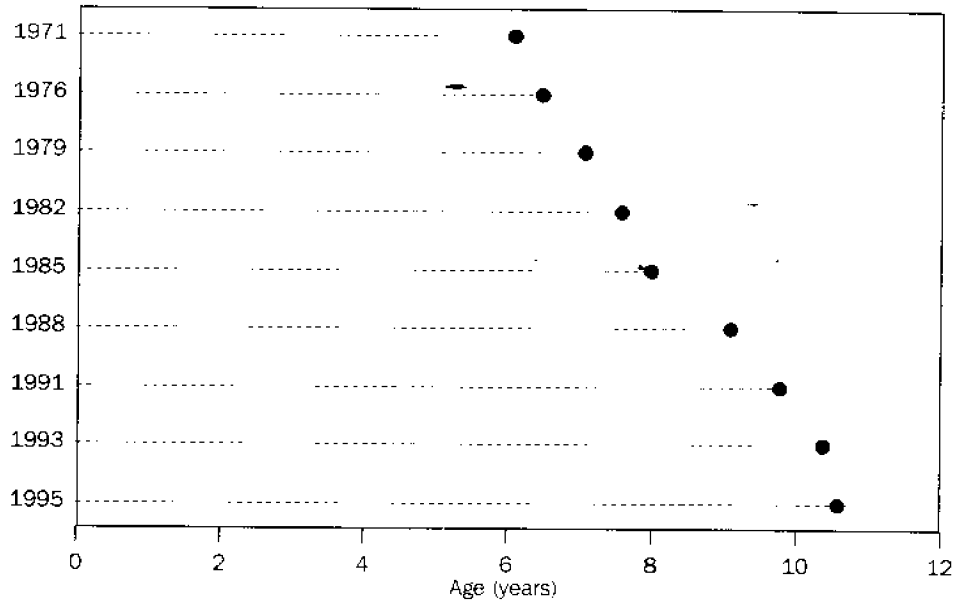
MOTOR VEHICLE CHARACTERISTICS

This section contains analysis of specific characteristics of the motor vehicle fleet: average age; vehicle attrition rate; fuel type used and consumption; and the most common colours of motor vehicles.

AVERAGE AGE OF THE VEHICLE FLEET

Over the period 1971 to 1995, the age of the vehicle fleet (including motor cycles) has steadily increased from an estimated average of 6.1 years to 10.6 years. This represents an increase of 73.8% in the average age of vehicles. From Table 3.2 it can be seen that the proportion of vehicles with an age of 'not stated' has significantly declined since 1971. Therefore, the average age of the fleet is likely to be slightly higher if it is assumed that vehicles with a 'not stated' age tend to be older vehicles. Vehicles with an unknown age were excluded from these calculations.

ESTIMATED AVERAGE AGE OF THE MOTOR VEHICLE FLEET, CENSUS YEARS



Source: Motor Vehicle Census (unpublished data).

The ageing of the vehicle fleet is reflected in the fall in the proportion of new vehicles in the fleet. In 1971, 9.9% of the total fleet comprised vehicles registered for the first time, while in 1994–95 only 6.0% were first time registrations. Table 3.2 shows that, in 1995, over half of the fleet (51.4%) was 10 years or older, compared with 1971 when less than one-fifth of the fleet was this age. In 1971, 44.4% of the fleet was less than five years old but by 1995, this proportion had been reduced to 23.3%.

Factors which may have contributed to the ageing of the vehicle fleet since 1971 include: advances in vehicle manufacturing technology; a trend towards households having two or more vehicles and the increased cost of new vehicles.

Tasmanian vehicles the oldest

From 1988 (the earliest year State/Territory fleet age data were available) to 1995, the average age of the Australian fleet has increased by 1.5 years. While Tasmania recorded the highest average vehicle age at 31 May 1995 with 12.1 years, up from 10.1 years in 1988, the average age in the Northern Territory increased from 7.5 to 9.4 years. In South

Australia, Victoria and Western Australia the average age was 11.8, 11.2 and 10.8 years, respectively. The remaining State/Territory vehicle fleets recorded average ages that were below the Australian average of 10.6 years.

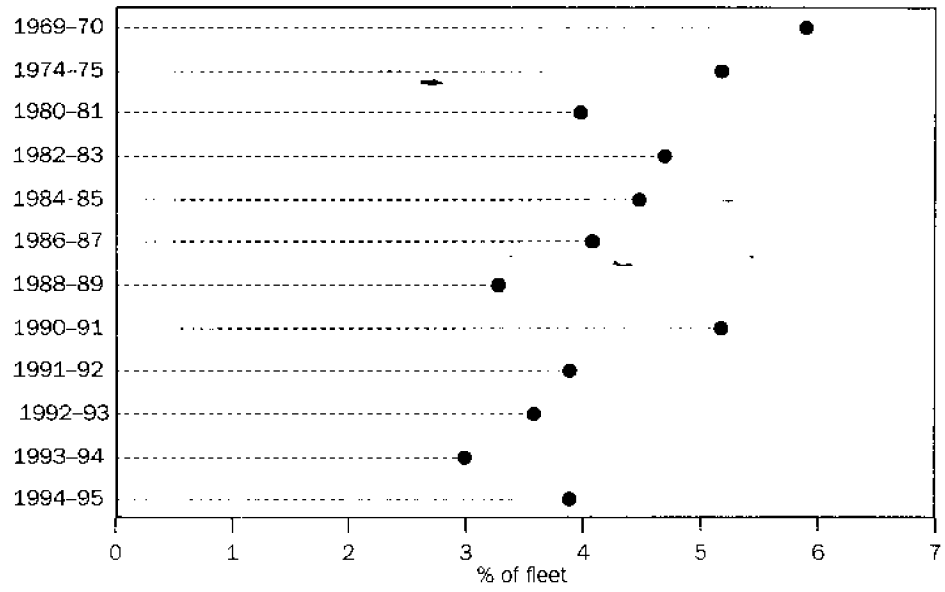
ESTIMATED RATE OF MOTOR VEHICLE ATTRITION

The annual rate of motor vehicle attrition (see the Glossary for an explanation) for the total Australian fleet has been estimated back to 1969–70. Between 1969–70 and the late 1980s the estimated annual attrition rate generally declined, to a low of 3.6% in 1989–90. Following a sharp rise in 1990–91, it fell over the next three years to 3.0% in 1993–94 with a slight rise to 3.9% occurring in 1994–95.

Fewer vehicles being scrapped

The attrition rate for passenger vehicles fell from 5.9% in 1969–70 to a low of 2.9% in 1981–82, rose to 5.2% in 1990–91 and ranged between 3.0% and 4.0% in the succeeding years.

ESTIMATED ATTRITION RATE OF THE MOTOR VEHICLE FLEET, SELECTED YEARS



Source: Motor Vehicle Census, Australia (Cat. no. 9309.0), Motor Vehicle Registrations, Australia (Cat. no.

TYPE OF FUEL USED

The introduction of Australian Design Rule 37 made it mandatory for vehicles manufactured from February 1986 to use unleaded petrol. While the Design Rule has helped to reduce the total number of vehicles powered by leaded petrol, the retention of older vehicles in the fleet has meant that the attrition rate of leaded petrol powered vehicles has been lower than anticipated. Of all the vehicles powered by petrol recorded in the 1995 MVC, 53.5% used leaded petrol. The proportion of petrol powered vehicles using unleaded petrol was 62.2% in 1993 and 70.4% in 1991.

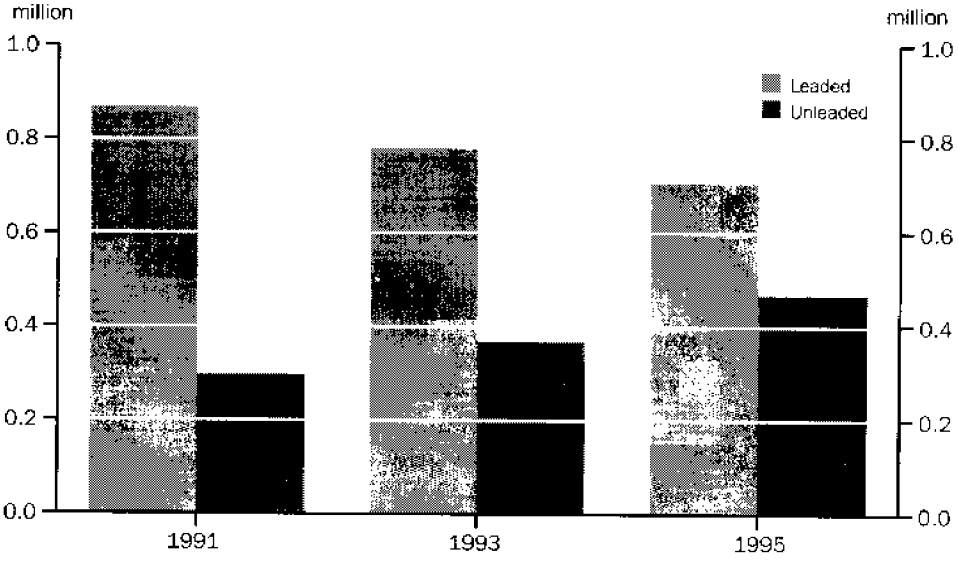
PASSENGER VEHICLES BY TYPE OF PETROL USED, AS AT 30 SEPTEMBER 1991, 30 JUNE 1993 AND 31 MAY 1995

Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

Decline in the number of leaded petrol vehicles

Compared with 1993, in 1995 there were 984,793 more vehicles using unleaded petrol and 667,849 fewer vehicles using leaded petrol. Over the same period, the number of passenger vehicles using unleaded petrol as a proportion of total passenger vehicles increased from 37.9% to 46.3%. The proportion of light commercial vehicles using unleaded petrol to total light commercial vehicles also rose, from 25.3% in 1993 to 30.6% in 1995. In 1991, 30.7% of petrol powered passenger vehicles and 25.5% of petrol powered light commercial vehicles used unleaded petrol.

LIGHT COMMERCIAL VEHICLES BY PETROL TYPE, AS AT 30 SEPTEMBER 1991, 30 JUNE 1993 AND 31 MAY 1995



Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

Results from the 1995 MVC indicate that petrol usage varied according to the type of vehicle. Nearly all (96.3%) passenger vehicles were reported as petrol powered. Petrol usage in other vehicle types was as follows: 76.8% of all light commercial vehicles; 67.4% of non-freight carrying trucks; 27.1% of rigid trucks; 24.5% of buses; and 4.6% of articulated trucks. The comparable figures for 1993 were: 96.8% of passenger vehicles; 79.0% of light commercial vehicles; 70.6% of non-freight carrying trucks; 30.0% of rigid trucks; 26.2% of buses; and 5.5% of articulated trucks.

Large increase in diesel passenger vehicles

Diesel fuel was used in 7.2% of all motor vehicles in 1995, an increase on the 6.6% and 6.1% recorded in 1993 and 1991, respectively. The growth in the number of diesel powered vehicles can be attributed mainly to a 72.8% increase in the number of passenger vehicles using diesel fuel between 1991 and 1995, from 101,580 to 175,641 vehicles. In the same period, the number of diesel powered light commercial vehicles increased by 20.6%, with the majority of this increase occurring between 1993 and 1995 (20.0%).

Diesel fuel was used in 91.3% of all articulated trucks and in 68.0% of all rigid trucks in 1995, up from 90.3% and 63.7% in 1993, respectively. For smaller rigid trucks (3.5 to 8 tonnes GVM), 59.4% used diesel, while 71.6% of medium-sized rigid trucks (over 8 to 16 tonnes GVM) and 89.3% of large rigid trucks (over 16 tonnes GVM) used diesel. By comparison, 26.1% of all non-freight carrying trucks and 18.0% of all light commercial vehicles were powered by diesel fuel. However, a much larger proportion of new non-freight carrying trucks and light commercial vehicles were diesel powered in 1993–94 (51.9% and 30.2%, respectively) and 1994–95 (53.3% and 28.6%, respectively).

Type of fuel used in new vehicles

During 1995–96, 91.3% of new vehicles registered used unleaded petrol, while 8.2% used diesel. This is comparable with 1983–84 (the first time fuel type data were published for new vehicle registrations) when 91.9% of registered new vehicles used petrol and 8.2% used diesel fuel.

Since 1983–84, the proportion of diesel powered vehicles has fluctuated between a low of 8.0% in 1991–92 and a high of 10.0% in 1984–85. In 1983–84, nearly a third (30.9%) of the new light commercial and truck registrations were diesel powered. By 1994–95, this proportion had risen to 39.2%, with a slight fall, to 37.6%, recorded in 1995–96.

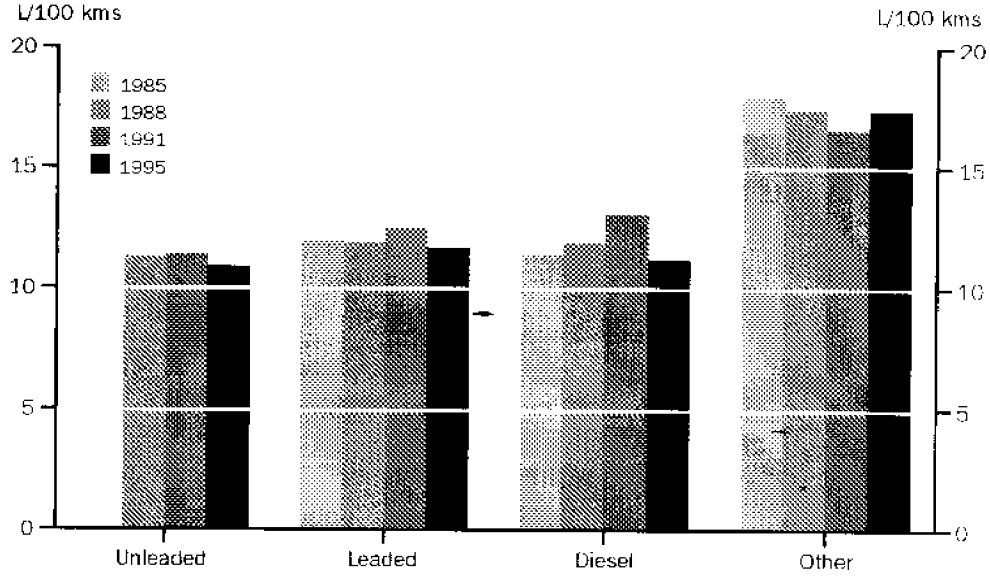
FUEL CONSUMPTION

Results from the Survey of Motor Vehicle Use show that between 1985 and 1991, the average consumption of fuel for all petrol powered vehicles varied between 12.1 and 12.4 litres per 100 kilometres. Average consumption for petrol powered passenger vehicles was in the range of 11.8 to 12.0 litres per 100 kilometres. The 1995 survey revealed that the average fuel consumption of all petrol powered vehicles had fallen to 11.4 litres per 100 kilometres with passenger vehicles averaging 11.2 litres per 100 kilometres.

In 1991, the efficiency of the unleaded petrol powered passenger vehicle fleet (11.4 litres per 100 kilometres on average) was significantly better than the ageing, leaded petrol vehicle fleet (averaging 12.5 litres per 100 kilometres). In 1995, the average consumption of both leaded and unleaded petrol powered passenger vehicles fell, by 6.4% to 11.7 litres per 100 kilometres and by 4.4% to 10.9 litres per 100 kilometres, respectively.

Between 1985 and 1995, the average consumption of fuel by diesel powered vehicles fell by 14.1%, from 29.0 to 24.9 litres per 100 kilometres. Over this period, the proportion of diesel powered passenger vehicles more than doubled while that of heavy commercial vehicles fell significantly. The average consumption of diesel by articulated trucks and non-freight carrying trucks fell by 5.6% and 30.4%, respectively. Average consumption by passenger vehicles and rigid trucks fell marginally and remained unchanged for light commercial vehicles.

AVERAGE FUEL CONSUMED BY PASSENGER VEHICLES



Note: In the 1985 SMVU, unleaded petrol was included with leaded.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) and Survey of Motor Vehicle Use, Australia, Preliminary (Cat. no. 9202.0).

TOTAL FUEL CONSUMED

The total volume of fuel consumed declined by 1.1%, between 1988 and 1991, despite an increase in the total number of vehicles registered of 7.7% (700,068 vehicles) and a rise in the average fuel consumption from 14.0 to 14.2 litres per 100 kilometres. This was consistent with a fall in the total number of kilometres travelled of 2.3% (3,525 million kilometres) and in total average kilometres by 6.7%, from 16.4 to 15.3 thousand kilometres, for all vehicles. In contrast, from 1991 to 1995 the total volume of fuel consumed rose by 6.9% to 22,815 million litres. Consumption of petrol fell by 0.7% while diesel consumption rose by 23.5%. Results from the 1995 Survey showed that the total number of kilometres travelled, for all vehicles, rose by 10.7% (16,125 million kilometres) while average kilometres travelled increased by 2.0%, to 15.6 thousand kilometres.

With the introduction of unleaded petrol powered vehicles, the total volume of leaded petrol consumed has declined steadily. Between 1988 and 1991, total leaded petrol consumption fell by 25.5%, and by a further 31.3% between 1991 and 1995 for a total fall in the volume consumed of 6,297 million litres. Over the same period, unleaded petrol consumption grew by 160.0%, or 5,337 million litres.

On the other hand, while total diesel fuel consumption increased by 26.8%, from 1988 to 1995 (2.7% from 1988 to 1991), the number of diesel powered vehicles registered increased by 60.7% over the same period. The average distance travelled by diesel powered vehicles fell from 29.0 to 27.0 thousand kilometres between 1988 and 1991 and

declined further between 1991 and 1995 to 26.7 thousand kilometres. In 1991, diesel powered light commercial vehicles, rigid trucks and articulated trucks on average travelled 8.3%, 5.4% and 2.5% fewer kilometres, respectively, than in 1988. In contrast, the average kilometres travelled by passenger vehicles rose by 1.5%. In 1995, the average kilometres travelled by these vehicles rose by 0.5%, 2.8% and 15.6% respectively, compared with 1991, while the passenger vehicle average fell by 3.9%.

COLOUR OF MOTOR VEHICLES

The 1993 MVC contained data on the predominant colours of the motor vehicles in the fleet. Almost a third (31.8%) of all vehicles on the register were white. The next most popular colour was blue with 14.3%, followed by red with 13.3%, green with 7.0%, silver with just under 6.6% and yellow with 5.8% of total registrations. The distribution of vehicle colour was consistent across all of the States and Territories.

MORE DETAILED DATA

Motor Vehicle Census data have been published periodically in *Motor Vehicle Census, Australia* (Cat. no. 9309.0) since 1971. Survey of Motor Vehicle Use data have been published periodically in *Survey of Motor Vehicle Use, Australia* (Cat. no. 9208.0) since 1963. Data from the 1995 SMVU have been published in *Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0) with final data expected to be released in September 1997. New Motor Vehicle Registrations data have been published on a monthly and annual basis since the 1960s.

These publications contain more detailed data than are presented in this Section.

3.1 ESTIMATED AVERAGE AGE OF THE VEHICLE FLEET[1], CENSUS YEARS

	1971	*1976*	*1979*	*1982*	*1985*	*1988*	*1991*	*1993*	*1995*
Average fleet age (years)	6.1	6.5	7.1	7.6	8.0	9.1	9.8	10.4	10.6

[1] Excludes plant and equipment, caravans and trailers. Includes motor cycles.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

3.2 NUMBER OF REGISTERED MOTOR VEHICLES[1] BY AGE OF VEHICLES, CENSUS YEARS

Age of vehicle (years)	*1971*	*1976*	*1979*	*1982*	*1985*	*1988*	*1991*	*1993*	*1995*
0	371 648	406 643	368 674	457 848	466 688	324 268	311 533	243 920	221 020
1	526 418	624 826	587 550	650 203	679 983	444 914	607 387	537 540	652 947
2	497 025	649 872	573 416	610 842	592 117	510 118	622 772	512 616	586 500
3	454 740	593 079	651 220	596 890	650 380	713 767	524 924	616 844	560 726
4	417 967	507 767	605 861	569 722	632 190	661 760	439 727	625 593	530 421
5	360 856	497 582	625 367	543 951	589 938	570 783	497 928	527 308	634 367
6	355 175	491 154	555 413	613 693	577 924	626 540	691 635	439 798	639 845
7	341 745	441 642	473 153	556 276	543 044	599 556	638 772	497 446	529 527
8	293 765	396 759	457 730	576 175	513 218	554 094	546 887	688 365	438 893
9	239 309	353 381	443 311	492 426	561 610	544 791	594 989	632 646	499 585
10	159 166	282 881	377 391	411 770	493 508	501 479	559 894	537 415	688 401
11 and over	743 556	1 116 515	1 497 546	2 023 708	2 564 646	3 272 509	3 952 896	4 576 149	4 934 692
Not stated	345 470	259 356	158 062	114 151	94 483	93 428	109 574	70 230	30 646
Total	**5 106 840**	**6 621 457**	**7 374 694**	**8 217 655**	**8 959 729**	**9 418 007**	**10 098 918**	**10 505 870**	**10 947 570**

[1] Excludes plant and equipment, caravans and trailers. Includes motor cycles.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

3.3 ESTIMATED MOTOR VEHICLE ATTRITION RATE, SELECTED YEARS

	Passenger vehicles expired registration		*Total motor vehicles expired registration*[1]	
Year	no.	%	no.	%
1969–70	199 000	5.5	268 400	5.9
1974–75	234 100	5.1	319 600	5.6
1979–80	308 600	5.5	375 500	5.3
1984–85	304 600	4.6	380 100	4.5
1989–90	262 100	3.5	340 700	3.6
1990–91	369 100	4.8	504 300	5.2
1991–92	258 000	3.3	381 400	3.9
1992–93	313 000	4.0	356 200	3.6
1993–94	317 200	4.0	306 670	3.0
1994–95	345 800	4.2	408 109	3.9

[1] Excludes motor cycles, plant and equipment, caravans and trailers.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0), *Motor Vehicle Registrations, Australia* (Cat. no. 9304.0) and unpublished ABS data.

3.4 MOTOR VEHICLES ON REGISTER BY TYPE OF VEHICLE AND TYPE OF FUEL USED, SELECTED YEARS

	Fuel type					
	Petrol					
Type of vehicle	*Leaded* '000	*Unleaded* '000	*Total* '000	*Diesel* '000	*Other/not stated* '000	*Total* '000
			AT 30 SEPTEMBER 1988[1]			
Passenger vehicles	n.a.	n.a.	6 275.9	48.1	834.8	7 158.8
Light commercial vehicles	n.a.	n.a.	934.2	150.1	99.3	1 183.5
Trucks						
Rigid	n.a.	n.a.	307.8	211.0	57.6	576.3
Articulated	n.a.	n.a.	4.1	42.1	2.6	48.9
Non-freight carrying	n.a.	n.a.	37.4	11.0	5.0	53.4
Buses	n.a.	n.a.	61.7	25.3	6.1	93.2
Motor cycles	n.a.	n.a.	296.5	—	7.5	304.0
Total	**n.a.**	**n.a.**	**7 917.5**	**487.6**	**1 013.0**	**9 418.0**
			AT 30 SEPTEMBER 1991			
Passenger vehicles	5 288.5	2 342.6	7 631.1	101.6	120.8	7 853.5
Light commercial vehicles	866.5	295.9	1 162.4	228.5	88.8	1 479.7
Trucks						
Rigid	103.5	6.2	109.7	198.2	25.2	333.1
Articulated	3.1	0.4	3.5	46.0	1.5	51.0
Non-freight carrying	29.8	4.9	34.7	8.5	3.7	46.9
Buses	14.2	3.9	18.1	30.2	2.2	50.5
Motor cycles	203.4	80.6	284.0	—	0.2	284.2
Total	**6 509.0**	**2 734.4**	**9 243.4**	**613.1**	**242.4**	**10 098.9**
			AT 30 JUNE 1993			
Passenger vehicles	4 880.2	3 137.2	8 017.4	155.4	106.6	8 279.4
Light commercial vehicles	779.9	367.9	1 147.8	231.6	74.3	1 453.8
Trucks						
Rigid	93.5	7.3	100.8	214.4	21.2	336.5
Articulated	2.4	0.4	2.9	47.4	2.3	52.5
Non-freight carrying	28.2	4.7	32.9	10.6	3.0	46.6
Buses	7.7	4.6	12.2	32.5	1.9	46.6
Motor cycles	182.3	106.5	288.7	—	0.1	288.8
Total	**5 974.1**	**3 628.6**	**9 602.8**	**691.9**	**209.4**	**10 504.2**
			AT 31 MAY 1995			
Passenger vehicles	4 318.4	3 992.5	8 310.9	175.6	142.3	8 628.8
Light commercial vehicles	706.7	467.0	1 173.6	275.5	78.1	1 527.2
Trucks						
Rigid	84.0	7.3	91.3	229.3	16.8	337.4
Articulated	2.2	0.5	2.7	53.2	2.4	58.3
Non-freight carrying	26.2	5.5	31.7	12.3	3.0	47.0
Buses	6.3	6.6	12.8	37.5	1.8	52.2
Motor cycles	162.5	134.0	296.5	—	0.1	296.6
Total	**5 306.3**	**4 613.4**	**9 919.7**	**783.5**	**244.3**	**10 947.5**

[1] The 1988 Motor Vehicle Census did not provide a separate breakdown of petrol powered vehicles into leaded or unleaded vehicles.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

3.5 NEW MOTOR VEHICLE REGISTRATIONS BY TYPE OF VEHICLE AND TYPE OF FUEL USED, SELECTED YEARS

	Fuel type			
	Unleaded petrol	*Diesel*	*Other/not stated*	*Total*
Type of vehicle	'000	'000	'000	'000
		1992–93		
Passenger vehicles	436 880	11 957	1 006	449 843
Light commercial vehicles	52 379	22 077	292	74 748
Trucks				
Rigid	662	9 113	5	9 780
Articulated	111	2 052	36	2 199
Non-freight carrying	412	294	2	708
Buses	943	3 270	17	4 230
Total (excl. motor cycles)	**491 387**	**48 763**	**1 358**	**541 508**
Motor cycles	17 513	—	—	17 513
		1993–94		
Passenger vehicles	464 326	10 387	1 268	475 981
Light commercial vehicles	55 826	24 381	513	80 720
Trucks				
Rigid	438	9 369	5	9 812
Articulated	49	3 073	25	3 147
Non-freight carrying	381	413	1	795
Buses	730	3 024	60	3 814
Total (excl. motor cycles)	**521 750**	**50 647**	**1 872**	**574 269**
Motor cycles	17 425	—	—	17 425
		1994–95		
Passenger vehicles	515 454	10 962	2 085	528 501
Light commercial vehicles	62 674	25 449	717	88 840
Trucks				
Rigid	410	10 970	11	11 391
Articulated	78	4 731	6	4 815
Non-freight carrying	402	462	2	866
Buses	909	3 479	106	4 494
Total (excl. motor cycles)	**579 927**	**56 053**	**2 927**	**638 907**
Motor cycles	20 502	—	3	20 505
		1995–96		
Passenger vehicles	518 236	10 910	2 632	531 778
Light commercial vehicles	60 814	25 194	658	86 666
Trucks				
Rigid	409	9 310	7	9 726
Articulated	35	2 853	21	2 909
Non-freight carrying	379	693	2	1 074
Buses	981	3 346	49	4 376
Total (excl. motor cycles)	**580 854**	**52 306**	**3 369**	**636 529**
Motor cycles	22 345	—	—	22 345

Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and unpublished ABS data.

3.6 AVERAGE[1] FUEL CONSUMPTION BY TYPE OF VEHICLE AND TYPE OF FUEL, SELECTED YEARS

	Fuel type					
	Petrol					
	Leaded	*Unleaded*	*Total*	*Diesel*	*Other/not stated*	*Total*
Type of vehicle	litres per 100 kms	litres per 100 kms	litres per 100 kms	litres per 100 kms	litres per 100 kms	litres per 100 kms
	YEAR ENDED 30 SEPTEMBER 1985[2]					
Passenger vehicles	n.a.	n.a.	12.0	11.4	18.0	12.1
Light commercial vehicles	n.a.	n.a.	13.6	11.9	17.5	13.4
Trucks						
Rigid	n.a.	n.a.	22.4	27.4	32.3	25.6
Articulated	n.a.	n.a.	48.2	53.6	54.5	53.6
Non-freight carrying	n.a.	n.a.	24.6	33.0	26.9	27.2
Buses[3]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Motor cycles	n.a.	n.a.	5.8	—	—	5.8
Total	**n.a.**	**n.a.**	**12.4**	**29.0**	**19.1**	**14.0**
	YEAR ENDED 30 SEPTEMBER 1988					
Passenger vehicles	11.9	11.3	11.8	11.9	17.4	11.9
Light commercial vehicles	13.7	12.8	13.6	12.2	17.8	13.4
Trucks						
Rigid	21.8	19.9	21.6	27.8	31.8	26.1
Articulated	47.8	21.5	37.1	54.2	62.7	54.2
Non-freight carrying	23.8	23.2	23.8	34.7	33.2	28.1
Buses	19.7	14.9	18.3	32.3	34.8	29.9
Motor cycles	6.1	5.6	6.0	—	—	6.0
Total	**12.3**	**11.5**	**12.1**	**28.3**	**18.6**	**14.0**
	YEAR ENDED 30 SEPTEMBER 1991					
Passenger vehicles	12.5	11.4	12.0	13.1	16.6	12.3
Light commercial vehicles	14.0	13.2	13.7	12.3	16.9	13.6
Trucks						
Rigid	24.2	20.1	24.0	27.2	28.9	26.8
Articulated	45.0	—	45.0	50.6	49.3	50.6
Non-freight carrying	23.8	18.6	20.6	26.4	23.5	22.3
Buses	19.2	15.0	17.8	31.2	23.6	29.8
Motor cycles	5.9	5.4	5.8	—	—	5.8
Total	**12.8**	**11.5**	**12.3**	**26.0**	**17.1**	**14.2**
	YEAR ENDED 30 SEPTEMBER 1995					
Passenger vehicles	11.7	10.9	11.2	11.2	17.4	11.5
Light commercial vehicles	13.6	12.4	13.0	11.9	16.7	13.2
Trucks						
Rigid	23.1	21.3	22.9	27.2	32.0	27.0
Articulated	43.6	n.a.	43.6	50.6	n.s.	50.6
Non-freight carrying	24.8	23.3	23.9	25.3	31.0	25.6
Buses	23.4	13.4	17.0	28.9	33.7	28.0
Motor cycles	5.7	5.9	5.8	n.a.	n.a.	5.8
Total	**12.0**	**11.0**	**11.4**	**24.9**	**17.5**	**13.7**

[1] See the Glossary for an explanation of the concept of averages.
[2] The 1985 Survey of Motor Vehicle Use did not provide a separate breakdown of petrol powered vehicles into leaded or unleaded vehicles.
[3] Buses were not included in the 1985 Survey of Motor Vehicle Use.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) and *Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0).

3.7 TOTAL VOLUME OF FUEL CONSUMED BY TYPE OF VEHICLE AND TYPE OF FUEL, SELECTED YEARS

	Fuel type					
	Petrol					
	Leaded	*Unleaded*	*Total*	*Diesel*	*Other/not stated*	*Total*
Type of vehicle	million litres	million litres	million litres	million litres	million litres	million litres
	YEAR ENDED 30 SEPTEMBER 1985[1]					
Passenger vehicles	n.a.	n.a.	12 462	190	265	12 917
Light commercial vehicles	n.a.	n.a.	2 293	353	50	2 697
Trucks						
Rigid	n.a.	n.a.	647	1 259	47	1 952
Articulated	n.a.	n.a.	12	1 909	2	1 922
Non-freight carrying	n.a.	n.a.	40	25	1	66
Buses[2]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Motor cycles	n.a.	n.a.	132	—	—	132
Total	**n.a.**	**n.a.**	**15 586**	**3 735**	**365**	**19 685**
	YEAR ENDED 30 SEPTEMBER 1988					
Passenger vehicles	10 329	2 854	13 183	244	467	13 894
Light commercial vehicles	1 944	402	2 346	509	91	2 946
Trucks						
Rigid	450	47	497	1 476	70	2 043
Articulated	4	1	6	2 065	7	2 078
Non-freight carrying	33	4	37	30	6	73
Buses	34	11	45	382	2	429
Motor cycles	97	19	115	—	—	115
Total	**12 891**	**3 337**	**16 228**	**4 706**	**643**	**21 577**
	YEAR ENDED 30 SEPTEMBER 1991					
Passenger vehicles	7 781	5 001	12 782	416	838	14 036
Light commercial vehicles	1 553	706	2 259	613	229	3 102
Trucks						
Rigid	168	8	177	1 406	59	1 641
Articulated	3	—	3	1 997	5	2 004
Non-freight carrying	13	16	28	14	3	45
Buses	19	7	26	388	3	417
Motor cycles	68	26	94	—	—	94
Total	**9 604**	**5 764**	**15 368**	**4 835**	**1 135**	**21 338**
	YEAR ENDED 30 SEPTEMBER 1995					
Passenger vehicles	5 288	7 462	12 750	490	952	14 193
Light commercial vehicles	1 141	1 135	2 276	826	555	3 658
Trucks						
Rigid	98	8	106	1 668	44	1 818
Articulated	n.s.	n.a.	n.s.	2 573	n.s.	2 579
Non-freight carrying	n.p.	12	n.p.	33	n.p.	64
Buses	10	11	21	378	15	415
Motor cycles	43	46	88	n.a.	n.a.	88
Total	**6 594**	**8 674**	**15 268**	**5 969**	**1 578**	**22 815**

[1] The 1985 Survey of Motor Vehicle Use did not provide a separate breakdown of petrol powered vehicles into leaded or unleaded vehicles.
[2] Buses were not included in the 1985 Survey of Motor Vehicle Use.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) and *Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0).

3.8 TOTAL KILOMETRES TRAVELLED BY TYPE OF VEHICLE AND FUEL CONSUMED, SELECTED YEARS

	Petrol						
	Leaded	*Unleaded*	*Unleaded/ leaded mix*	*Total*	*Diesel*	*Other/ not stated*	*Total*
Type of vehicle	million kms	million kms	million kms	million kms	million kms	million kms	million kms
	YEAR ENDED 30 SEPTEMBER 1991						
Passenger vehicles	62 087	43 991	n.a.	106 078	3 169	5 039	114 286
Light commercial vehicles	11 108	5 357	n.a.	16 466	4 998	1 350	22 814
Trucks							
Rigid	694	42	n.a.	736	5 175	203	6 114
Articulated	6	—	n.a.	6	3 943	10	3 959
Non-freight carrying	54	83	n.a.	137	52	12	201
Buses	98	48	n.a.	146	1 244	11	1 401
Motor cycles	1 142	473	n.a.	1 615	—	—	1 615
Total	**75 189**	**49 993**	**n.a.**	**125 182**	**18 581**	**6 625**	**150 389**
	YEAR ENDED 30 SEPTEMBER 1995						
Passenger vehicles	43 996	68 523	1 315	113 835	4 376	5 480	123 691
Light commercial vehicles	8 180	9 121	197	17 498	6 922	3 330	27 751
Trucks							
Rigid	421	37	3	461	6 128	136	6 725
Articulated	13	—	—	13	5 080	1	5 094
Non-freight carrying	31	53	1	84	130	35	249
Buses	44	80	1	125	1 308	46	1 479
Motor cycles	721	782	22	1 526	—	—	1 526
Total	**53 406**	**78 597**	**1 539**	**133 542**	**23 944**	**9 029**	**166 514**

Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0), *Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9208.0) and unpublished data.

3.9 AVERAGE KILOMETRES TRAVELLED BY TYPE OF VEHICLE AND FUEL CONSUMED, SELECTED YEARS

	Petrol						
	Leaded	*Unleaded*	*Unleaded/ leaded mix*	*Total*	*Diesel*	*Other/ not stated*	*Total*
Type of vehicle	'000 kms	'000 kms	'000 kms	'000 kms	'000 kms	'000 kms	'000 kms
	YEAR ENDED 30 SEPTEMBER 1991						
Passenger vehicles	18.7	12.0	n.a.	14.1	20.5	29.8	14.6
Light commercial vehicles	22.0	14.2	n.a.	16.1	20.9	25.5	17.3
Trucks							
Rigid	13.1	7.0	n.a.	7.2	24.6	25.0	19.0
Articulated	3.9	6.3	n.a.	6.2	78.9	69.3	77.6
Non-freight carrying	28.0	7.9	n.a.	14.1	15.5	27.2	14.9
Buses	21.4	13.6	n.a.	15.4	39.7	21.7	33.9
Motor cycles	6.6	5.9	n.a.	6.1	—	—	6.1
Total	**18.7**	**12.0**	**n.a.**	**14.0**	**27.0**	**28.7**	**15.3**
	YEAR ENDED 30 SEPTEMBER 1995						
Passenger vehicles	11.9	16.5	11.4	14.3	19.7	23.4	14.7
Light commercial vehicles	12.8	20.2	15.3	15.8	21.0	30.6	18.0
Trucks							
Rigid	5.9	9.5	3.6	6.0	25.3	16.0	20.5
Articulated	14.5	—	—	14.5	91.2	10.5	89.9
Non-freight carrying	7.8	17.8	8.2	12.1	17.4	34.7	16.1
Buses	14.8	21.1	9.0	18.3	35.2	44.0	32.8
Motor cycles	5.1	6.0	3.0	5.4	—	—	5.4
Total	**11.7**	**16.6**	**11.2**	**14.1**	**26.7**	**25.5**	**15.6**

[1] See the Glossary for an explanation of the concept of averages.
Source: Survey of Motor Vehicle Use, Australia, (Cat. no. 9208.0), *Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9208.0) and unpublished data.

3.10 PREDOMINANT COLOUR OF MOTOR VEHICLES, AS AT 30 JUNE 1993

	Number	*Proportion of Total*
Colour	'000	%
White	3 343.8	31.8
Blue	1 502.3	14.3
Red	1 395.0	13.3
Green	736.2	7.0
Silver	688.2	6.6
Yellow	607.1	5.8
Other	1 956.8	18.6
Not stated	276.5	2.6
Total	**10 505.9**	**100.0**

Source: Motor Vehicle Census, Australia (Cat. no. 9309.0).

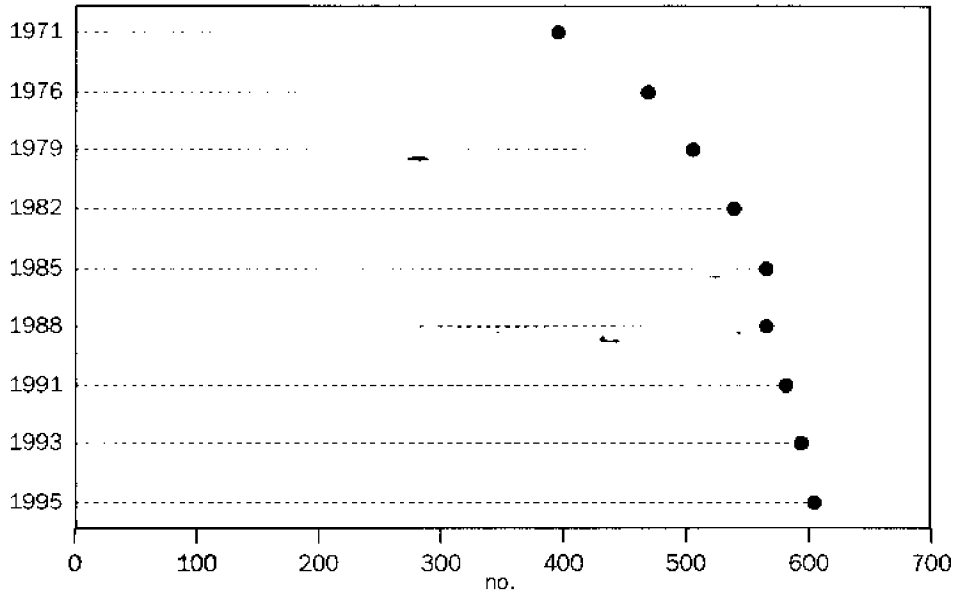
SECTION 4 MOTOR VEHICLE OWNERSHIP AND USAGE

Motor vehicles are an integral part of the Australian way of life. Since 1971 the number of vehicles per 1,000 of population has been increasing steadily, particularly in the Northern Territory and the Australian Capital Territory. This section examines a number of aspects of road use including the relationship between the number of motor vehicles and the population of Australia.

RATE OF VEHICLES TO POPULATION

At 31 May 1995, there were over 10.6 million vehicles registered in Australia. This represents a vehicle registration rate of 606 vehicles per 1,000 population, a rise on the rates of 595 at 30 June 1993 and 582 at 30 September 1991.

MOTOR VEHICLES ON REGISTER[1] PER 1,000 POPULATION, CENSUS YEARS



[1] Includes motor cycles.

Source: Motor Vehicle Census, Australia (Cat. no. 9309.0), Estimated Resident Population by Sex and Age: States and Territories of Australia (Cat. no. 3201.0) and unpublished ABS data.

Vehicles outpace population growth

In 1971, the rate for Australia was only 398 registrations per 1,000 population. The rate in all States and Territories rose steadily over the 24 years to 1995. In 1995, Western Australia had the highest rate of vehicles per 1,000 population with 679 followed closely by Tasmania with 676, while the lowest rate was in the Northern Territory with 520.

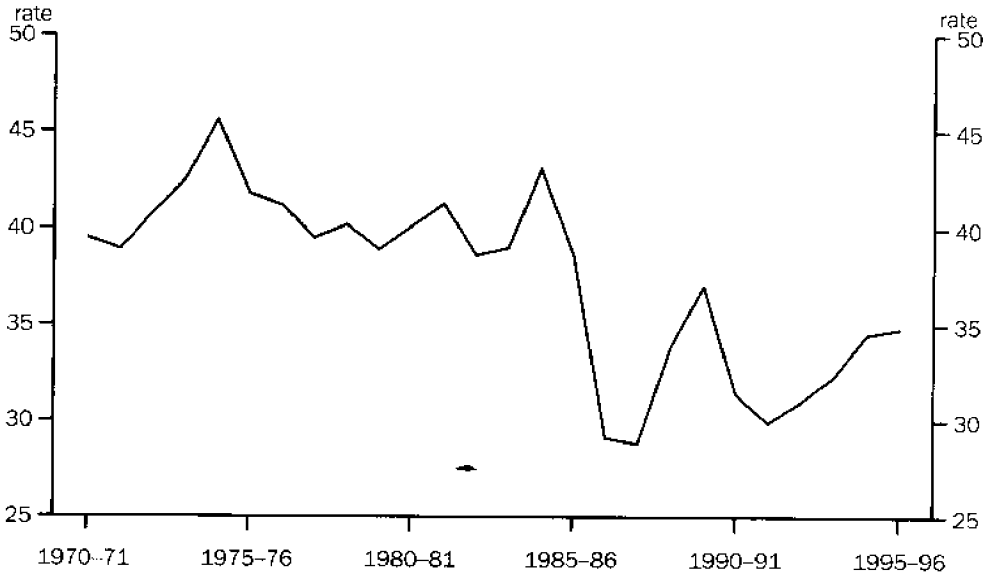
Looked at another way, there were 1.65 persons for every vehicle in Australia at 30 June 1995, down from 1.7 persons per vehicle in 1993. In 1993, the rate for the United Kingdom and Japan was 2.1 people per vehicle, while in France and Canada it was 2.0 and 2.6, respectively. However, the United States of America had a rate of only 1.3 persons per vehicle.

RATE OF NEW VEHICLES TO POPULATION

The change in the rate of new motor vehicle registrations per 1,000 population indicates the relationship between the number of new vehicles being registered and the growth in the population. During the early 1970s, the rate of new vehicle registrations per 1,000 population increased from 39.9 in 1969–70 to a peak of 45.6 in 1974–75. Since then, it has generally shown a declining trend, with a notable trough in the late 1980s when the rate fell to 28.8 in 1987–88. Successive rises

have occurred in each of the last four years, with 1995–96 recording a rate of 34.8 new vehicle registrations per 1,000 population.

NEW MOTOR VEHICLES ON REGISTER[1] PER 1,000 POPULATION 1970–71 TO 1995–96



Source: New Motor Vehicle Registrations, Australia (Cat. no. 9304.0) and Estimated Resident Population by Sex and Age: States and Territories of Australia (Cat. no. 3201.0).

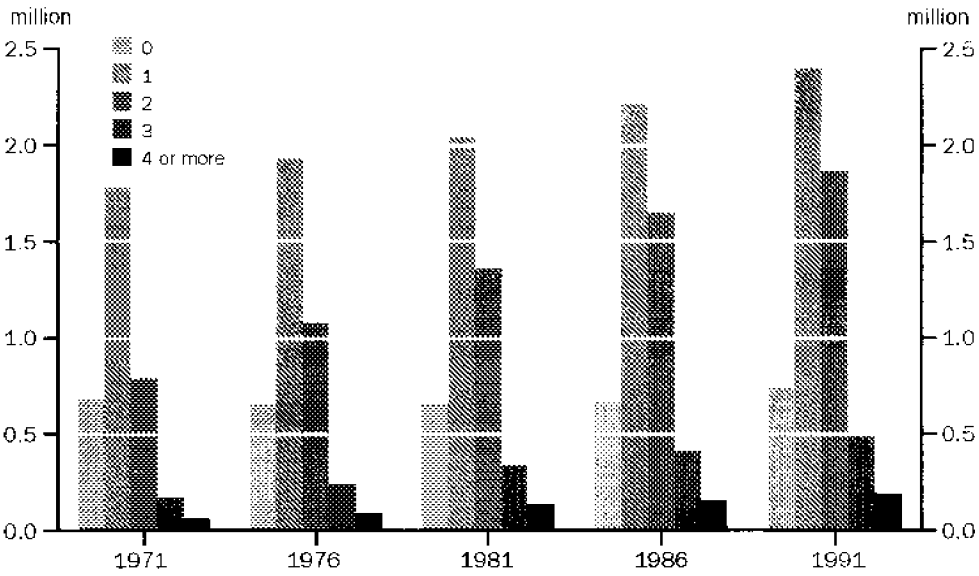
The Northern Territory led the States and Territories with a rate of 43.7 new vehicle registrations per 1,000 population in 1994–95, up from 36.1 the previous year. The rate for the Australian Capital Territory fell from 40.6 in 1993–94, the highest for any of the States and Territories, to 39.5 in 1994–95, the second highest. Victoria, South Australia and Tasmania with rates of 33.4, 29.6 and 28.9, respectively, were well below the rate for Australia of 34.5 new vehicles per 1,000 population. The remaining States recorded rates in the range of 36.6 to 37.7 new vehicle registrations per 1,000 population.

MOTOR VEHICLES PER HOUSEHOLD

Since 1971, each of the Australian Censuses of Population and Housing has asked a question on the number of vehicles garaged per household. The results support the MVC findings of a gradual shift towards a higher rate of vehicle registrations per 1,000 population. In the 1971 Population Census it was found that 28.8% of all households had two or more vehicles (excluding motor cycles) garaged. In 1976, the proportion was 33.9%, increasing to 39.2% in 1981, peaking at 42.1% in 1986 and then fell slightly to 39.4 in 1991. Note that the proportion of households not stating the number of motor vehicles garaged rose substantially in 1991, to 12.0% (up from 3.3% in 1986), resulting in all other categories recording decreases in their proportions (see Table 4.3)

The increase in the number of vehicles per household is the likely result of a number of factors. These include the trend towards households with more than one person employed; overall demographic changes in the population; the spread of urban boundaries requiring longer travelling distances and the cost of public transport. Results from the 1991 Survey of Motor Vehicle Use indicate that there were 92 million fewer passengers carried on bus route services compared with 1988. For the 1995 survey, the number of bus route service passengers carried rose by 67 million, still 25 million lower than the total in 1988.

NUMBER OF VEHICLES GARAGED BY HOUSEHOLDS, POPULATION CENSUS YEARS

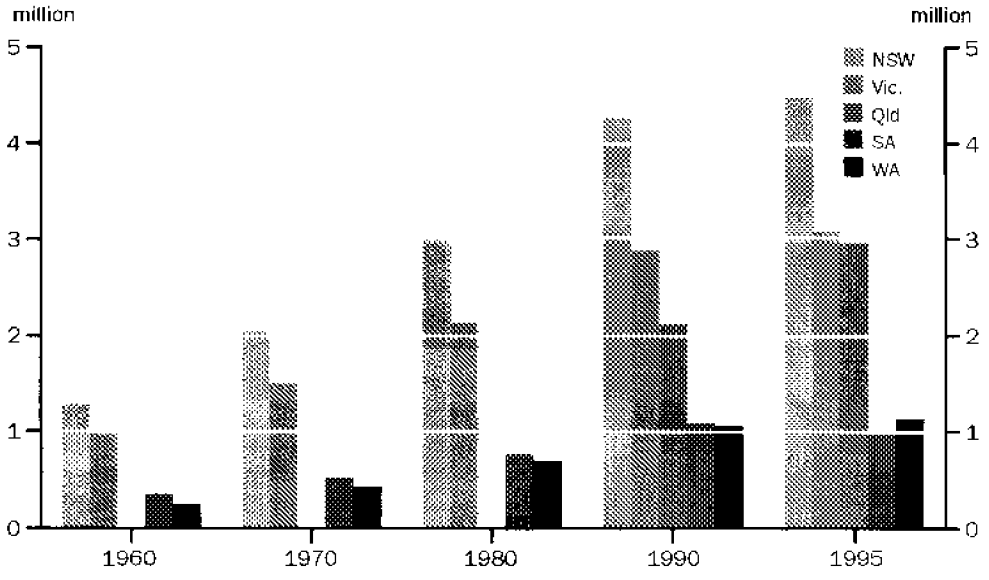


Source: 1991 Census - Australia in Profile (Cat. no. 2821.0).

DRIVER AND RIDER LICENSES

The total number of driver/rider licences in force (on issue) each year almost tripled between 1970 and 1995, reflecting the increases in population (particularly the driver/rider population), car ownership and the marked increase in the size of the vehicle fleet. The number of licences on issue nearly quadrupled in the Northern Territory between 1970 and 1995, while issues in Western Australia almost tripled. Tasmania was the only State where the number of licences in force did not more than double, although it still recorded an increase of 75.5%. By comparison, the total population increased by nearly a third over the same period and the number of motor vehicles on register more than doubled.

DRIVER AND RIDER LICENSES IN FORCE, SELECTED YEARS, AS AT 30 JUNE



[1] *Data for Queensland are not available before 1990.*
Source: Year Book Australia (Cat. no. 1301.0) from data provided by the State/Territory licensing authorities.

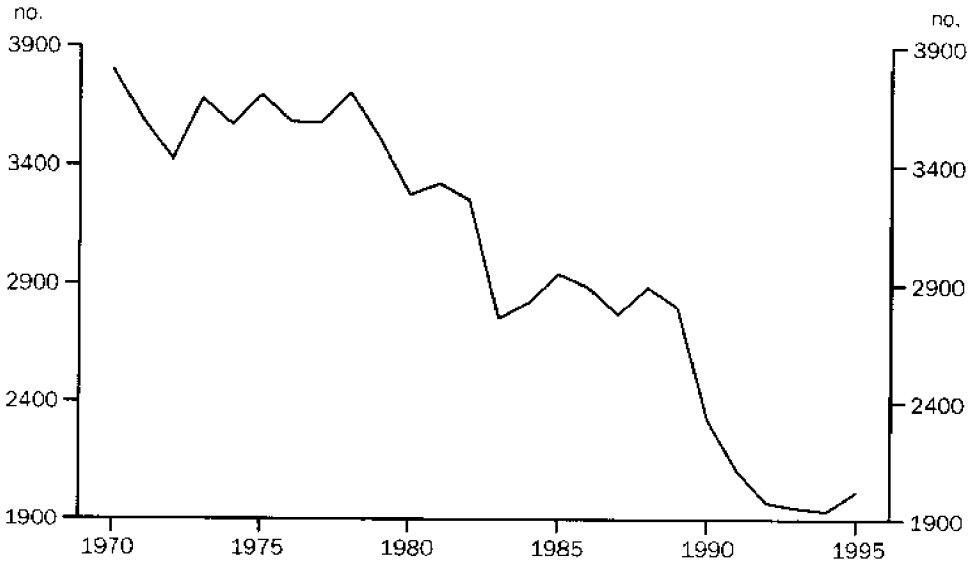
ROAD SAFETY

The number of road fatalities fell by nearly half between 1970 and 1995, despite the number of driver and rider licences on issue approximately tripling over the same period, the number of registered vehicles more than doubling and the total distance travelled almost doubling. In 1971, there was one fatality per 1,280 registered vehicles, but by 1995 this had fallen to one fatality per 5,419 vehicles.

In New South Wales, there were 1,309 road fatalities in 1970. This number had declined by over a half, to 620 fatalities in 1995. The fall has been even more significant in Victoria with the 1995 figure being 39.4% of the number of fatalities in 1970. In the same period, South Australia and Tasmania experienced reductions of about a half, while Queensland and Western Australia experienced less significant reductions in their number of road fatalities. In the Northern Territory, fatalities rose sharply during the 1960s and early 1970s, continued to rise at a more moderate rate over the 1980s to peak at 68 in 1990 before falling rapidly over subsequent years to about the level of 1970 in 1994. In 1995, fatalities again rose in Victoria, Queensland, South Australia and particularly the Northern Territory.

Similarly, the number of motor vehicle accident casualties (where people were hospitalised) declined sharply, particularly over the second half of the 1970s, from 91,554 persons in 1970 to 27,413 persons in 1980. The rate has continued to fall since then, reaching 21,602 persons in 1993.

TOTAL ROAD FATALITIES, 1970 TO 1995



Source: Federal Office of Road Safety, Road Fatality Statistics, Australia.

Likely factors contributing to the decline in fatalities and casualties since the late 1970s are: increased social awareness; government road safety initiatives including the introduction of seat belts; stronger application of drink driving laws; and better manufacturing design standards for vehicles.

Effect of blood alcohol content limits

One of the main measures which States and Territories have taken to reduce the number of road fatalities is tighter regulation and implementation of blood alcohol content laws. The proportion of drivers and motor cycle riders killed having a blood alcohol content over the legal limit has fallen from 44% in 1981 to 28% of all road fatalities in

1994. The pattern is similar across most States and Territories except for increases in South Australia, the Northern Territory and particularly the Australian Capital Territory in 1993 and minor rises in Queensland in 1994 and Tasmania in both 1993 and 1994.

Road fatalities by age and gender

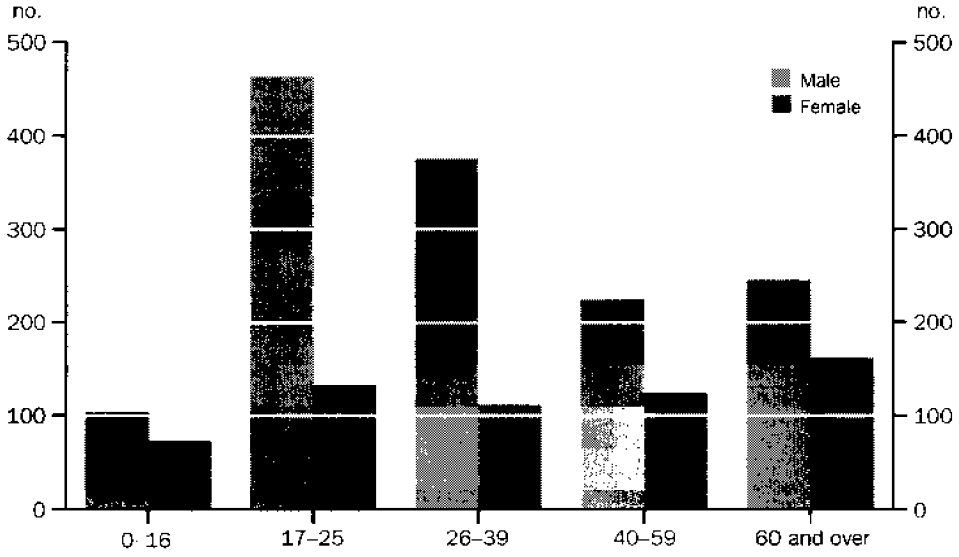
There was a total of 2,113 road fatalities in 1991. This number fell to 1,952 in 1993, then to 1,934 in 1994 with a sharp rise to 2,017 occurring in 1995. The pattern of road fatalities varies significantly according to age and gender.

In 1991, the 17–25 years age group recorded the highest number of road fatalities with 646, 30.6% of total fatalities. In 1993 and 1994, the number of fatalities for this age group fell to 591 and 541 (30.3% and 27.9% of total fatalities), respectively. In 1995, fatalities rose to 596, accounting for 29.5% of the total. In each of these years male fatalities were more than three times higher than female fatalities.

The next largest group was the 26–39 years age group with 489 fatalities in 1991, 479 in 1993, 432 in 1994 and 486 in 1995 (23.1%, 24.5%, 22.3% and 24.1%, respectively). Again, in this age group, male fatalities exceeded female fatalities, by over three times in 1991, 1993 and 1995 but by almost exactly three times in 1994. The 40–59 age group accounted for 16.3%, 17.4%, 17.5% and 17.3% of total fatalities, respectively, while the 60 years and over age group accounted for 20.4%, 18.5%, 22.6% and 20.1% of total fatalities.

Female fatalities accounted for 29.8% of total fatalities in 1991, 28.7% in 1993, 30.4% in 1994 and 29.9% in 1995. Male fatalities exceeded female fatalities across all age groups with the largest difference occurring in the 17–25 years age group.

FATALITIES BY AGE AND GENDER, 1995



Note: Age group 60 and over includes fatalities of unstated age.
Source: Federal Office of Road Safety, Road Fatality Statistics, Australia.

Fatalities per 100,000 by age and gender

The rate of road fatalities per 100,000 population for the total population was 12.2 in 1991, with the male rate at 17.2 and the female at 7.3. The rate for the total population fell to 11.1 in 1993, then to 10.9 in 1994 before rising to 11.2 in 1995. The male rate fell to 15.8 in

1993, fell again to 15.2 in 1994 and rose to 15.7 in 1995. The female rate fell to 6.3 in 1993 before rising to 6.6 in 1994 and rising again to 6.7 in 1995.

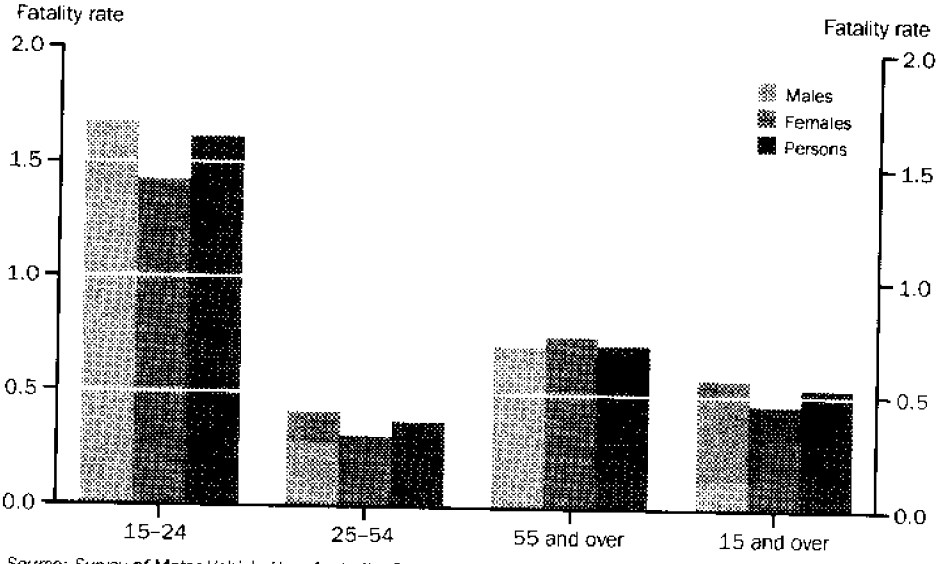
The 17–25 year age group, comprising 14.5% of the total population in 1991, recorded the highest rate of fatalities per 100,000 population at 25.7. The rate for this age group fell to 23.5 in 1993 and then to 21.6 in 1994. In 1995, the rate for this group rose to 23.8, although it comprised only 13.9% of the total population. In 1991, the male rate for the 17–25 age group was 39.3, more than eight times the female rate (4.7). In 1993, the male rate fell to 36.4 while the female rate more than doubled, to 10.1. In 1994, the male rate fell again, to 32.6 while the female rate remained steady at 10.1. In 1995, both the male and female rates rose, to 36.3 for males and to 10.8 for females.

The rate for the 60 years and over age group, which comprised 15.5% of the population in 1991, was the next highest at 16.0 fatalities per 100,000 population. The rate fell to 13.0 for this age group in 1993, rose to 15.6 in 1994 then fell to 14.2 in 1995. This age group, together with the 0–16 years age group (with the exception of 1991) were the only groups where the female rate was more than half the male rate.

Driver fatalities per distance travelled by age and gender

It is of interest to compare the fatality rates of distinct groups of drivers with the total distance travelled by those groups. For this purpose, Federal Office of Road Safety information on driver fatalities can be compared with ABS Survey of Motor Vehicle Use data on total distance travelled by drivers. The analysis, for age and gender, gives a different picture to that obtained when looking at unadjusted fatality rates.

DRIVER FATALITIES PER 100 MILLION VEHICLE KILOMETRES TRAVELLED, 1995



Source: Survey of Motor Vehicle Use, Australia, Preliminary (Cat. no. 9202.0) and Federal Office of Road Safety, Road Fatalities, Australia, 1995 Statistical Summary.

Statistics on fatalities indicate that male drivers aged less than 25 are at a much greater risk than other groups in the population. For instance, in 1995, there were 201 fatalities in this category, compared with 59 fatalities of female drivers in this group and 871 of all drivers aged 15 or over. The gender differences also apply to older age groups. For drivers in the age group 25–54, male driver fatalities were nearly two and a half

times the number of female fatalities. In the 55 and over category, male fatalities were nearly 2.8 times the number of female fatalities.

Fatalities per 100 million vehicle kilometres travelled

However, when fatality rates are adjusted for distance driven a different picture emerges. The gender imbalance almost disappears whilst age differences remain. For instance, there are 1.68 driver fatalities per 100 million kilometres travelled for males under 25 and 1.43 for females in this age category. In the 55 and over group, the adjusted fatality rate is actually lower for male drivers, at 0.70 fatalities per 100 million kilometres travelled compared with 0.75 for females.

Since 1976, the rate of fatalities per 100 million kilometres travelled has been consistently declining. The rate in 1995 for Australia was 1.21, only a little over a third of the rate recorded in 1976 (3.55).

Between 1976 and 1995, the rate fell in each State and Territory with the largest percentage fall occurring in the Australian Capital Territory, from 2.26 to 0.50, and the lowest in the Northern Territory, from 9.22 to 4.23.

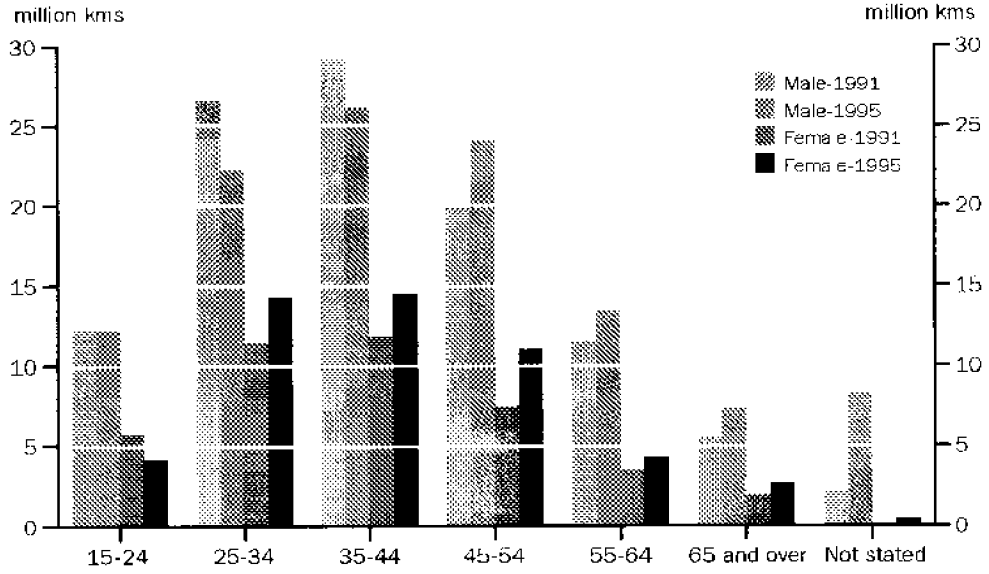
TOTAL DISTANCE TRAVELLED

For the 12 months to 30 September 1995, a total of 166,514 million kilometres was travelled by all vehicles, an increase of 10.7% on the total distance travelled in the same period in 1991. Passenger vehicles accounted for 74.2% of the total distance travelled in 1995, down from 76.0% in 1991. This proportion was consistent over the previous four surveys, 1976 to 1988, with the proportion being 77.8% in 1976.

By age and gender

For the 1995 survey, the total distance travelled, excluding buses was 164,823 million kilometres, of which 68.9% was by male drivers/riders and 31.1% by females. These proportions for the 1991 survey were 71.9% by male drivers/riders and 28.1% by females. Passenger vehicles travelled 123,560 million kilometres in 1995, or 75.0% of the total (excluding buses) with female drivers accounting for 39.6% of this distance. In contrast, female drivers/riders accounted for 5.7% of kilometres travelled by non-passenger vehicles, an increase on the 4.8% recorded for the 1991 survey.

TOTAL DISTANCE TRAVELLED[1], 30 SEPTEMBER



[1] *Excludes distance travelled by buses but includes distance travelled by motor cycles.*
Source: Survey of Motor Vehicle Use, unpublished ABS data.

In 1995, drivers/riders in the 35–44 age group accounted for 24.6% of total distance travelled, 23.8% of passenger vehicle distance travelled and 27.1% of distance travelled by non-passenger vehicles. In this age group, males travelled 64.3% of the total for the group, 53.2% of the passenger vehicle kilometres and 93.6% of the non-passenger vehicle kilometres. In comparison, 1991 drivers/riders in this age group accounted for 27.5% of total distance travelled, 26.7% of passenger vehicle distance travelled and 30.2% of distance travelled by non-passenger vehicles. Males accounted for 71.1% of the total for the group, 62.6% of the passenger vehicle kilometres and 95.9% of the non-passenger vehicle kilometres.

The next highest group was the 25–34 group which accounted for 22.2% of total kilometres travelled in 1995 and 25.5% in 1991.

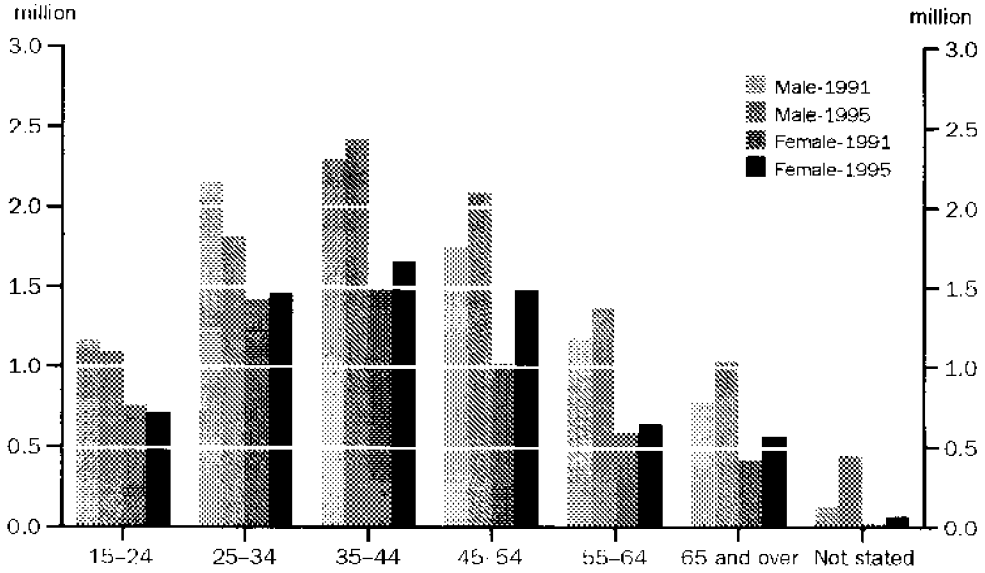
NUMBER OF DRIVERS/RIDERS BY AGE AND GENDER

The 1991 Population Census showed that 31.3% of the total resident population were aged between 25 and 44 while the 45–54 and 55–64 age groups constituted 10.8% and 8.4% of the population.

Results from the 1991 Survey of Motor Vehicle Use revealed that nearly half (46.9%) of the passenger vehicle drivers in Australia were aged between 25 and 44 years in 1991, but accounted for 53.0% of total distance travelled (excluding buses). The 45–54 and 55–64 age groups were also over represented as drivers of passenger vehicles, accounting for 18.5% and 11.9% of drivers, and 18.4% and 10.4%, respectively, of the total passenger vehicle distance travelled.

For the 1995 survey, the proportion of passenger vehicle drivers in the 25–44 years age group had fallen to 42.4% with the 45–54 and 55–64 years age groups growing to account for 21.5% and 12.2% of drivers respectively. These groups accounted for 51.1%, 20.3% and 10.1% of total passenger vehicle distance travelled in 1995.

NUMBER OF DRIVERS/RIDERS[1] 30 SEPTEMBER



[1] *Excludes drivers of buses but includes motor cycle riders.*
Source: Survey of Motor Vehicle Use, unpublished ABS data.

Males accounted for 62.4% of total drivers/riders in 1991 and for 60.9% in 1995. In 1991, female drivers comprised 43.3% of the number of drivers of passenger vehicles and 13.3% of the number of drivers/riders

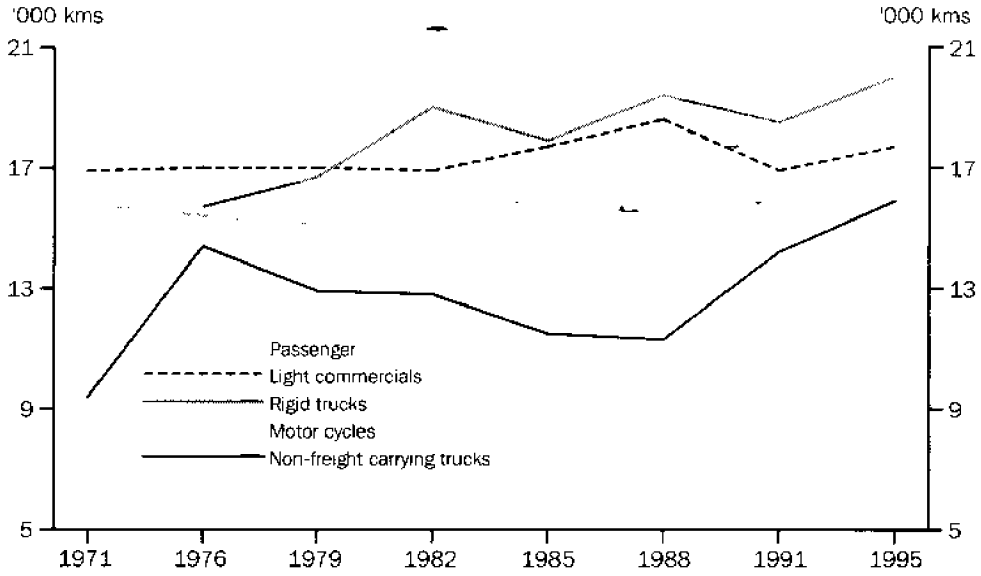
of non-passenger vehicles for a total of 37.6% of total drivers/riders. By 1995, female drivers comprised 45.0% of the number of drivers of passenger vehicles and 15.1% of the number of drivers/riders of non-passenger vehicles for a total of 39.1% of total drivers/riders.

AVERAGE DISTANCE TRAVELLED BY MOTOR VEHICLES

The 1971 Survey of Motor Vehicle Use found that passenger vehicles travelled an average of 15,800 kilometres in the year. This average fell in both the 1976 and 1979 surveys, to 15,400 and 15,300 kilometres, respectively, before rising in each of the 1982 and 1985 surveys and peaking again at 15,800 kilometres in 1988. There was a decline in the average distance travelled, to 14,300 kilometres in 1991 with a small rise to 14,400 kilometres occurring in 1995.

While the average kilometres travelled by all vehicle types has not changed significantly since the 1970s, the total number of kilometres travelled has doubled between 1971 and 1995. Over the same period the size of the vehicle fleet increased by almost the same percentage.

AVERAGE DISTANCE TRAVELLED BY TYPE OF VEHICLE[1]



[1] *Rigid trucks were not separately recorded in the 1971 SMVU.*

Note: There are different intervals between Survey of Motor Vehicle Use periods.

Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) and Survey of Motor Vehicle Use, Australia, Preliminary (Cat.no. 9202.0).

Average distance travelled by articulated trucks

The average annual distance travelled by articulated trucks has increased steadily from 50,500 kilometres in 1976 to 87,900 kilometres in 1995. Over the same period, the average tonne-kilometres for articulated trucks more than doubled, from 583,200 to 1,592,000. In addition to these increases there has been an increase in the number of articulated trucks registered of 82.4%.

Average distance travelled for private purposes

The average annual distance travelled for private purposes in 1971 was approximately 7,400 kilometres. From 1971, this distance rose progressively to peak at 8,800 kilometres in 1988 before falling to 7,900 kilometres in 1991. A slight recovery, to 8,000 kilometres, occurred in 1995.

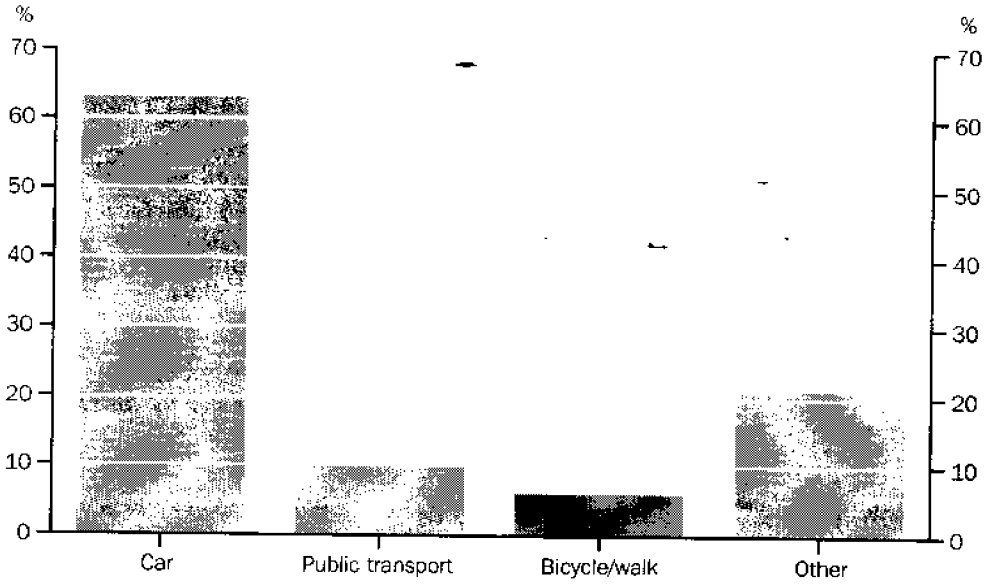
In the 1995 survey, vehicles registered in Queensland travelled the farthest for all purposes, averaging an annual 17,200 kilometres, This was 3.4% less than the highest average, recorded by the Northern

Territory, in 1991. However, in both 1991 and 1995, Australian Capital Territory registered vehicles travelled the farthest for private purposes, averaging
9,100 kilometres in 1991 and falling to 8,900 kilometres in 1995.

TRAVEL TO AND FROM WORK

The 1991 Survey of Motor Vehicle Use found that motor vehicles were driven a total of 34,494 million kilometres to and from work at an average of 6,500 kilometres per year. By 1995 the total distance travelled had increased to 39,188 million kilometres with the average rising to 6,600 kilometres per vehicle. In 1995, Queensland vehicles travelled the farthest, averaging 8,200 kilometres annually, considerably higher than the 6,800 kilometres travelled by Victorian vehicles which recorded the highest average in 1991. Tasmanian vehicles travelled the least with an average of 5,300 kilometres in 1995, down from 5,700 in 1991. In 1971, the equivalent figure for Australia was only 3,400 kilometres.

MODE OF TRAVEL TO WORK, 1991



Note: Other includes: worked at home; did not go to work; where the method of travel could not be determined; and any other method not specified.

Source: 1991 Census — Community Profiles, Australia (Cat. no. 2722.0).

In the 1986 and 1991 Censuses of Population and Housing, Australians were asked to nominate the modes used for travelling to work. The findings showed that nearly two-thirds of the population who travelled to work on both census days went by car for at least part of the journey. The use of public transport (train, bus, tram or ferry) was the next most common choice for travelling to work with one in 10 people using this mode of transport, significantly lower than for car usage. The proportion fell slightly from 1986 to 1991. Travelling to work by bicycle or walking accounted for 6.4% and 6.1% of the employed population, in 1986 and 1991 respectively.

Transport to work/study

Results from the ABS Environmental Issues: People's Views and Practices survey, conducted in 1996, revealed that in April 1996 the majority of people travelled to work or study as a car/truck/van driver (78%) for at least part of the trip. New South Wales had the highest proportion (22%) of any State/Territory of people using public transport (primarily buses and trains) for at least part of the trip to work or study, while the Northern Territory had the lowest proportion (5%).

The major reason that people gave for using public transport to get to work or study was that they did not own a car (34%). This was followed by cost (29%) and parking problems (23%). Environmental concern was only reported by 5% of people as a reason for using public transport.

The most frequent reasons people gave for not taking public transport to work or study were that there was no service available (36%), the travel time was too long (26%), and that their vehicle needed to be available to them during work or study hours (15%). Slightly more females than males reported that no service was available, with more reporting on the infrequency or reliability of the service, that it took too long or on comfort/privacy. Twice as many females as males reported the need for a vehicle before or after work or study and seven times as many were concerned about their own safety. Substantially more males than females reported the need for use of a vehicle during work hours, to carry tools/equipment and had the use of a company/employer's car.

Approximately one in five people in Australia reported that they had no public transport options. Around 28% of Queenslanders (the highest proportion) stated that they had no public transport available to them. The availability of rail services was more prominent in Victoria and New South Wales whereas bus services were more prominent in the Australian Capital Territory.

People aged between 18–24 years were most likely to use public transport to travel to work or study. Around 14% of people in this age group used the train with a similar proportion also using the bus. In comparison, 7% of the 65 years and over age group used the train and only 2% used the bus.

More than 50% of people who travel to work or study travelled less than 13 kilometres and 77% took 38 minutes or less to reach their destination.

MOTOR VEHICLE MAINTENANCE

Results from the survey also showed that in April 1996 38% of households reported that the oil and/or water levels in their vehicles were checked at least once a week while 54% were checked at least once every two weeks. An estimated 7% of households reported checking these levels infrequently and in 3% they were never checked. Of those households indicating that they checked the oil and/or water levels of their vehicles, 51% checked them at regular intervals.

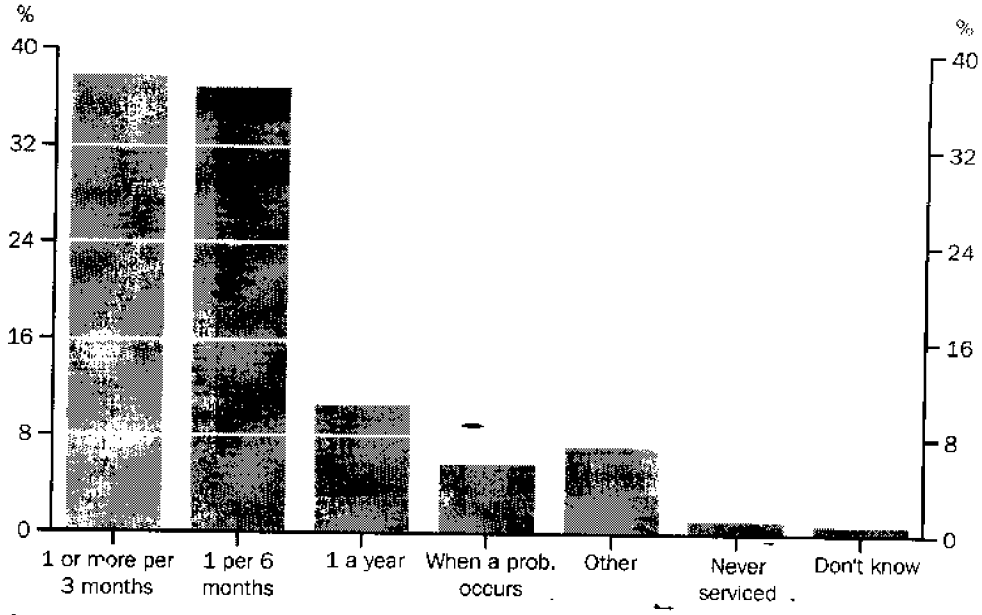
Three-quarters (75%) of households with motor vehicles serviced their major vehicle at least once every six months. In contrast, 6% reported only servicing their vehicle when a problem arose.

Around 53% of households serviced their vehicles as frequently as advised by the owner's manual provided with their vehicle. Households in the Northern Territory and the Australian Capital Territory were most likely to have their vehicle serviced as recommended by the owner's manual with Tasmania recording the lowest proportion. Of those households which did not follow the servicing advice given by the owner's manual, 44% had them serviced less frequently than advised. Households in Tasmania were most likely to service their major vehicle less frequently than advised in the manual.

For those households which serviced their major vehicle, just over three-quarters (77%) always had the service performed by a motor mechanic. This service was used most frequently in the Australian

Capital Territory. A third (33%) of households reported that the mechanic worked at a franchised dealer for the make of vehicle. Households in the Northern Territory were the greatest users of such franchised mechanics with Tasmanian households the lowest users.

FREQUENCY OF VEHICLE SERVICING, APRIL 1996



Source: Environmental Issues, People's Views and Practices (Cat. no. 4602.0).

Of those households which did not always have their major vehicle serviced by a motor mechanic, 60% did at some time have servicing work done to the vehicle by a mechanic. The use of mechanics for this work was most likely to occur in the Australian Capital Territory and least likely to occur in Western Australia.

Of those households which had their major vehicle serviced but never used a mechanic, 85% had the vehicle serviced by a member of the household. A further 14% had the vehicle serviced by a friend or relative. In this category, the Northern Territory reported the highest number of households where a household member serviced the vehicle and Tasmania the lowest number of such households.

Households in the higher income brackets were more likely to service their vehicles as advised by the owner's manual. Around 71% of households where the weekly income was greater than $1,500 reported servicing their major vehicle as advised in the manual, compared with 50% of those with weekly incomes of less than $159. Households with higher incomes used mechanics at franchised dealers for the make of the vehicle in greater proportion than those on lower incomes. Around 56% of households with weekly incomes of greater than $1,500 used a franchised dealer mechanic, compared with 26% for households where the weekly income was less than $159.

ADDITIONAL DATA AVAILABLE

More detailed data concerning aspects of motor vehicle ownership and usage are available from both published and unpublished sources. Information on the environmental aspects of vehicle ownership and usage are available in *Environmental Issues: people's Views and Practices* (Cat. no. 4602.0).

4.1 MOTOR VEHICLES ON REGISTER PER 1,000 POPULATION, MOTOR VEHICLE CENSUS YEARS

Year[1]	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
				PASSENGER VEHICLES					
1971	294	313	294	329	312	317	201	350	304
1976	345	382	343	399	374	385	195	384	363
1979	372	399	384	418	416	415	212	403	390
1982[2]	389	425	413	436	417	437	265	399	409
1985	395	457	407	482	446	453	270	419	426
1988	395	478	409	483	436	470	[3]228	434	431
1991[4]	420	496	419	504	476	479	318	r473	453
1993	427	r516	r445	r514	r500	493	r323	r502	r469
1995	439	514	462	527	511	501	339	515	478
				ALL TRUCK TYPES					
1971	29	26	36	36	42	34	63	17	31
1976	28	35	25	36	43	31	25	13	31
1979	32	38	27	37	50	36	19	13	34
1982[2]	34	42	28	39	52	37	42	18	37
1985	36	50	27	44	56	46	43	17	41
1988	35	54	24	43	57	49	[3]19	17	41
1991[4]	22	25	24	28	34	34	21	r11	25
1993	21	26	25	27	34	34	22	r13	25
1995	21	25	25	26	34	34	24	12	25
				OTHER MOTOR VEHICLES					
1971	37	39	57	38	55	49	61	30	42
1976	51	42	83	50	79	66	103	48	56
1979	56	44	99	53	87	75	112	50	63
1982[2]	63	46	112	56	87	82	128	36	69
1985	76	49	114	66	98	94	131	47	77
1988	78	49	112	66	93	100	[3]121	47	77
1991[4]	71	85	106	82	119	117	141	r55	88
1993	r69	83	r103	77	108	121	r129	r59	85
1995	73	83	107	81	112	125	134	61	87
				MOTOR CYCLES					
1971	13	8	15	14	12	9	21	15	12
1976	19	14	34	25	24	16	28	18	21
1979	18	12	35	23	22	11	20	16	20
1982[2]	22	18	38	28	26	12	31	19	24
1985	21	19	29	30	26	14	29	17	23
1988	16	17	22	24	23	14	[3]20	14	18
1991	12	16	20	22	24	13	26	17	16
1993	12	17	r20	20	r22	14	23	16	16
1995	12	16	21	19	22	15	23	16	16
				TOTAL MOTOR VEHICLES					
1971	372	385	402	418	420	409	347	413	398
1976	442	472	485	510	519	497	351	463	471
1979	478	494	545	531	575	536	361	483	507
1982[2]	509	531	591	559	582	568	467	472	540
1985	529	575	579	622	628	607	472	499	567
1988	524	598	567	616	608	634	[3]389	511	567
1991	525	622	569	637	653	643	507	r556	582
1993	529	642	r593	r638	r665	661	r497	r591	r595
1995	545	637	614	653	679	676	520	604	606

[1] For years up to 1991, registration data as at 30 September. 1993 registration data as at 30 June. 1995 registration data as at 31 May. Population data as at the same date as registration data for every year except 1995, when it was at 30 June 1995. The 1993 population data have been amended from 31 March 1993 to 30 June 1993, which has resulted in some small revisions.
[2] Up to 1982, excludes Commonwealth government-owned vehicles.
[3] 1988 data understated the number of vehicles on register.
[4] Refer to the Explanatory Notes for details of vehicle type classification changes from 1991.
Source: Motor Vehicle Census, Australia (Cat. no. 9309.0) *and Estimated Resident Population by Sex and Age: States and Territories of Australia* (Cat. no. 3201.0).

4.2 REGISTRATIONS OF NEW MOTOR VEHICLES PER 1,000 MEAN RESIDENT POPULATION[1], SELECTED YEARS

Year	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
				PASSENGER VEHICLES					
1969–70	34.4	32.1	26.5	33.5	38.1	29.4	23.4	44.5	32.7
1974–75	38.2	36.0	30.2	41.7	36.6	40.0	24.4	51.2	36.7
1979–80	31.7	29.6	32.3	29.2	32.0	31.6	20.9	32.7	31.0
1984–85	30.5	34.9	32.3	33.7	33.0	31.5	31.9	38.3	32.6
1989–90	29.1	32.4	27.8	24.6	26.5	23.6	23.5	38.1	29.0
1990–91	25.5	24.4	26.4	24.0	22.3	21.7	21.5	34.8	25.0
1991–92	27.7	22.2	25.5	22.2	25.4	20.8	19.2	34.9	25.1
1992–93	26.9	23.9	26.9	22.6	27.5	21.4	23.9	31.9	25.7
1993–94	28.2	25.3	27.3	22.4	28.8	21.3	24.5	36.3	26.8
1994–95	31.7	28.4	28.4	24.3	30.2	23.3	31.0	34.8	28.6
1995–96[2]	30.5	28.6	29.4	24.4	29.1	22.6	30.5	36.0	29.0
				OTHER VEHICLES[3]					
1969–70	7.0	5.8	8.2	6.2	11.3	6.3	19.3	7.8	7.2
1974–75	8.8	7.0	9.8	8.5	12.1	9.9	22.6	10.5	8.9
1979–80	7.9	5.6	11.1	6.4	10.9	8.2	17.8	6.0	8.0
1984–85	12.3	7.2	11.2	8.7	12.9	10.8	22.1	6.8	10.5
1989–90	9.6	6.5	8.2	5.5	8.5	7.1	11.4	4.5	8.0
1990–91	8.4	4.0	7.3	4.8	6.6	6.0	10.2	4.7	6.5
1991–92	5.0	3.2	6.7	3.6	5.8	5.3	9.9	4.0	4.8
1992–93	4.8	4.0	7.5	3.8	7.0	5.5	10.8	4.0	5.2
1993–94	5.0	4.3	7.8	3.9	7.4	5.5	11.7	4.3	5.5
1994–95	5.8	5.0	8.2	4.6	7.5	6.3	12.7	4.7	6.0
1995–96[2]	5.3	4.6	7.5	4.6	7.5	5.4	12.5	3.5	5.7
				TOTAL[3]					
1969–70	41.3	38.0	34.7	39.7	49.3	35.7	42.7	52.2	39.9
1974–75	47.0	43.0	40.0	50.1	48.7	49.9	47.0	61.7	45.6
1979–80	39.6	35.3	43.4	35.5	42.9	39.8	38.07	38.6	38.9
1984–85	42.8	42.2	43.5	42.4	45.9	42.2	54.0	45.1	43.1
1989–90	38.7	38.9	36.0	30.0	35.0	30.7	35.0	42.6	37.0
1990–91	33.8	28.4	33.7	28.8	28.8	27.7	31.7	39.5	31.4
1991–92	32.7	25.4	32.1	25.8	31.2	26.1	29.0	38.9	29.9
1992–93	31.7	27.9	34.4	26.4	34.5	26.8	34.7	35.9	31.0
1993–94	33.3	29.6	35.1	26.3	36.2	26.8	36.1	40.6	32.3
1994–95	37.5	33.4	36.6	28.9	37.7	29.6	43.7	39.5	34.5
1995–96[2]	35.7	33.2	36.9	29.0	36.5	28.0	43.1	39.5	34.8

[1] Estimated resident population as at 30 June 1995 used for 1994–95.
[2] Based on projections of population for each State/Territory and Australia at 30 June 1996.
[3] Excludes motor cycles, plant and equipment, caravans and trailers.
Source: Motor Vehicle Registrations, Australia (Cat. no. 9304.0) *and Estimated Resident Population by Sex and Age: States and Territories of Australia* (Cat. no. 3201.0).

4.3 MOTOR VEHICLES[1] GARAGED PER HOUSEHOLD, CENSUS OF POPULATION AND HOUSING YEARS

Vehicles per household	1971		1976		1981		1986		1991	
	'000	%	'000	%	'000	%	'000	%	'000	%
0	675.98	19.1	652.12	15.7	654.47	14.0	661.76	12.6	735.20	11.4
1	1 774.43	50.2	1 932.25	46.7	2 040.73	43.7	2 216.72	42.0	2 400.06	37.2
2	787.67	22.3	1 076.70	26.0	1 358.74	29.1	1 648.16	31.3	1 864.93	28.9
3	170.32	4.8	238.03	5.7	335.99	7.2	409.40	7.8	485.72	7.5
4 and over	60.19	1.7	90.94	2.2	133.42	2.9	156.18	3.0	190.83	3.0
Not stated	64.72	1.8	150.50	3.6	145.56	3.1	172.30	3.3	773.34	12.0
Total	**3 533.32**	**100**	**4 140.52**	**100.0**	**4 668.91**	**100.0**	**5 264.52**	**100.0**	**6 450.07**	**100.0**

[1] Excludes motor cycles, plant and equipment, caravans and trailers.
Source: 1991 Census — Australia in Profile (Cat. no. 2821.0).

4.4 DRIVER AND RIDER LICENCES, STATE/TERRITORY OF ISSUE, SELECTED YEARS

Year	NSW '000	Vic. '000	Qld[1] '000	SA '000	WA '000	Tas. '000	NT '000	ACT '000
1960	1 275.2	968.0	n.a.	351.6	246.6	108.2	10.6	24.7
1970	2 034.3	1 502.1	n.a.	523.3	431.5	166.2	37.1	82.1
1980	2 980.4	2 120.5	n.a.	757.0	700.4	228.3	64.7	132.2
1990[2]	4 269.9	2 875.3	2 114.2	1 052.7	1 084.2	281.6	[3]112.1	182.4
1993	r4 003.2	3 031.0	2 498.5	947.1	1 100.5	288.4	[3]132.8	197.5
1994	r4 072.9	3 048.0	2 884.9	964.0	1 108.4	287.3	[3]132.6	199.6
1995	r4 141.2	3 073.2	r2 007.6	974.8	1 137.1	291.7	[3]137.6	r202.1
1996	4 216.2	3 114.4	2 057.0	978.5	1 154.2	296.3	97.2	207.1

[1] Queensland data before 1990 are not available.
[2] The number of licences issued is overstated in 1990, except for Tasmania and the Australian Capital Territory, as combined drivers' and riders' licences were not separately identified. This resulted in double counting of licences issued for both drivers and riders combined.
[3] The number of licences issued are overstated in the Northern Territory for 1993, 1994 and 1995 as combined drivers' and riders' licences were not separately identified.
Source: Year Book Australia (Cat. no. 1301.0), Commonwealth, State and Territory licence issuing authorities.

4.5 ROAD FATALITIES BY YEAR AND STATE/TERRITORY OF REGISTRATION, SELECTED YEARS

Year	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
1960	978	760	346	234	199	78	n.a.[1]	10	[1]2 605
1965	1 151	929	467	243	252	93	14	15	3 164
1970	1 309	1 061	537	349	351	118	42	31	3 798
1975	1 288	910	635	339	304	122	64	32	3 694
1980	1 303	657	557	271	293	100	63	30	3 274
1985	1 067	683	502	268	243	78	67	33	2 941
1990	797	548	399	226	196	71	68	26	2 331
1991	663	503	395	184	207	77	67	17	2 113
1992	649	396	416	165	200	74	54	20	1 974
1993	581	435	396	218	209	58	43	12	1 952
1994	647	378	422	159	211	59	41	17	1 934
1995	620	418	456	181	209	57	61	15	2 017

[1] Northern Territory data for 1960 not available.
Source: Road Fatality Statistics, Australia, Dept. Transport and Communications, Federal Office of Road Safety.

4.6 NUMBER OF CASUALTIES/PERSONS HOSPITALISED DUE TO VEHICLE ACCIDENTS, SELECTED YEARS

Year	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
1960	22 655	16 669	8 175	7 704	4 862	1 079	—	490	61 634
1965	29 157	20 446	10 078	9 491	5 638	1 815	329	769	77 723
1970	34 886	23 737	10 940	10 484	7 373	2 171	714	1 249	91 554
1975	38 141	17 437	11 019	12 020	6 832	2 137	789	1 124	89 499
1980	9 911	7 074	4 195	2 322	2 566	776	347	222	27 413
1985	7 644	7 221	3 808	2 689	2 487	664	455	210	25 178
1990	7 546	7 084	3 970	2 397	2 643	607	544	217	25 008
1991	6 732	6 162	3 825	2 058	2 565	538	430	212	22 522
1992	6 352	5 905	3 961	1 599	2 554	490	403	178	21 442
1993	6 407	5 928	4 027	1 549	2 583	522	430	156	21 602
1994	6 287	6 023	4 576	1 514	2 660	523	386	185	22 154

Source: 1960–1985 data from *Road Traffic Accidents Involving Casualties, Australia* (Cat. no. 9405.0) and 1988–1994 data from *Federal Office of Road Safety, Serious Injury Database: 1994 Tabulations.*

4.7 PERCENTAGE OF DRIVER AND RIDER FATALITIES WITH A BAC[1] OVER THE LEGAL LIMIT, SELECTED YEARS

Year	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
1981	41	38	50	44	48	43	71	23	44
1985	33	38	47	44	45	37	64	12	39
1989	33	32	34	37	37	44	57	25	34
1990	35	30	31	43	33	24	69	0	34
1991	33	29	31	35	34	21	65	0	32
1992	26	21	33	36	42	21	61	36	29
1993	28	28	28	51	36	32	77	67	32
1994	23	26	31	31	33	38	50	29	28
1995	29	22	39	27	35	44	56	50	30

[1] Blood alcohol content.
Source: Road Fatalities Australia, 1995 Statistical Summary, Federal Office of Road Safety.

4.8 ROAD FATALITIES BY AGE AND GENDER, 1991, 1993, 1994 AND 1995

Age group (years)	Proportion of total population	Fatalities			Proportion of total fatalities	Fatalities per 100 000[1]		
		Males	Females	Total		Males	Females	Total
	%	no.	no.	no.	%	no.	no.	no.
				1991				
0–16	24.9	135	63	198	9.4	6.1	3.0	4.6
17–25	14.5	501	145	646	30.6	39.3	4.7	25.7
26–39	22.5	361	129	489	23.1	18.6	6.6	12.6
40–59	22.5	246	99	345	16.3	12.4	5.2	8.9
60 and over	15.5	241	190	431	20.4	20.0	12.8	16.0
Total	**100.0**	**1 484**	**629**	**2 113**	**100.0**	**17.2**	**7.3**	**12.2**
				1993				
0–16	24.5	102	76	178	9.1	4.6	3.6	4.1
17–25	14.2	466	125	591	30.3	36.4	10.1	23.5
26–39	22.2	354	125	479	24.5	18.1	6.3	12.2
40–59	23.3	254	86	340	17.4	12.1	4.2	8.2
60 and over	15.7	215	146	361	18.5	17.3	9.6	13.0
Total	**100.0**	**1 392**	**560**	**1 952**	**100.0**	**15.8**	**6.3**	**11.1**
				1994				
0–16	24.3	112	72	185	9.5	5.0	3.4	4.3
17–25	14.1	417	124	541	27.9	32.6	10.1	21.6
26–39	22.1	325	107	432	22.3	16.5	5.4	11.0
40–59	23.8	236	104	340	17.5	11.0	5.0	8.0
60 and over	15.8	256	183	439	22.6	20.2	11.8	15.6
Total	**100.0**	**1 349**	**590**	**1 940**	**100.0**	**15.2**	**6.6**	**10.9**
				1995				
0–16	24.2	104	73	177	8.8	4.6	3.4	4.1
17–25	13.9	463	133	596	29.5	36.3	10.8	23.8
26–39	22.0	375	111	486	24.1	18.9	5.6	12.3
40–59	24.2	224	124	348	17.3	10.2	5.8	8.0
60 and over	15.8	245	161	406	20.1	19.1	10.3	14.2
Total	**100.0**	**1 413**	**604**	**2 017**	**100.0**	**15.7**	**6.7**	**11.2**

[1] Estimated Resident Population, June 1991, 1993, 1994 and 1995, Australia.
Source: Road Fatalities, Australia, Statistical Summary, Federal Office of Road Safety.

4.9 DRIVER FATALITIES RELATIVE TO TOTAL DISTANCE TRAVELLED BY DRIVERS, BY AGE AND GENDER, 1995

Age group (years)	*Males*	*Females*	*Total*
	TOTAL DISTANCE TRAVELLED BY VEHICLES (EXCL. MOTOR CYCLES) (million kilometres)		
15–24	11 987	4 141	16 128
25–54	71 340	39 739	111 079
55 and over	20 635	6 903	27 538
Not stated[1]	8 125	426	8 551
Total	**112 088**	**51 209**	**163 297**
	FATALITIES OF DRIVERS (EXCL. MOTOR CYCLE RIDERS) (number)		
15–24	201	59	260
25–54	292	122	414
55 and over	145	52	197
Total	**638**	**233**	**871**
	FATALITIES OF DRIVERS PER 100 MILLION VEHICLE KILOMETRES TRAVELLED		
15–24	1.677	1.425	1.612
25–54	0.409	0.307	0.373
55 and over	0.703	0.753	0.715
Total	**0.569**	**0.455**	**0.533**

[1] The Not stated category has been ignored in this analysis.
Source: Survey of Motor Vehicle Use, Australia, Preliminary (Cat. no. 9202.0), *Road Fatalities, Australia, 1995 Statistical Summary*, Federal Office of Road Safety and unpublished ABS data.

4.10 FATALITY RATES PER 100 MILLION VEHICLE KILOMETRES TRAVELLED[1]

Year	*NSW*	*Vic.*	*Qld*	*SA*	*WA*	*Tas.*	*NT*	*ACT*	*Aust.*
1976	3.75	3.31	3.90	3.18	3.21	3.85	9.22	2.26	3.55
1979	3.50	2.83	3.53	2.98	2.44	3.11	7.45	1.35	3.15
1982	2.92	2.19	2.78	2.45	1.91	2.66	6.16	1.35	2.56
1985	2.33	1.78	2.21	2.19	1.73	1.99	5.40	1.63	2.09
1988	2.06	1.63	2.16	1.72	1.49	1.87	4.75	1.39	1.88
1991	1.44	1.23	1.49	1.43	1.29	2.00	4.60	0.61	1.41
1995	1.27	0.97	1.32	1.33	1.18	1.32	4.23	0.50	1.21

[1] *Fatality rates per 100 million vehicle kilometres travelled are shown for the 12 month periods covered by the Surveys of Motor Vehicle Use, i.e. 1 October to 30 September of the year shown. Data shown here for individual States and Territories refers to place of registration of vehicle, and not necessarily the place where vehicle travel occurred.*
Source: Survey of Motor Vehicle Use, Australia, Preliminary (Cat. no. 9202.0), *Road Fatalities Australia, 1995 Statistical Summary*, Federal Office of Road Safety and unpublished ABS data.

4.11 TOTAL DISTANCE TRAVELLED[1] BY AGE AND GENDER OF DRIVERS'/RIDERS, YEAR ENDED 30 SEPTEMBER 1991

Age group (years)	Males	Proportion of total	Females	Proportion of total	Total	Proportion of total
	million kms	%	million kms	%	million kms	%
			PASSENGER VEHICLES			
15–24	9 472	12.8	5 475	13.6	14 947	13.1
25–34	16 885	22.8	10 919	27.1	27 804	24.3
35–44	19 074	25.8	11 405	28.3	30 479	26.7
45–54	13 964	18.9	7 073	17.6	21 037	18.4
55–64	8 461	11.4	3 382	8.4	11 842	10.4
65 and over	4 647	6.3	1 870	4.6	6 517	5.7
Not stated	1 527	2.1	134	0.3	1 661	1.5
Total	**74 029**	**100.0**	**40 257**	**100.0**	**114 286**	**100.0**
			OTHER VEHICLES			
15–24	2 839	8.6	250	15.1	3 089	8.9
25–34	9 697	29.3	531	32.0	10 227	29.5
35–44	10 043	30.4	426	25.7	10 469	30.2
45–54	6 132	18.6	359	21.7	6 491	18.7
55–64	3 038	9.2	75	4.5	3 113	9.0
65 and over	776	2.3	17	1.0	793	2.3
Not stated	520	1.6	—	—	520	1.5
Total	**33 044**	**100.0**	**1 658**	**100.0**	**34 702**	**100.0**
			TOTAL VEHICLES			
15–24	12 311	11.5	5 725	13.7	18 036	12.1
25–34	26 582	24.8	11 449	27.3	38 031	25.5
35–44	29 117	27.2	11 830	28.2	40 947	27.5
45–54	20 096	18.8	7 432	17.7	27 528	18.5
55–64	11 499	10.7	3 456	8.2	14 955	10.0
65 and over	5 423	5.1	1 887	4.5	7 310	4.9
Not stated	2 047	1.9	134	0.3	2 181	1.5
Total	**107 073**	**100.0**	**41 915**	**100.0**	**148 988**	**100.0**

[1] Excludes distance travelled by buses but includes distance travelled by motor cycles.
Source: Survey of Motor Vehicle Use, Australia, (Cat. no. 9208.0) and unpublished ABS data.

4.12 TOTAL DISTANCE TRAVELLED[1] BY AGE AND GENDER OF DRIVERS/RIDERS, YEAR ENDED 30 SEPTEMBER 1995

Age group (years)	Males	Proportion of total	Females	Proportion of total	Total	Proportion of total
	million kms	%	million kms	%	million kms	%
			PASSENGER VEHICLES			
15–24	9 337	12.5	3 923	8.0	13 260	10.7
25–34	12 865	17.2	13 659	27.9	26 524	21.5
35–44	15 638	21.0	13 774	28.1	29 411	23.8
45–54	16 123	21.6	10 509	21.5	26 632	21.6
55–64	9 485	12.7	4 090	8.4	13 575	11.0
65 and over	6 232	8.4	2 590	5.3	8 822	7.1
Not stated	4 938	6.6	397	0.8	5 336	4.3
Total	**74 617**	**100.0**	**48 942**	**100.0**	**123 560**	**100.0**
			OTHER VEHICLES			
15–24	2 879	7.4	240	10.3	3 120	7.6
25–34	9 405	24.2	632	27.1	10 037	24.3
35–44	10 488	26.9	713	30.6	11 202	27.1
45–54	7 897	20.3	495	21.2	8 392	20.3
55–64	3 918	10.1	179	7.7	4 097	9.9
65 and over	1 048	2.7	44	1.9	1 092	2.6
Not stated	3 294	8.5	30	1.3	3 324	8.1
Total	**38 930**	**100.0**	**2 332**	**100.0**	**41 263**	**100.0**
			TOTAL VEHICLES			
15–24	12 216	10.8	4 163	8.1	16 379	9.9
25–34	22 271	19.6	14 290	27.9	36 561	22.2
35–44	26 126	23.0	14 487	28.3	40 613	24.6
45–54	24 020	21.2	11 004	21.5	35 024	21.2
55–64	13 403	11.8	4 269	8.3	17 672	10.7
65 and over	7 280	6.4	2 634	5.1	9 914	6.0
Not stated	8 232	7.2	427	0.8	8 659	5.3
Total	**113 548**	**100.0**	**51 275**	**100.0**	**164 823**	**100.0**

[1] Excludes distance travelled by buses but includes distance travelled by motor cycles. Some non buses captured on bus forms are also excluded.
Source: Survey of Motor Vehicle Use, Australia, Preliminary (Cat. no. 9202.0) and unpublished ABS data.

4.13 TOTAL DISTANCE TRAVELLED BY TYPE OF VEHICLE, SELECTED YEARS[1]

Type of vehicle	*1971*[2] million *kms*	*1976*[2] million *kms*	*1979*[2] million *kms*	*1982*[2] million *kms*	*1985* million *kms*	*1988* million *kms*	*1991*[2] million *kms*	*1995* million *kms*
Passenger vehicles	n.a.	78 531	84 872	96 109	106 574	116 640	114 286	123 691
Light commercial vehicles	n.a.	12 290	15 928	16 951	20 121	21 982	22 814	27 751
Trucks								
Rigid	n.a.	6 032	5 837	8 417	7 627	7 840	6 114	6 725
Articulated	n.a.	2 005	2 607	3 000	3 588	3 836	3 959	5 094
Non-freight carrying	n.a.	420	457	237	242	261	201	249
Buses	n.a.	n.a.	n.a.	n.a.	n.a.	1 433	1 401	1 479
Motor cycles	n.a.	1 641	1 768	2 152	2 276	1 924	1 615	1 526
Total	**80 501**	**100 919**	**111 469**	**126 866**	**140 427**	**153 915**	**150 389**	**166 514**

[1] Year ended 30 September.
[2] Excludes vehicles owned by the Australian government.
[3] 1991 and later data are not strictly comparable with previous surveys due to revisions to body code classifications and/or improved processing procedures.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) *and Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0).

4.14 AVERAGE[1] DISTANCE TRAVELLED BY TYPE OF VEHICLE, SELECTED YEARS[2]

Vehicle type	*1971*[3] '000 kms	*1976*[3] '000 kms	*1979*[3] '000 kms	*1982*[3] '000 kms	*1985* '000 kms	*1988* '000 kms	*1991*[4] '000 kms	*1995* '000 kms
Passenger vehicles	15.8	15.4	15.1	15.3	15.5	15.8	14.3	14.4
Light commercial vehicles	16.9	17.0	17.0	16.9	17.7	18.6	16.9	17.7
Trucks								
Rigid	n.a.	15.7	16.7	19.0	17.9	19.4	18.5	20.0
Articulated	n.a.	50.5	59.3	64.4	72.3	78.7	76.0	87.9
Non-freight carrying	9.4	14.4	12.9	12.8	11.5	11.3	14.2	15.9
Buses	29.1	n.a.	n.a.	n.a.	n.a.	35.3	33.3	32.5
Motor cycles	6.6	5.7	6.3	6.1	6.5	6.5	5.7	5.2
Total	**15.8**	**15.4**	**15.3**	**15.6**	**15.8**	**16.4**	**14.9**	**15.2**

[1] See the Glossary for an explanation of the concept of averages.
[2] Year ended 30 September.
[3] Excludes vehicles owned by the Australian government.
[4] 1991 and later data are not strictly comparable with previous surveys due to revisions to body code classifications.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) *and Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0).

4.15 NUMBER OF DRIVERS/RIDERS[1] BY AGE AND GENDER, YEAR ENDED 30 SEPTEMBER

	Males		*Females*		*Total*	
Age group	'000	%	'000	%	'000	%
			1991			
			PASSENGER VEHICLES			
15–24	874.1	12.5	701.4	13.2	1 575.4	12.8
25–34	1 450.5	20.8	1 304.1	24.5	2 754.6	22.4
35–44	1 637.1	23.5	1 377.3	25.8	3 014.4	24.5
45–54	1 325.9	19.0	950.9	17.8	2 276.8	18.5
55–64	898.2	12.9	560.0	10.5	1 458.2	11.9
65 and over	684.7	9.8	418.0	7.8	1 102.8	9.0
Not stated	108.0	1.5	19.6	0.4	127.6	1.0
Total	**6 978.4**	**100.0**	**5 331.3**	**100.0**	**12 309.7**	**100.0**
			OTHER VEHICLES			
15–24	293.1	11.8	51.8	13.6	344.9	12.0
25–34	697.3	28.1	117.6	30.8	814.9	28.4
35–44	661.9	26.6	108.8	28.5	770.7	26.9
45–54	427.8	17.2	68.3	17.9	496.1	17.3
55–64	280.2	11.3	28.1	7.4	308.3	10.8
65 and over	101.2	4.1	7.4	1.9	108.6	3.8
Not stated	22.8	1.0	0.0	—	22.9	0.8
Total	**2 484.3**	**100.0**	**382.1**	**100.0**	**2 866.4**	**100.0**
			1995			
			PASSENGER VEHICLES			
15–24	817.2	11.0	655.1	10.7	1 472.3	10.9
25–34	1 173.3	15.8	1 323.3	21.7	2 496.7	18.4
35–44	1 722.4	23.2	1 527.0	25.1	3 249.4	24.0
45–54	1 535.0	20.6	1 374.5	22.6	2 909.5	21.5
55–64	1 048.3	14.1	603.9	9.9	1 652.2	12.2
65 and over	875.6	11.8	549.4	9.0	1 425.0	10.5
Not stated	267.4	3.6	61.1	1.0	328.6	2.4
Total	**7 439.3**	**100.0**	**6 094.4**	**100.0**	**13 533.7**	**100.0**
			OTHER VEHICLES			
15–24	273.0	9.7	54.8	11.0	327.8	9.9
25–34	639.8	22.8	135.4	27.1	775.1	23.4
35–44	698.5	24.8	133.5	26.7	832.0	25.1
45–54	549.7	19.6	106.0	21.2	655.8	19.8
55–64	319.1	11.3	41.9	8.4	361.0	10.9
65 and over	156.0	5.5	18.9	3.8	175.0	5.3
Not stated	174.9	6.2	8.7	1.7	183.5	5.5
Total	**2 810.9**	**100.0**	**499.2**	**100.0**	**3 310.1**	**100.0**

1 Excludes drivers of buses but includes motor cycle riders.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) *and Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0), and unpublished ABS data.

4.16 AVERAGE[1] DISTANCE TRAVELLED BY PURPOSE, YEAR ENDED 30 SEPTEMBER

	Purpose					
	Business					
	Laden	Unladen	Total	To and from work	Private	Total
State/Territory	'000 kms	'000 kms	'000 kms	'000 kms	'000 kms	'000 kms
			1991			
NSW	14.6	6.9	15.7	6.6	7.6	15.2
Vic.	15.7	7.5	15.5	6.8	7.9	15.2
Qld	15.6	7.0	16.4	6.3	8.4	16.0
SA	13.4	6.3	14.1	5.9	8.0	14.1
WA	14.5	8.8	15.6	6.2	7.9	15.4
Tas.	13.1	6.5	14.6	5.7	7.6	13.3
NT	18.6	8.6	19.4	6.2	8.2	17.8
ACT	22.1	6.9	14.8	6.6	9.1	17.3
Aust.	**15.1**	**7.2**	**15.6**	**6.5**	**7.9**	**15.3**
			1995			
NSW	16.2	8.1	14.3	6.2	7.9	15.0
Vic.	17.0	8.4	18.0	6.2	7.8	15.6
Qld	18.9	9.6	16.9	8.2	8.3	17.2
SA	15.4	7.6	13.8	5.7	8.4	14.7
WA	15.2	9.0	14.1	7.4	8.1	15.6
Tas.	12.7	7.2	13.2	5.3	7.9	13.7
NT	17.9	12.4	18.0	6.0	7.8	16.4
ACT	18.8	7.6	12.6	6.8	8.9	16.8
Aust.	**16.7**	**8.5**	**15.5**	**6.6**	**8.0**	**15.6**

[1] See the Glossary for an explanation of the concept of averages.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) *and Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0).

4.17 MODE OF TRAVEL TO WORK[1], 1986 AND 1991

	Males		Females		Total persons	
	1986	1991	1986	1991	1986	1991
Method of travel	'000	'000	'000	'000	'000	'000
Train	216 584	201 904	169 784	170 212	386 368	372 116
Bus	161 162	146 871	174 560	163 662	335 722	310 533
Ferry/tram	32 994	24 125	35 119	26 202	68 113	50 327
Taxi	20 896	16 091	15 488	12 853	36 386	28 944
Car as driver	2 431 584	2 381 949	1 203 418	1 445 459	3 635 002	3 827 408
Car as passenger	274 720	267 799	299 245	305 782	573 965	573 581
Motor cycle	79 225	59 177	4 509	3 784	83 734	62 961
Bicycle	73 157	74 601	19 532	17 904	92 689	92 505
Walked only	202 617	188 768	137 980	147 288	340 597	336 056
Other	n.a.	74 588	n.a.	12 036	n.a.	86 624
Worked at home	175 418	173 545	194 575	202 806	369 993	376 351
Did not go to work	295 222	234 339	324 241	369 892	619 463	604 231
Not stated[2]	106 278	165 419	82 168	142 617	188 446	308 036

[1] Total not supplied as the census question allowed multiple answers.
[2] Includes cases where the method of travel to work could not be determined.
Source: 1991 Census — Community Profiles (Cat. no. 2722.0).

4.18 PERSONS TRAVELLING TO WORK/STUDY[1], APRIL 1996

Method of travel	NSW %	Vic. %	Qld %	SA %	WA %	Tas. %	NT %	ACT %	Aust. %
Train	12.9	9.4	4.8	3.5	6.1	—	—	—	8.5
Bus	9.0	4.4	5.5	9.3	7.0	7.8	5.2	13.0	7.1
Car/truck/van									
As driver	73.4	80.4	79.2	78.5	80.4	79.9	80.8	76.4	77.6
As passenger	6.2	5.5	8.2	9.6	9.7	9.0	8.8	10.1	7.2
Motor cycle	1.0	0.9	2.0	2.0	1.2	0.7	1.5	2.2	1.3
Bicycle	2.1	2.9	3.6	3.8	2.3	2.1	6.0	3.2	2.8
Walk	6.4	6.2	6.4	5.6	5.3	10.7	7.4	5.9	6.3
Other	1.6	4.1	1.2	0.9	0.8	0.8	3.1	—	2.0

[1] Totals do not equal the sum of items in each column as more than one transport mode may be specified.
Source: Environmental Issues, People's Views and Practices (Cat. no. 4602.0).

4.19 PERSONS NOT TAKING PUBLIC TRANSPORT TO WORK/STUDY[1], APRIL 1996

Reason	NSW %	Vic. %	Qld %	SA %	WA %	Tas. %	NT %	ACT %	Aust. %
No service available at all	35.4	31.7	48.7	34.6	33.5	42.2	37.3	10.1	36.3
Takes too long	25.7	35.5	14.8	26.9	22.3	14.6	22.4	46.6	26.2
Infrequency of service	12.9	13.7	13.0	12.5	16.5	19.9	14.9	22.5	13.8
Reliability of service	5.0	7.5	3.7	5.8	2.7	3.4	2.7	15.9	5.4
Carry tools/equipment	9.6	7.4	6.7	7.3	5.8	6.7	3.8	8.7	7.8
Vehicle needed during work hours	16.9	14.6	13.0	15.9	15.0	12.5	13.2	22.9	15.3
Vehicle needed before/after work/study	5.7	8.7	6.8	11.4	9.1	11.1	13.0	25.7	8.1
Use company/employer's car	6.0	6.7	4.8	5.3	5.9	5.4	6.8	6.2	5.9
Comfort/privacy	9.5	12.2	6.6	12.5	7.6	9.6	20.6	21.8	10.1
Concerned about own personal safety	3.8	5.0	3.7	4.2	2.4	1.3	1.2	2.9	3.9
Fares cost too much	3.1	5.2	3.2	3.8	1.7	1.2	2.1	14.8	3.7
Other	5.2	5.2	4.3	10.9	8.5	5.4	6.6	8.2	5.9

[1] Totals do not equal the sum of items in each column as more than one reason may be specified.
Source: Environmental Issues, People's Views and Practices (Cat. no. 4602.0).

4.20 FREQUENCY OF OIL AND/OR WATER CHECKS FOR HOUSEHOLDS WITH MOTOR VEHICLES, APRIL 1996

	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
Frequency	%	%	%	%	%	%	%	%	%
Every day	3.5	3.7	3.8	3.7	3.6	5.7	9.5	1.2	3.7
At least once a week	34.9	33.0	38.0	30.3	37.7	34.5	34.6	26.2	34.7
Every two weeks	15.0	15.9	15.7	15.0	15.6	18.1	16.0	18.5	15.6
Every three weeks	2.7	3.3	2.4	3.0	2.7	3.2	1.7	3.2	2.8
Once a month	18.6	16.6	17.9	19.1	18.3	18.2	15.0	21.2	18.0
Every two months	5.4	4.2	4.1	5.3	3.6	4.8	3.2	6.9	4.6
Every three months	6.8	6.9	4.9	7.1	4.8	5.2	4.9	7.8	6.3
Every six months	3.0	3.5	3.1	3.9	3.4	2.4	4.1	3.8	3.3
Infrequently	6.6	7.6	5.3	6.9	5.9	3.8	4.9	5.8	6.5
Never	2.2	3.6	3.0	3.8	2.6	2.0	4.6	3.6	2.9
Other	1.3	1.9	1.6	2.0	1.7	2.1	1.5	1.7	1.6
Total	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Source: Environmental Issues, People's Views and Practices (Cat. no. 4602.0).

4.21 FREQUENCY OF VEHICLE SERVICING FOR HOUSEHOLDS WITH MOTOR VEHICLES, APRIL 1996

	NSW	Vic.	Qld	SA	WA	Tas.	NT	ACT	Aust.
Frequency	%	%	%	%	%	%	%	%	%
At least once every three months	36.6	36.4	42.7	35.9	35.2	42.6	42.2	41.0	37.8
Once every six months	37.3	36.3	34.7	38.1	40.1	31.2	36.9	38.3	36.8
Once a year	11.4	11.0	9.3	11.1	8.9	12.8	9.0	10.2	10.6
Only when there is a problem	5.9	6.2	4.8	5.8	6.1	5.9	6.6	3.3	5.7
Other	6.3	8.5	6.7	7.3	8.0	5.6	4.2	5.9	7.2
Never serviced	1.1	0.9	1.3	1.4	1.1	1.5	1.0	0.9	1.1
Don't know	1.3	0.6	0.5	0.5	0.6	0.5	—	0.5	0.8
Total	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Source: Environmental Issues, People's Views and Practices (Cat. no. 4602.0).

SECTION 5

COSTS OF MOTORING

The ABS collects and publishes a range of financial statistics pertaining either directly or indirectly to motor vehicles and transport in Australia. Information on average expenditure on transport comes from the Household Expenditure Survey (HES) which provides data on household spending patterns. The Consumer Price Index (CPI) measures changes in the prices of motor vehicles and related products and services over time. The third source used in this section is data on personal and commercial finance commitments on motor vehicles, which gives additional insights into the population's total expenditure on motor vehicles. Finally, transport expenditure, vehicle financing and pricing data are combined with private expenditure (see the Glossary) data to present an assessment of motoring costs over time.

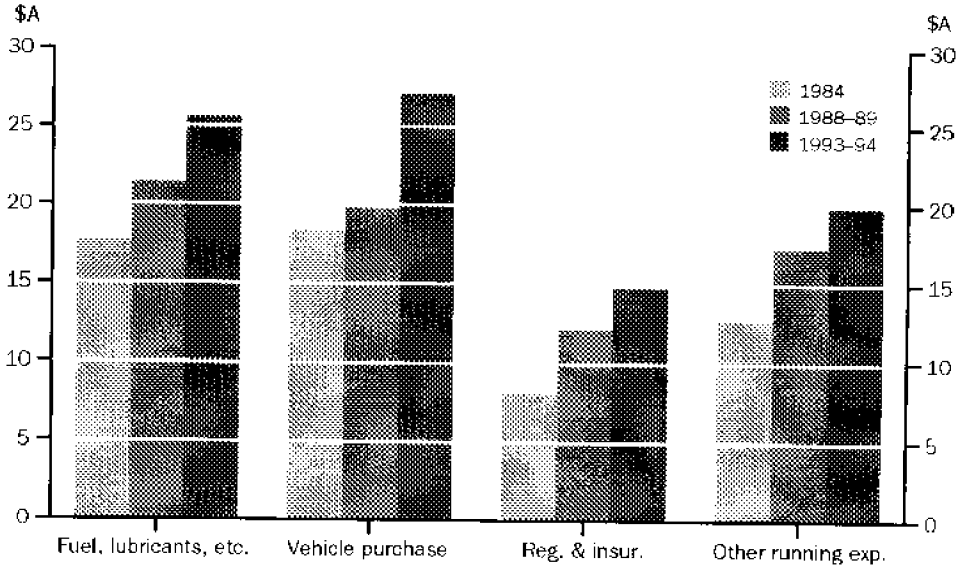
HOUSEHOLD EXPENDITURE ON TRANSPORT

The HES measures expenditure by households on a range of commodities and services, including transport. In 1984 Australia's average weekly household expenditure on transport (excluding interest on loans for purchases) amounted to $59.00. This expenditure increased by 29.0%, to $76.13, in 1988–89 and by a further 22.9% to $93.58, in 1993–94. Households in 1993–94 spent, on average, over $4,860 annually on total transport, clearly underlining the significance of transport for most Australian households. Average weekly household expenditure for all expenditure groups rose by 38.9% between 1984 and 1988–89 and by 19.8% from 1988–89 to 1993–94. The CPI for transportation rose by 44.5% between 1984 and 1989 and by 20.7% between 1989 and 1994.

Change in the proportion of household expenditure on transport

Transport expenditure, as a proportion of total household expenditure, declined in real terms between 1984 and 1988–89, from 16.3% to 15.1%. Between 1988–89 and 1993–94, this proportion rose marginally, to 15.5%. The three main groups of transport costs (motor vehicle purchases; expenditure on fuel, lubricants and additives; and, other vehicle running expenses, excluding registration and insurance) accounted for 82.5% of average household expenditure on transport in 1984. This proportion fell to 76.7% in 1988–89 before rising slightly to account for 77.5% in 1993–94.

WEEKLY HOUSEHOLD EXPENDITURE ON KEY TRANSPORT ITEMS



Source: Household Expenditure Survey, Australia: Detailed Expenditure Items (Cat. no. 6535.0).

Expenditure on motor vehicle purchases

Average household expenditure on the purchase of motor vehicles (including second-hand vehicles and motor cycles) rose by 7.5% between 1984 and 1988–89 and by 37.2% between 1988–89 and 1993–94. In comparison, the price of vehicles, as measured by the CPI, increased by 70.1% from 1984 to 1989 and by 18.0% between 1989 and 1994. During the period 1984–85 to 1993–94, private expenditure on vehicle purchases rose by a total of 5.5% while at the same time registrations of new motor vehicles declined by 5.3% overall. Over the period 1988–95, the average age of the vehicle fleet increased from 9.1 years to 10.6 years while the attrition rate for the fleet initially increased from 3.6% in 1989–90 to 5.2% in 1990–91, declined over subsequent years to be 3.0% in 1993–94 before again increasing to 3.9% in 1994–95.

Although households spent relatively less in real terms on purchasing motor vehicles in 1988–89 compared with 1984, expenditure on petrol (the largest component of total fuel expenditure) rose 19.8%, vehicle registration and insurance was up by 49.8% and other running expenses of vehicles by 49.6%. At the same time, petrol prices rose by only 16.8%, suggesting a small increase in petrol consumption. This is consistent with the 9.6% increase in total kilometres travelled over this period (see Section 4). Between 1989 and 1994, the price of petrol rose by 21.5%, according to the CPI. Average household expenditure on petrol, over the same period, increased by 18.0%, suggesting a fall in consumption over the period. This is consistent with figures from the Survey of Motor Vehicle Usage which show that between 1988 and 1995 there was a slight decrease in average fuel consumption by passenger and light commercial vehicles and in total distance travelled.

Expenditure on fuel, lubricants and additives

Expenditure on fuel, lubricants and additives was the second-largest component of transport expenditure in 1984 at $17.59 per week, behind the motor vehicle purchase component. Expenditure on this component increased by 21.5% to be the largest component in 1988–89 at $21.38 per week. Between 1988–89 and 1993–94, average expenditure on fuel, lubricants and additives rose by 19.6% to $25.57 per week. However, this increase was overshadowed by the 37.2% rise in the motor vehicle purchase component.

Expenditure on other vehicle running expenses

Average expenditure on vehicle running expenses (excluding insurance and registration) grew by 49.6% between 1984 and 1988–89 and by a further 15.2% through to 1993–94. During the same period there was an increase of 25.2% in private expenditure on the operation of motor vehicles. This includes expenditure on fuel, servicing/repairs, parts, registration and licensing fees, etc. Expenditure on vehicle registration and insurance increased by 49.8% from 1984 to 1988–89 and by 21.9% between 1988–89 and 1993–94.

CPI — TRANSPORTATION GROUP

The cost of purchasing and maintaining a motor vehicle forms a significant component of household expenditure. The CPI comprises eight groups, with Transportation accounting for 16% of the overall index, reflecting the high proportion of total expenditure allocated to this item.

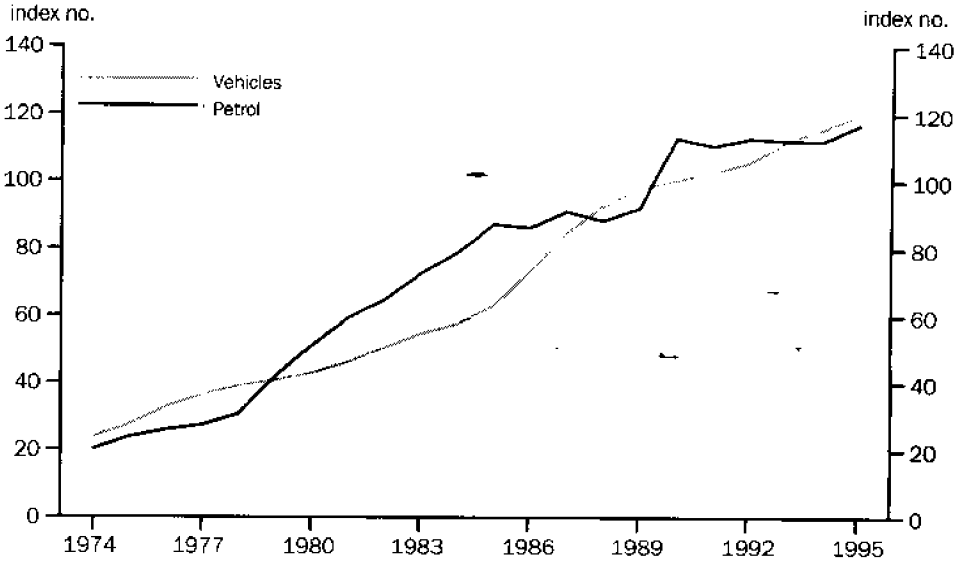
Within the CPI Transportation group, Purchase of motor vehicles and Petrol each account for a large proportion of the total.

Analysis of the annual price index of petrol highlights the fluctuating nature of petrol prices over time. During the period 1973 to 1994, the petrol price index has risen at varying rates. Following a period of slow growth during the mid and late 1970s, the index experienced a relatively

high rate of growth from 1979 to 1981 before slowing again over the late 1980s. In 1986 and 1988 the index actually fell slightly. The index jumped sharply in 1990 with the rate of growth being essentially flat over the subsequent years to 1994 before a strong increase occurred in 1995.

Similar to the petrol price index, the motor vehicle purchase price index also appears to have had distinct periods of change in the price level. From 1974 to 1977, the rate of growth in the index increased strongly followed by a period of more moderate growth through to 1984. There was another period of strong growth from 1985 to 1987 before the rate of increase slowed markedly through to 1991. The rate has been growing more moderately over recent years.

ANNUAL AVERAGE PRICE INDEX OF VEHICLES AND PETROL, BASE YEAR = 1989–90



Source: Consumer Price Index (Cat. no. 6401.0).

There are many factors influencing prices, and changes in demand cannot be directly related to changes in prices. However, comparison of the motor vehicle price index and new motor vehicle registrations over the period suggests that periods of strongly growing demand occur at the same time as periods of slowly rising prices, while conversely periods of falling or slowly growing demand occur at the same time as faster rising prices.

While there are many determinants on the vehicle price index level, it is notable that the imposition of government policy aimed at a gradual reduction in vehicle industry protection from the mid-1980s saw a change in the slow and steady rate of increase in previous years. As mentioned earlier, the index grew at a noticeably faster rate in the late 1980s then levelled off.

AVERAGE ANNUAL RETAIL PRICE OF PETROL

The ABS collects the average retail price of petrol from surveys carried out in all capital cities during each quarter of the year. The data compiled are useful for comparing retail petrol prices and movements across capital cities. The following analysis focuses on the price of leaded petrol, as the price of unleaded petrol has only been collected since the March quarter of 1994.

Darwin most expensive and Brisbane cheapest for petrol in 1995

Between 1983 and 1995 the average retail price of leaded petrol increased by between 49.9% (in Brisbane) and 70.7% (in Perth) across all capital cities. From 1983 to 1990 and again in 1993 and 1994, Hobart was the most expensive capital city for petrol with Darwin becoming the most expensive in 1995. In contrast, between 1985 and 1995 Brisbane was the cheapest capital city for petrol, apart from 1987 when Adelaide was the cheapest city.

Generally, all of the capital cities experienced annual movements in the average retail price of petrol of between 0.1 (Melbourne 1986) to 6.3 (Perth 1995) cents per litre over the 1983 to 1995 period. However, between 1989 and 1990, the average retail price of petrol rose in all capital cities, from a minimum of 6.4 cents per litre in Hobart to a maximum of 18.1 cents per litre in Darwin. The high retail price increases that occurred between 1989 and 1990 perhaps reflect any uncertainty that existed in the petroleum industry around the time of the Persian Gulf crisis.

VALUE OF VEHICLES UNDER NEW FINANCE LEASE COMMITMENTS

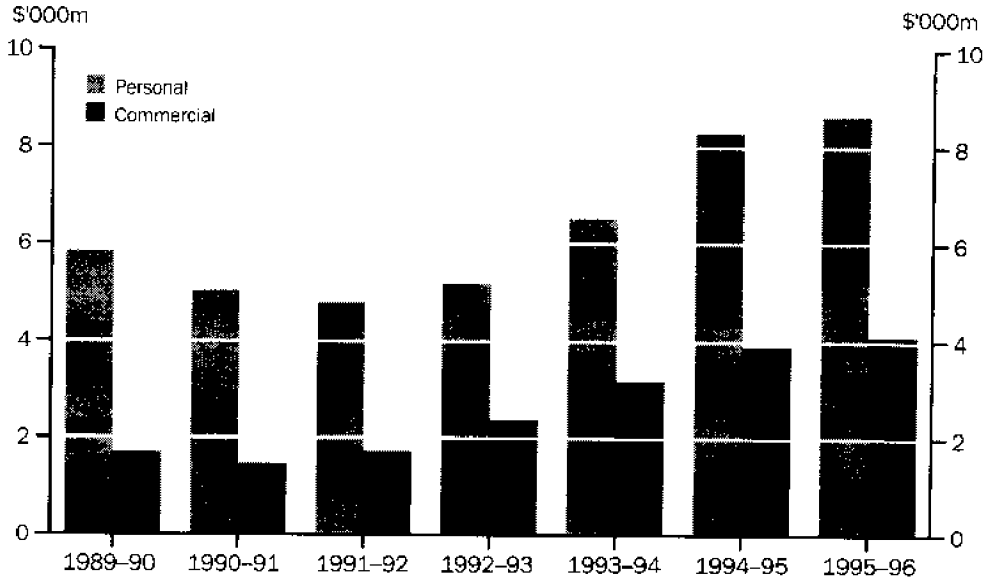
Statistics on new finance lease commitments for motor vehicles were first published by the ABS in 1985–86. The total value of passenger vehicles under new finance lease commitments has risen steadily since 1985–86 when $1,985 million was committed. After an initial fall in 1986–87, commitments rose quickly to peak at $3,285 million in 1988–89 before declining substantially to a low of $1,640 million in 1991–92. Commitments increased in each subsequent year to reach $2,687 million in 1995–96.

COMMERCIAL VEHICLE FINANCE COMMITMENTS

Statistics on commercial motor vehicle finance commitments were first published by the ABS in 1985–86, when the level of commitments was $893 million. Since then commercial motor vehicle finance commitments have grown to reach a high of $4,096 million in 1995–96. This accounted for 3.0% of total commercial finance commitments, compared with 1.5% in 1985–86 and 3.7% the previous year. The 1995–96 commitments represent an increase of 5.5% on 1994–95 and followed increases of 22.6% in 1994–95, 33.6% in 1993–94 and 37.4% in 1992–93. This growth over the 1992 to 1996 period reflects a strong rise in demand for new motor vehicles by the commercial sector despite an increase in the price of motor vehicles of 13.7% and significant increases in the cost of running motor vehicles (as shown by the CPI).

Since 1985–86, the value of motor vehicle commercial finance commitments has grown more than four fold, while total commercial commitments has more than doubled. Motor vehicle finance commitments have increased each year since 1985–86, apart from falls of $244.3 million (14.3%) in 1990–91 and $0.2 million in 1986–87. In contrast, total commercial finance commitments increased each year from 1985–86 to 1988–89, then steadily declined for three consecutive years before rising again in 1992–93, 1993–94, 1994–95 and particularly strongly in 1995–96.

VALUE OF VEHICLES UNDER FINANCE COMMITMENTS, ALL LENDERS



Source: Personal Finance, Australia (Cat. no. 5642.0) and Commercial Finance, Australia (Cat. no. 5643.0).

PERSONAL VEHICLE FINANCE COMMITMENTS

Personal finance commitments for motor vehicles declined steadily from a peak in 1989–90 of $6,264 million to a low in 1991–92 of $5,104 million before the sharp rise to $6,949 million in 1993–94. A further strong rise, to $8,288 million, occurred in 1994–95 followed by a 4.4% rise in 1995–96. The fall in personal motor vehicle finance commitments in 1990–91 and 1991–92 together with the fall in commercial finance commitments in 1990–91 are consistent with relatively low new vehicle registration statistics over the same period and indicates a significant slow down in the economy in the early 1990s.

In 1987–88, passenger vehicles (new and used combined) accounted for 20.7% of total personal finance commitments. Between 1987–88 and 1994–95, personal finance commitments for new passenger vehicles more than doubled to $2,624 million before falling to $2,505 million in 1995–96. Over the same period, used vehicle commitments rose by 78.9% to $5,136 million with a further rise to $5,559 million in 1995–96. In 1995–96 passenger vehicle commitments comprised 24.6% of total personal finance commitments, down from 27.2% in 1994–95.

The value of personal finance commitments on vehicles has averaged between two to three and a half times that of commercial finance commitments since 1987–88.

5.1 AVERAGE WEEKLY HOUSEHOLD EXPENDITURE ON TRANSPORT[1], 1984, 1988–89 AND 1993–94

Expenditure item	*1984* $A	*1988–89* $A	*1993–94* $A	*Percentage change 1984 to 1988–89* %	*Percentage change 1988–89 to 1993–94* %
Purchase of motor vehicles	18.08	19.49	26.61	7.8	36.5
Purchase of motor cycles	0.30	0.27	0.49	-10.0	81.5
Motor vehicle purchase	*18.38*	*19.76*	*27.11*	*7.5*	*37.2*
Purchase of caravans	n.a.	0.12	0.24	n.a.	100.0
Purchase of trailers	0.04	0.08	0.05	100.0	-37.5
Purchase of bicycles	0.28	0.61	0.06	117.9	-90.2
Other vehicle purchase	*0.43*	*0.81*	*0.35*	*88.4*	*-56.8*
Petrol	16.93	20.28	23.90	19.8	18.0
Diesel fuel	0.22	0.31	0.57	40.9	83.9
LPG and other gas fuels	0.04	0.16	0.50	300.0	212.5
Oils, lubricants and additives	0.40	0.63	0.60	57.5	-4.8
Motor vehicle fuel, lubricants and additives	*17.59*	*21.38*	*25.57*	*21.5*	*19.6*
Compulsory registration and insurance of motor vehicles	4.71	6.74	7.85	43.1	16.5
Other insurance of motor vehicles	3.09	5.04	6.45	63.1	28.0
Compulsory registration and insurance of motor cycles, caravans and trailers	0.21	0.24	0.27	14.3	12.5
Other insurance of motor cycles, caravans and trailers	0.07	0.08	0.19	14.3	137.5
Vehicle registration and insurance	*8.07*	*12.10*	*14.75*	*49.8*	*21.9*
Batteries	0.25	0.35	0.43	40.0	22.9
Tyres and tubes	1.20	1.98	2.22	65.0	12.1
Motor vehicle electrical accessories	0.19	0.29	0.23	52.6	-20.7
Vehicle parts n.e.c.	2.08	3.48	3.36	67.3	-3.4
Vehicle accessories n.e.c.	0.72	0.69	0.99	-4.2	43.5
Crash repairs	0.52	0.66	0.89	26.9	34.8
Vehicle servicing	5.19	7.82	8.51	50.7	8.8
Drivers' licence	0.31	0.43	0.49	38.7	14.0
Parking fees	0.29	0.49	0.85	69.0	73.5
Driving lessons	0.11	0.15	0.23	36.4	53.3
Subscriptions to motor organisations	0.25	0.31	0.37	24.0	19.4
Vehicle hire and leasing expenses (non-holiday)	0.17	0.25	0.69	47.1	176.0
Vehicle charges n.e.c.	0.24	0.35	0.61	45.8	74.3
Other running expenses of vehicles	*11.53*	*17.25*	*19.87*	*49.6*	*15.2*
Rail fares	0.81	1.17	1.24	44.4	6.0
Bus and tram fares	0.89	1.31	1.23	47.2	-6.1
Water transport fares	0.03	0.04	0.12	33.3	200.0
Combined bus/tram/rail/ferry fares	0.15	0.25	0.14	66.7	-44.0
Public transport fares, undefined	0.03	0.09	0.06	200.0	-33.3
Public transport fares	*1.91*	*2.86*	*2.79*	*49.7*	*-2.4*
Taxi fares	0.75	1.21	1.53	61.3	26.4
Air fares	0.21	0.43	1.05	104.8	144.2
Removalist fees	0.08	0.32	0.55	300.0	71.9
Freight charges n.e.c.	0.04	0.02	0.01	-50.0	-50.0
Other fare and freight charges (excluding holiday fares)	*1.07*	*1.98*	*3.15*	*83.3*	*59.1*
Total Transport	**59.00**	**76.13**	**93.58**	**29.0**	**22.9**
Total All Groups	361.84	502.71	602.11	38.9	19.8
Transport as proportion of total (%)	16.3	15.1	15.5		

1 Excludes interest and depreciation.
Source: Household Expenditure Survey, Australia: Detailed Expenditure Items (Cat. no. 6535.0).

5.2 PRIVATE FINAL CONSUMPTION EXPENDITURE AT AVERAGE 1989–90 PRICES, SELECTED YEARS

Year	*Purchase of motor vehicles* $m	*Proportion of total* %	*Operation of motor vehicles* $m	*Proportion of total* %	*All groups total* $m
1984–85	8 526	4.7	10 543	5.8	182 749
1985–86	8 548	4.5	11 207	5.9	189 592
1986 87	6 611	3.5	11 985	6.3	191 189
1987–88	6 470	3.3	12 981	6.5	199 018
1988–89	7 900	3.8	13 721	6.6	207 901
1989–90	9 149	4.2	14 020	6.5	216 804
1990–91	8 610	3.9	13 646	6.2	218 741
1991–92	8 062	3.6	14 255	6.3	224 983
1992–93	8 634	3.7	14 630	6.3	231 869
1993–94	8 630	3.6	14 953	6.3	238 900
1994–95	9 448	3.8	15 134	6.0	250 193
1995–96	9 390	3.6	15 469	5.9	260 897

Source: Australian Economic Indicators (Cat. no. 1350.0).

5.3 CONSUMER PRICE INDEX[1], TRANSPORTATION GROUP, ANNUAL AVERAGE INDEX, 1973–95[2]

		Transportation group								
			Private motoring							
Year	*CPI (All Groups)*	*Transport -ation group*	*Private motoring*	*Motor vehicles*	*Petrol*	*Vehicle servicing & parts*	*Vehicle insurance*	*Motoring charges*	*Tyres and tubes*	*Urban transport fares*
197 3	21.6	20.4	20.1	21.0	17.6	n.a.	n.a.	n.a.	n.a.	21.5
1974	24.9	23.2	23.1	23.8	20.1	n.a.	n.a.	n.a.	n.a.	22.9
1975	28.7	27.8	28.0	27.7	23.8	n.a.	n.a.	n.a.	n.a.	26.2
1976	32.5	31.4	31.7	32.7	25.9	n.a.	n.a.	n.a.	n.a.	28.7
1977	36.5	34.1	34.7	36.1	27.4	n.a.	n.a.	n.a.	n.a.	28.6
1978	39.4	36.8	37.5	39.1	30.7	n.a.	n.a.	n.a.	n.a.	31.0
1979	43.0	41.2	42.1	40.7	41.8	n.a.	n.a.	n.a.	n.a.	33.7
1980	47.3	45.5	46.2	42.8	51.0	n.a.	n.a.	n.a.	n.a.	39.8
1981	51.9	50.4	50.9	46.1	59.4	51.4	40.4	55.0	62.1	45.6
1982	57.7	56.2	56.5	50.4	64.7	58.0	46.6	65.9	63.7	52.3
1983	63.5	61.9	62.3	54.8	72.6	63.5	52.8	70.2	68.3	58.0
1984	66.0	66.3	66.3	57.6	78.8	67.2	55.2	75.6	74.2	64.4
1985	70.5	71.7	71.9	63.1	87.1	71.4	58.4	80.9	78.1	68.0
1986	76.9	77.9	78.2	73.3	86.2	79.1	69.1	85.8	82.1	74.2
1987	83.4	86.5	86.9	84.6	91.0	86.9	82.3	94.4	87.2	80.5
1988	89.4	90.8	91.0	92.6	88.3	92.4	88.4	95.4	94.2	88.3
1989	96.2	95.8	95.9	98.0	92.1	97.1	94.8	98.6	98.1	95.9
1990	103.2	104.9	104.9	100.3	112.8	104.0	103.3	102.9	102.1	105.4
1991	106.5	107.2	106.6	102.6	110.4	109.0	105.5	111.0	103.0	117.5
1992	107.6	110.0	109.2	105.7	112.7	110.0	108.3	117.4	101.9	123.9
1993	109.5	112.5	111.5	111.6	112.1	111.4	108.0	128.3	102.7	130.9
1994	111.6	115.6	114.4	115.6	111.9	113.4	104.0	131.8	104.0	135.0
1995	116.8	120.1	119.0	120.2	116.9	115.0	124.7	135.5	106.3	139.6

[1] 1973–80 weighted average of six capital cities. 1981–93 weighted average of eight capital cities.
[2] Base year 1989–90 = 100.0.
Source: Consumer Price Index (Cat. no. 6401.0).

5.4 ANNUAL AVERAGE RETAIL PRICE OF PETROL[1] BY CAPITAL CITIES, 1983–95)

Year	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Canberra	Darwin
1983	43.5	43.3	42.7	45.0	44.1	49.1	46.6	45.9
1984	48.2	47.1	46.8	47.6	46.5	51.3	48.3	49.2
1985	53.5	52.6	50.7	51.2	52.4	56.7	54.1	54.2
1986	52.5	52.7	48.7	50.3	53.2	58.7	52.8	52.3
1987	54.7	55.4	52.3	51.8	57.7	64.8	57.8	55.7
1988	53.0	52.2	51.4	53.3	56.2	62.0	57.5	58.5
1989	54.7	55.0	52.8	56.6	59.6	65.9	56.3	62.3
1990	69.6	67.3	64.0	66.7	70.0	72.3	70.9	70.4
1991	67.0	67.5	61.3	65.1	67.4	70.5	70.8	70.6
1992	68.4	68.4	62.0	67.7	68.4	71.6	72.3	72.9
1993	68.3	66.9	61.6	69.9	67.9	74.4	73.9	73.7
1994	68.0	68.9	60.8	70.5	69.0	75.2	71.7	73.1
1995	71.0	72.1	64.0	73.2	75.3	76.0	74.9	76.6

[1] Cents per litre, leadec petrol.
Source: *Average Retail Prices of Selected Items, Eight Capital Cities* (Cat. no. 6403.0).

5.5 VALUE OF VEHICLES UNDER NEW FINANCE LEASE COMMITMENTS[1], ALL LENDERS, SELECTED YEARS

Year	*New passenger vehicles* '000	*Used passenger vehicles* '000	*Total passenger vehicle finance commitments* '000	*Total commitments* '000
1985–86	1 591 584	393 760	1 985 344	5 592 572
1986–87	1 446 630	446 552	1 893 182	5 521 409
1987–88	1 779 162	594 391	2 373 553	6 789 253
1988–89	2 536 804	748 567	3 285 371	8 801 655
1989–90	2 099 738	547 137	2 646 875	8 216 712
1990–91	1 622 671	395 747	2 018 418	5 209 425
1991–92	1 283 621	356 265	1 639 886	4 476 707
1992–93	1 413 710	368 826	1 782 536	4 914 138
1993–94	1 550 900	405 836	1 956 736	5 846 190
1994–95	1 854 209	444 095	2 298 304	6 572 364
1995–96	2 048 385	638 856	2 687 241	8 155 330

[1] Not subject to depreciation.
Source: *Lease Finance, Australia* (Cat. no. 5644.0).

5.6 COMMERCIAL FINANCE COMMITMENTS, ALL LENDERS, SELECTED YEARS

Year	*Motor vehicle commitments* '000	*Other transport equipment* '000	*Total commercial commitments* '000
1985–86	892 996	253 854	61 316 532
1986–87	892 788	168 081	77 246 014
1987–88	1 142 826	256 386	108 520 776
1988–89	1 526 960	345 280	115 140 717
1989–90	1 705 740	340 311	94 872 979
1990–91	1 461 490	323 084	87 294 078
1991–92	1 725 465	188 200	76 644 881
1992–93	2 371 578	343 240	86 700 575
1993–94	3 167 976	391 814	95 139 419
1994–95	3 883 418	539 542	104 331 459
1995–96	4 096 383	880 259	138 558 844

Source: Lease Finance, Australia (Cat. no. 5643.0).

5.7 PERSONAL FINANCE COMMITMENTS, ALL LENDERS, SELECTED YEARS

	Motor vehicle commitments					
Year	*New passenger* $m	*Used passenger* $m	*Motor cycles* $m	*Other vehicles* $m	*Total* $m	*Total personal commitments* $m
1987–88	1 250	2 871	70	221	4 412	19 934
1988–89	1 630	3 723	86	326	5 765	22 419
1989–90	1 802	4 025	87	350	6 264	22 309
1990–91	1 597	3 421	84	274	5 376	20 205
1991 92	1 515	3 259	76	251	5 101	19 598
1992–93	1 632	3 551	91	268	5 542	20 682
1993–94	2 044	4 470	106	329	6 949	25 453
1994–95	2 624	5 136	128	400	8 288	28 514
1995–96	2 505	5 559	151	434	8 649	32 837

Source: Personal Finance, Australia (Cat. no. 5642.0).

SECTION 6 MOTOR VEHICLE INDUSTRY

This section focuses on aspects relating to the motor vehicle industry, in particular the manufacture and trade of motor vehicles. The key statistical items relating to the motor vehicle industry in general are discussed, with commentary on the underlying trends in the data.

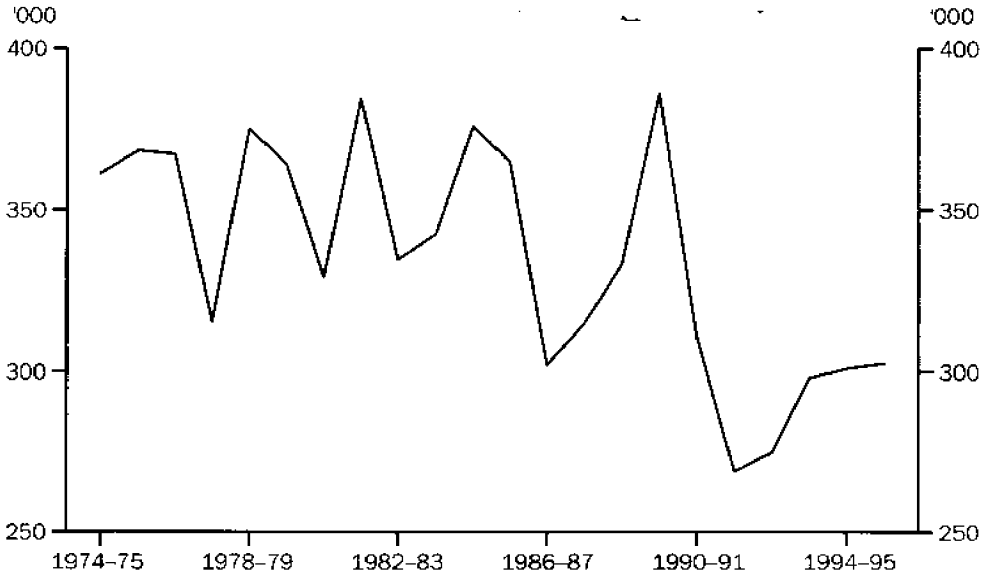
PASSENGER VEHICLE ASSEMBLY

The highest year for passenger vehicle assembly (including manufacture) in Australia was 1973–74 when nearly 400,000 vehicles were assembled, 25% more than in 1993–94, 1994–95 or 1995–96. The period 1969–70 to 1973–74 accounted for five of the ten highest years for assembly of passenger vehicles in Australia. Assembly levels in recent years have generally not reached the levels achieved in those years.

PRODUCTION OF PASSENGER VEHICLES

Since 1974–75, the Australian passenger vehicle production industry has experienced an overall decline in the number of vehicles assembled. Between 1974–75 and 1990–91, the number of passenger vehicles assembled fluctuated around an average of 348,795, with a low of 302,057 occurring in 1986–87 and a peak of 386,043 in 1989–90. After falling sharply to only 268,834 in 1991–92, there have been successive annual increases, with the number of vehicles assembled in 1995–96 being 12.5% higher than in 1991–92.

PRODUCTION OF PASSENGER VEHICLES, SELECTED YEARS



Source: Manufacturing Production, Australia: Transport Equipment (Cat. no. 8363.0).

PRODUCTION OF CARAVANS

In common with the decline in passenger vehicle production since 1975–76, caravan manufacture (excluding campervans) has also fallen. While a record 35,641 caravans were manufactured in 1975–76, during the late 1970s and early 1980s the number of caravans manufactured declined sharply. In 1993–94, only 4,457 caravans were manufactured, 85.0% lower than in 1974–75, but 38.9% higher than the 1991–92 figure, when only 3,209 caravans were produced. These production figures correspond with the fall in the number of new caravan registrations, from 31,900 in 1974–75 to 6,080 in 1993–94 (an 80.9% decline). No production figures are available for 1994–95 or 1995–96.

PRODUCTION OF CARAVANS, SELECTED YEARS

Note: No data available from 1994–95.
Source: Manufacturing Production, Australia: Transport Equipment (Cat. no. 8363.0).

TRANSPORT EQUIPMENT MANUFACTURING

Over the period 1969–70 to 1989–90, there has been steady growth in transport equipment manufacturing, encompassing both motor vehicles and parts. Total turnover for transport equipment manufacturing establishments increased from $1,710.5 million in 1969–70 to $12,615.8 million in 1989–90. This was followed by a fall to $10,643.7 million in 1992–93 before rising to $12,906.6 million in 1993–94. Turnover for establishments comprising the instruments and electrical equipment manufacturing sector has also grown considerably. From $51.7 million in 1969–70, turnover increased to $877.4 million in 1989–90, fell to $681.0 million in 1991–92 rose to $710.8 million in 1992–93 and then fell again to $633.8 million in 1993–94. The growth in the motor vehicle assembly sector followed a similar pattern where turnover increased sharply, from $1,289.1 million in 1969–70 to a peak of $8,453.9 million in 1989–90, fell over subsequent years to $7,106.8 million in 1992–93 before recovering to $8,996.0 million in 1993–94.

Between 1969–70 and 1989–90, there were consistent increases in total turnover, while employment fluctuated along a downward path. For the years 1990–91 to 1992–93, employment continued to fall while total turnover reversed its former upward trend, falling 32.1% over the three years. This fall mirrors the 13.7% decline in new vehicle registrations over the same period. In 1993–94, total turnover, employment and the number of new vehicles registered all increased.

Establishments up, employment down

Since 1969–70, there has been a marked degree of restructuring within the transport equipment manufacturing industry, to the extent that estimated employment in the industry has fallen from 85,900 people in 1969–70 to 52,500 people in 1992–93. However, over the same period, the total number of manufacturing establishments has increased from 908 to 1,275, with the majority of this increase occurring in the motor vehicle parts sector (from 498 to 774). The number of manufacturing establishments rose again in 1993–94 to 1,394 with the motor vehicle body manufacturing component experiencing the largest increase.

The growth of wages and salaries followed a similar pattern to total turnover, increasing from $310.2 million in 1969–70 to a peak of $1,998.8 million in 1989–90, declined over the following years to

$1,524.2 million in 1992–93 before rising to $1,644.3 million in 1993–94. In 1969–70, wages and salaries accounted for 18.1% of total turnover. By 1974–75, this proportion had risen to 23.4% before declining steadily to 14.3% in 1992–93 and then to 12.7% in 1993–94.

VALUE OF MOTOR VEHICLE IMPORTS

The total value of motor vehicle imports (excluding parts) has risen consistently since 1969–70, apart from small falls in 1990–91 and 1995–96. The value of imports in 1994–95 represented more than a 30-fold increase on 1969–70. From 1991–92 to 1994–95, the value of motor vehicle imports increased by over 85.2%, to reach $6,619.5 million. In 1995–96, the total value of vehicle imports fell by 6.4% to $6,198.9 million.

Consistent rise in motor vehicle imports

Motor vehicles accounted for 5.5% of the total value of imports in 1969–70. This proportion generally has increased, reaching 8.4% in 1988–89, before falling to 6.7% in 1990–91. It rose steadily to reach 8.9% in 1994–95 and then fell to 8.0% in 1995–96.

The value of imports of all vehicle types rose between 1993–94 and 1994–95 with passenger vehicles up by 26.0%, freight carrying vehicles by 25.8% and motor cycles by 13.2% (following a rise of 67.2% the previous year). In 1995–96 the value of passenger and freight carrying vehicles fell by 13.1% and 3.6% respectively, while motor cycles rose by 18.6%.

Most imports from Japan

Japan was the leading country of origin for motor vehicle (passenger and freight carrying vehicles and motor cycles) imports into Australia in 1969–70, accounting for 30.3% of the value of imports. In 1993–94, Japan was still the dominant supplier and had increased its share to 74.0% of the total value of vehicle imports. In 1994–95, this share fell to 63.1% and then to 55.3% in 1995–96. The other significant country of origin for motor vehicle imports in 1969–70 was Germany, accounting for 17.2%. While the value of vehicle imports fell to 10.3% of the total in 1994–95, up from 7.7% the previous year, Germany remained the second largest supplier. In 1995–96, the value of vehicle imports fell to 9.1% with both the United States of America and South Korea moving ahead of Germany as an exporter of motor vehicles to Australia.

Notwithstanding Japan's clear dominance and Germany's continuing significance, South Korea has been emerging as a major source of passenger vehicle imports since 1988–89. In 1988–89, South Korea accounted for 2.3% of the value of passenger vehicle imports, rising steadily to 6.7% in 1993–94 before falling slightly to 6.1% in 1994–95. In 1995–96 the value of vehicle imports attributed to South Korea rose to 10.2% of total vehicle imports with a total of $632.0 million, making South Korea the third largest exporter of vehicles to Australia.

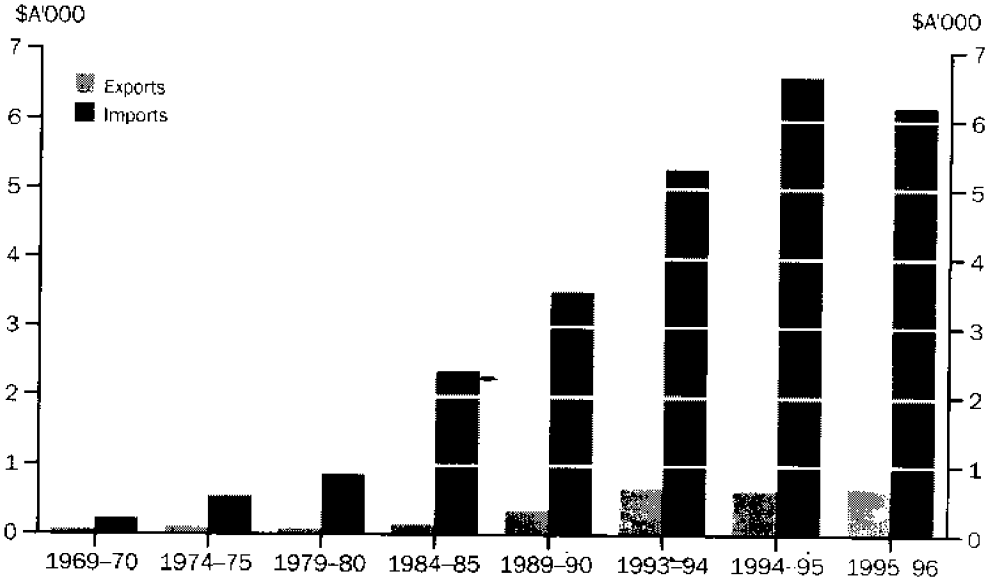
Imports of vehicles from the United States of America have risen sharply in recent years to total $647.0 million in 1995–96 and making the United States of America the second largest source of imported vehicles in Australia. The value of passenger vehicle imports rose by $147.6 million between 1993–94 and 1995–96 while freight carrying vehicles increased by $212.9 million and motor cycles by $24.0 million over the same period.

In 1995–96, the value of total motor vehicle imports from Japan fell by 17.9% while Germany was down 16.7%. Imports from South Korea and the United States of America rose by 55.8% and 42.5% respectively, while imports from all other countries was up by 2.5%.

VALUE OF MOTOR VEHICLE EXPORTS

From 1969–70 to 1995–96, the total value of motor vehicle exports (excluding parts) increased more than 10-fold. However, the increase in exports of motor vehicles has not kept pace with that of imports, reflecting the general fall in Australian vehicle manufacture as discussed earlier in this section.

TOTAL VALUE OF MOTOR VEHICLE EXPORTS AND IMPORTS, SELECTED YEARS



Note: Five yearly intervals until 1993–94.
Source: Foreign Trade, Australia: Merchandise Exports and Imports (Cat. no. 5410.0).

In 1969–70, Australian exports of motor vehicles accounted for 1.6% of total exports. Since then they have fallen to a low of 0.4% in 1979–80, before recovering to be about 1.0% in 1993–94 and 1994–95 with a marginal fall to 0.9% occurring in 1995–96.

New Zealand, major export market over time

For most of the period since 1969–70, New Zealand has been the largest export market for Australian vehicles, reaching their highest level of $406.5 million in 1995–96 and accounting for 59.2% of total vehicle exports.

For the period 1990–91 to 1992–93, the United States of America emerged as the major market due largely to exports of the Ford Capri passenger vehicle. To illustrate, passenger vehicle exports to the United States of America grew from $4.1 million in 1988–89 to $247.5 million in 1992–93, accounting for 45.9% of the total value of passenger vehicle exports. In 1993–94, exports to the United States of America declined to $150.4 million, to $43.8 million in 1994–95 and then to $3.4 million in 1994–95.

RETAIL AND SERVICE ESTABLISHMENTS

In 1991–92, there were 5,178 motor vehicle retailing establishments, employing an average of 11 persons per establishment and with an average annual turnover of $4.5 million per establishment. In contrast, for the same period there were 32,494 motor vehicle service establishments, employing an average of five persons per establishment and with an average annual turnover of $0.6 million per establishment.

While the car retailing component made up 77.8% of all motor vehicle retailing establishments in 1991–92, the services retailing segment was

much more fragmented. Automotive repair and services n.e.c., automotive fuel retailing, and smash repairing establishments accounted for 43.1%, 24.1% and 20.6%, respectively, of all motor vehicle services establishments.

Of the different types of motor vehicle services, automotive fuel retailing had the highest average annual turnover at $1.5 million per establishment in 1991–92. This is substantially higher than the $0.9 million annual turnover per tyre retailer establishment and the $0.3 million for each of automotive electrical services, smash repairing and automotive repair and services n.e.c. establishments.

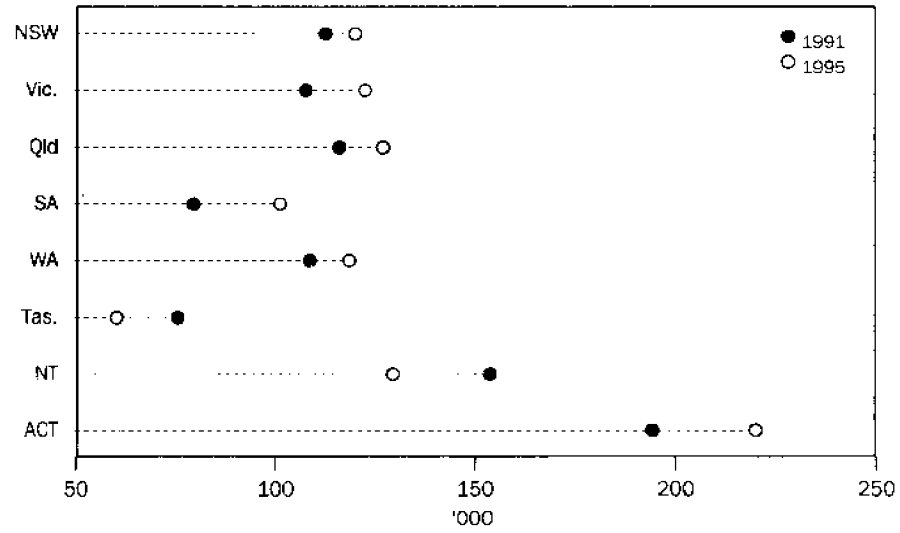
TAXI OPERATIONS

Estimates from the 1991 Survey of Motor Vehicle Use showed that New South Wales and Victoria had the highest estimated number of registered taxis with 5,470 and 4,397 vehicles, respectively. The Northern Territory and the Australian Capital Territory had the fewest with 130 and 182 vehicles, respectively. The 1995 survey showed that the estimated number of registered taxis declined overall with New South Wales, Victoria and the Northern Territory falling to 5,250, 3,845 and 120 respectively. Numbers rose in the other States and Territory with the largest rise in South Australia where 1,092 were registered compared with 592 in 1991.

Tasmania: most taxis per 10,000 population

Relative to the resident population size, in 1991 Tasmania had the highest number of registered taxis with 12.2 per 10,000 people, followed by Victoria with 9.9 and New South Wales with 9.2 taxis per 10,000 people. South Australia and the Australian Capital Territory had the lowest number of taxis relative to the population with 4.1 and 6.3 taxis per 10,000 resident population, respectively. In 1995, Tasmania still had the highest number of taxis per 10,000 persons at 12.9 while Victoria had fallen to third behind New South Wales with a ratio of 8.5. The Australian Capital Territory maintained the lowest ratio despite a substantial rise to 6.8 per 10,000 persons although it was only marginally lower than the Northern Territory which recorded a figure of 6.9, down from 7.8 in 1991.

AVERAGE DISTANCE TRAVELLED BY TAXIS, YEAR ENDED 30 SEPTEMBER



Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) and Survey of Motor Vehicle Use, Australia, Preliminary (Cat. no. 9202.0).

ACT taxis travel further on average

The relatively low number of taxis per person in the Australian Capital Territory coincided with the highest average annual kilometres travelled of 194,800 kilometres per taxi in 1991 and 220,500 in 1995. In contrast, Tasmania with the highest number of taxis per person, had the lowest average annual kilometres travelled of 76,000 kilometres per taxi in 1991 declining to 61,100 in 1995. In 1991, South Australia had the second lowest number of taxis per person and the second lowest annual average kilometres travelled per taxi (80,100 kilometres per vehicle). In 1995, South Australia recorded the third lowest rate of taxis to population but the second lowest average annual kilometres travelled (101,900 kilometres per vehicle).

MOTOR VEHICLE HIRE INDUSTRY

In 1986–87, the ABS conducted a survey of the motor vehicle hire industry for the first time. The industry was defined as including only those enterprises mainly engaged in leasing, hiring or renting motor vehicles from their own stocks, without drivers, and for periods of less than one year. The results of the survey found that there were 281 enterprises, with an average fleet of 81 vehicles each and employing 11 persons per enterprise on average. Total revenue for the industry was recorded as $288.7 million. In 1991–92, the survey was conducted a second time with the results showing that there had been a decline in the number of enterprises to 222. However, the average fleet of each enterprise had grown considerably, to 105 vehicles while the average number of employees had risen to 14 per enterprise. Total revenue for the industry had grown to $470.3 million.

BUS OPERATIONS

Comparing results from the Survey of Motor Vehicle Use for the year to 30 September 1988 with similar periods in 1991 and 1995 showed that there was a 8.5% decline in the total number of passengers transported by buses, from 974 million passengers to 891 million passengers between 1988 and 1991 with a substantial increase of 13.7% to 1,013 million passengers between 1991 and 1995. Despite the overall decline between 1988 and 1991 there was increased use of charter, tour and school bus services of 28.4%, 20.0% and 3.3%, respectively. Route bus use fell by 12.5%. Between 1991 and 1995 route, school and charter bus use rose 10.4%, 36.8% and 26.7%, respectively. Tour bus services were included with other buses in 1995.

Route and school bus services carried the bulk of the passengers, accounting for 72.3% and 17.0%, respectively, of the total in 1991 and 70.2% and 20.5% respectively, in 1995. The majority (96.0% in 1991, falling to 95.6% in 1995) of all bus passengers were transported on buses with more than 20 seats, highlighting the use of large route service buses. School bus services accounted for the highest number of passengers (25.0% in 1991, increasing to 33.3% in 1995) carried on buses with less than 20 seats.

INDUSTRIAL DISPUTES

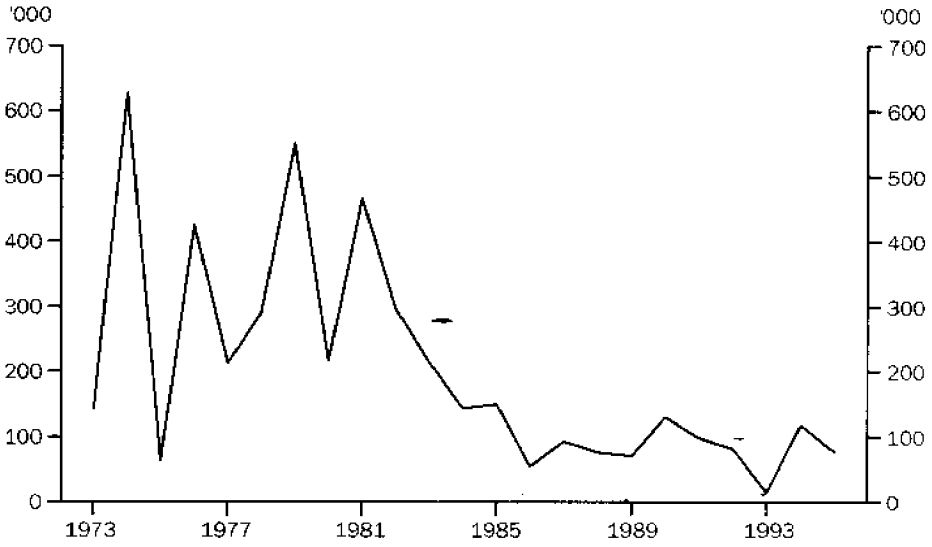
The number of industrial disputes across all industries has declined substantially since 1980. While trending downwards, the number of disputes in the Transport, Storage and Communication industries has fluctuated significantly, from highs of 320 and 207 in 1980 and 1985, respectively, to a low of 84 in 1993. However, the number of disputes have increased in each of 1994 and 1995.

Fall in industrial disputes

A key measure of the effect of industrial disputes is the estimated number of working days lost within an industry. Between 1973 and 1981, the number of working days lost in the Transport, Storage and Communication industries fluctuated considerably, ranging between 63,200 in 1975 and 627,300 in 1974. From 1981 the number of working

days lost declined consistently, from 465,500 in 1981 to a record low of 15,600 in 1993. In 1994, an estimated total of 118,300 days were lost in the Transport, Storage and Communication industries compared with 501,000 working days lost for all industries. In 1995, the estimated number of working days lost in the Transport, Storage and Communication industries fell to 76,200 compared with a rise of 547,600 across all industries.

WORKING DAYS LOST IN THE TRANSP., STORAGE & COMMUNICATION INDUSTRIES



Source: Industrial Disputes, Australia (Cat. no. 6322.0).

6.1 HIGHEST 10 YEARS AND CALENDAR MONTHS OF ASSEMBLED, COMPLETE PASSENGER VEHICLES

Highest 10 years	Passenger vehicles	Calendar month	Passenger vehicles	Year of occurrence
	no.		no.	
1973–74	399 000	January	16 500	1974
1969–70	394 000	February	35 100	1970
1971–72	392 000	March	39 400	1982
1989–90	386 000	April	36 700	1970
1981–82	384 000	May	43 100	1979
1984–85	376 000	June	44 400	1985
1978–79	375 000	July	41 800	1985
1970–71	375 000	August	40 300	1979
1972–73	369 000	September	39 700	1971
1975–76	368 000	October	39 300	1985
		November	38 800	1971
		December	34 000	1981

Source: Manufacturing Production, Australia (Cat. no. 8301.0).

6.2 PRODUCTION OF COMPLETELY ASSEMBLED PASSENGER VEHICLES AND CARAVANS, SELECTED YEARS

Year	Passenger vehicles	Caravans
	no.	no.
1974–75	361 389	29 626
1979–80	364 264	10 603
1984–85	375 812	9 119
1989–90	386 043	4 218
1990–91	310 661	3 332
1991–92	268 834	3 209
1992–93	274 643	3 797
1993–94	298 108	4 457
1994–95	300 969	[1]n.a.
1995–96	302 551	n.a.

[1] Not available from 1994–95.
Source: Manufacturing Production, Australia (Cat. no. 8301.0).

6.3 ROAD TRANSPORT IND. MANUFACTURING ESTABLISHMENTS, SUMMARY OF OPERATIONS, SELECTED YEARS

Type of establishment	Establishments as at 30 June no.	Employment '000	Wages and salaries $m	Turnover $m
	1969–70			
Motor vehicles	59	51.2	194.5	1 289.1
Motor vehicle bodies, trailers, caravans	318	7.2	23.7	98.8
Instruments and electrical equipment	33	5.3	16.9	51.7
Motor vehicle parts	498	22.2	75.1	270.9
Total	**908**	**85.9**	**310.2**	**1 710.5**
	1974–75			
Motor vehicles	45	51.0	391.7	1 890.2
Motor vehicle bodies, trailers, caravans	284	9.1	56.0	234.4
Instruments and electrical equipment	30	4.9	30.8	88.8
Motor vehicle parts	431	24.3	161.3	525.8
Total	**790**	**89.3**	**639.8**	**2 739.1**
	1979–80			
Motor vehicles	43	42.9	543.7	3 257.2
Motor vehicle bodies, trailers, caravans	346	8.4	88.0	374.6
Instruments and electrical equipment	36	4.3	45.0	164.4
Motor vehicle parts	533	28.8	332.1	1 103.7
Total	**958**	**84.4**	**1 008.8**	**4 899.9**
	1984–85			
Motor vehicles	49	31.0	642.4	4 907.8
Motor vehicle bodies, trailers, caravans	307	6.5	100.6	476.3
Instruments and electrical equipment	28	4.9	81.0	287.0
Motor vehicle parts	489	27.7	503.7	1 758.0
Total	**873**	**70.1**	**1 327.7**	**7 429.0**
	1989–90			
Motor vehicles	67	34.7	965.2	8 453.9
Motor vehicle bodies, trailers, caravans	320	6.4	149.2	662.6
Instruments and electrical equipment	54	8.4	188.7	877.4
Motor vehicle parts	608	27.8	695.7	2 622.0
Total	**1 049**	**77.3**	**1 998.8**	**12 615.8**
	1992–93[1]			
Motor vehicle manufacturing	75	22.8	704.3	7 106.8
Motor vehicle body manufacturing	373	5.7	139.4	653.3
Automotive electrical and instrument manufacturing	53	4.6	128.3	710.8
Automotive component manufacturing n.e.c.	774	19.5	552.3	2 172.8
Total	**1 275**	**52.5**	**1 524.2**	**10 643.7**
	1993–94			
Motor vehicle manufacturing	79	22.5	778.5	8 996.0
Motor vehicle body manufacturing	450	6.2	147.5	713.7
Automotive electrical and instrument manufacturing	65	4.0	109.3	633.8
Automotive component manufacturing n.e.c.	800	20.4	609.0	2 563.1
Total	**1 394**	**53.1**	**1 644.3**	**12 906.6**

[1] Data on ANZSIC basis from 1992–93.
Source: Manufacturing Industry, Australia (Cat. no. 8221.0).

6.4 IMPORTS AND EXPORTS OF MOTOR VEHICLES[1] AND TOTAL IMPORTS AND EXPORTS, SELECTED YEARS

	Imports			*Exports*		
	Motor vehicles	*Total*	*Proportion of total*	*Motor vehicles*	*Total*	*Percentage of total*
Year	$'000	$'000	%	$'000	$'000	%
1969–70	213 150	3 881 227	5.5	65 471	4 132 000	1.6
1974–75	541 416	8 079 044	6.7	87 184	8 673 000	1.0
1979–80	861 527	16 217 505	5.3	83 923	18 870 000	0.4
1984–85	2 352 099	29 049 000	8.1	141 529	29 708 000	0.5
1989–90	3 511 981	51 333 000	6.8	350 595	49 078 000	0.7
1990–91	3 257 418	48 912 000	6.7	560 667	52 399 000	1.1
1991–92	3 574 799	50 984 000	7.0	435 627	55 027 000	0.8
1992–93	4 499 750	59 575 000	7.6	613 312	60 702 000	1.0
1993–94	5 286 284	64 470 000	8.2	677 289	64 548 000	1.0
1994–95	6 619 523	74 619 000	8.9	640 999	67 051 000	1.0
1995–96	6 198 884	77 834 000	8.0	686 200	75 951 000	0.9

[1] Includes imports and exports of passenger vehicles, freight carrying vehicles and motorcycles.
Source: Foreign Trade, Australia: Merchandise Imports (Cat. no. 5426.0), and *Foreign Trade, Australia Part 1: Exports and Imports* (Cat. no. 5409.0).

6.5 VALUE OF MOTOR VEHICLE IMPORTS BY TYPE OF VEHICLE AND COUNTRY OF ORIGIN, SELECTED YEARS

Year	Commodity code	Germany	Japan	South Korea	United States of America	Other	Total
		A'000	A'000	A'000	A'000	A'000	A'000
				PASSENGER VEHICLES			
1969–70	AICC 732.10	23 474	42 653	n.a.	3 988	59 752	129 867
1974–75	AICC 732.10	47 556	232 011	n.a.	2 745	88 512	370 824
1979–80	AICC 781.00	63 072	287 377	n.a.	1 235	125 698	477 382
1984–85	AICC 781.00	133 156	737 154	n.a.	1 439	125 046	996 795
1989–90	SITC 781	284 820	1 679 372	51 250	19 046	184 173	2 218 662
1990–91	SITC 781	207 822	1 794 529	65 561	11 080	137 824	2 216 816
1991–92	SITC 781	244 653	2 038 857	98 718	9 761	164 121	2 556 109
1992–93	SITC 781	299 769	2 520 919	145 888	15 427	213 252	3 195 255
1993–94	SITC 781	368 277	2 492 337	232 785	31 968	329 394	3 454 761
1994–95	SITC 781	599 680	2 514 353	403 487	140 834	694 530	4 352 884
1995–96	SITC 781	511 652	1 931 411	628 991	179 553	685 912	3 937 519
				FREIGHT CARRYING VEHICLES			
1969–70	AICC 732.30	13 065	16 154	n.a.	3 014	43 438	75 671
1974–75	AICC 732.30	21 223	59 101	n.a.	14 026	37 272	131 622
1979–80	AICC 782.10	3 034	229 967	n.a.	52 545	61 761	347 307
1984–85	AICC 782.10	31 787	1 096 904	n.a.	73 013	58 584	1 260 288
1989–90	SITC 782	44 418	1 074 988	332	157 546	61 595	1 338 880
1990–91	SITC 782	21 429	829 738	491	144 477	48 477	1 044 612
1991–92	SITC 782	12 293	869 273	1 850	109 024	32 292	1 024 732
1992–93	SITC 782	11 867	1 114 888	3 597	110 632	33 522	1 274 506
1993–94	SITC 782	28 305	1 291 042	4 307	170 041	36 772	1 530 468
1994–95	SITC 782	67 101	1 525 739	805	239 904	92 177	1 925 726
1995–96	SITC 782	39 832	1 331 029	1 615	382 960	101 540	1 856 976
				MOTOR CYCLES			
1969–70	AICC 732.91	83	5 856	n.a.	25	1 648	7 612
1974–75	AICC 732.91	1 270	32 462	n.a.	438	4 800	38 970
1979–80	AICC 785.10	1 287	30 676	n.a.	2 233	2 642	36 838
1984–85	AICC 785.10	6 608	76 577	46	6 355	5 430	95 016
1989–90	SITC 785	5 751	100 343	1 417	32 098	89 612	229 221
1990–91	SITC 785	4 874	88 376	724	29 341	83 738	207 053
1991–92	SITC 785	3 935	87 850	634	39 101	78 847	210 366
1992–93	SITC 785	8 921	115 351	1 385	54 386	82 518	262 561
1993–94	SITC 785	10 956	127 591	1 556	60 519	100 431	301 054
1994–95	SITC 785	12 161	138 573	1 444	73 397	115 438	340 913
1995–96	SITC 785	14 170	167 189	1 433	84 507	137 099	404 389

Source: Foreign Trade, Australia Part 1: Exports and Imports (Cat. no. 5409.0).

6.6 VALUE OF MOTOR VEHICLE EXPORTS BY TYPE OF VEHICLE AND COUNTRY OF DESTINATION, SELECTED YEARS

Year	Commodity code	Japan	New Zealand	United States of America	Other	Total
		A'000	A'000	A'000	A'000	A'000
			PASSENGER VEHICLES			
1969–70	AECC 732.10	220	16 025	28	37 347	53 620
1974–75	AECC 732.10	878	36 331	90	38 799	76 098
1979–80	AECC 781.00	317	56 792	229	14 375	71 713
1984–85	AECC 781.00	627	103 564	1 083	5 627	110 901
1989–90	SITC 781	7 671	192 630	77 723	19 993	298 118
1990–91	SITC 781	16 414	119 888	350 570	24 122	510 994
1991–92	SITC 781	9 682	161 030	185 105	23 960	379 777
1992–93	SITC 781	13 618	184 861	247 478	92 840	538 797
1993–94	SITC 781	38 595	244 011	150 427	135 400	568 433
1994–95	SITC 781	52 998	310 964	43 761	119 310	527 033
1995–96	SITC 781	59 125	349 875	3 447	144 734	557 181
			FREIGHT CARRYING VEHICLES			
1969–70	AECC 732.30	n.a.	3 591	45	8 190	11 826
1974–75	AECC 732.30	n.a.	5 038	n.a.	5 937	10 975
1979–80	AECC 782.10	13	5 635	19	6 202	11 869
1984–85	AECC 782.10	138	22 457	27	7 325	29 947
1989–90	SITC 782	1 007	10 749	2 596	24 267	38 620
1990–91	SITC 782	245	12 888	1 978	27 315	42 425
1991–92	SITC 782	842	15 497	2 799	26 083	45 221
1992–93	SITC 782	836	24 042	1 822	26 747	53 446
1993–94	SITC 782	1 303	45 488	2 370	39 838	88 998
1994–95	SITC 782	126	55 000	2 234	37 112	94 472
1995–96	SITC 782	188	53 916	2 237	51 277	107 618
			MOTOR CYCLES			
1969–70	AECC 732.91	n.a.	n.a.	n.a.	n.a.	n.a.
1974–75	AECC 732.91	24	37	n.a.	50	111
1979–80	AECC 785.10	30	185	n.a.	126	341
1984–85	AECC 785.10	313	203	14	151	681
1989–90	SITC 785	2 718	1 516	127	9 496	13 857
1990–91	SITC 785	1 498	1 040	252	4 458	7 248
1991–92	SITC 785	3 230	935	144	6 320	10 629
1992–93	SITC 785	6 342	1 034	672	13 021	21 069
1993–94	SITC 785	6 762	1 358	614	11 124	19 858
1994–95	SITC 785	8 007	4 041	849	6 597	19 494
1995–96	SITC 785	3 791	2 751	621	14 238	21 401

Source: Foreign Trade, Australia: Merchandise Imports (Cat. no. 5426.0).

6.7 MOTOR VEHICLE INDUSTRY RETAIL AND SERVICE ESTABLISHMENTS, 1991–92

Type of establishment	ANZSIC	Locations	Persons employed	Wages and salaries	Turnover
		no.	no.	$m	$m
Car retailing	5311	4 028	51 464	1 315	22 525
Motor cycle dealing	5312	848	3 548	52	607
Trailer and caravan dealing	5313	302	1 308	21	225
Total motor vehicle retailing	531	5 178	56 320	1 387	23 357
Automotive fuel retailing	5321	7 845	52 216	600	11 404
Automotive electrical services	5322	1 818	7 109	101	491
Smash repairing	5323	6 701	32 995	561	2 197
Tyre retailing	5324	2 138	11 220	228	1 985
Automotive repair and services n.e.c.	5329	13 992	55 338	752	4 259
Total motor vehicle services	532	32 494	158 878	2 241	20 337
Total motor vehicle retailing and services	**53**	**37 672**	**215 198**	**3 629**	**43 694**

Source: Retailing in Australia (Cat. no. 8613.0).

6.8 NUMBER OF TAXIS AND AVERAGE DISTANCE TRAVELLED, YEAR ENDED 30 SEPTEMBER

State/Territory of registration	Vehicles	Average kilometres travelled	Total kilometres travelled	[1]Estimated resident population
	no.	'000	million	'000
		1991		
NSW	5 470	113.1	619	5 917.1
Vic.	4 397	108.3	476	4 429.7
Qld	2 433	116.9	285	2 978.3
SA	592	80.1	47	1 449.6
WA	1 223	109.5	134	1 642.5
Tas.	568	76.0	43	467.7
NT	130	154.1	20	166.4
ACT	182	194.8	36	290.4
Aust.	**14 995**	**110.6**	**1 659**	**17 341.6**
		1995		
NSW	5 250	120.8	634	6 132.1
Vic.	3 845	123.3	474	4 510.2
Qld	2 600	127.3	331	3 297.6
SA	1 092	101.9	111	1 474.3
WA	1 260	119.2	150	1 739.5
Tas.	610	61.1	37	473.2
NT	120	129.8	16	174.9
ACT	208	220.5	46	304.8
Aust.	**14 985**	**120.1**	**1 800**	**18 109.4**

[1] At 30 September.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) *and Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0), unpublished ABS data.

6.9 MOTOR VEHICLE HIRE INDUSTRY, SELECTED YEARS

Year	Enterprises no.	Vehicles no.	Revenue $m	Persons employed no.
1986–87	281	22 743	288.7	3 173
1991–92	222	23 304	470.3	3 016

Source: Motor Vehicle Hire Industry, Australia (Cat. no. 8652.0).

6.10 TOTAL PASSENGERS CARRIED BY TYPE OF BUS AND MAIN TYPE OF SERVICE, SELECTED YEARS

Bus with	Route million	School million	Charter million	Tour million	Other[1] million	Total million
			YEAR ENDED 30 SEPTEMBER 1988			
Less than 20 seats	2	13	3	1	24	44
More than 20 seats	734	133	32	7	23	929
Total	**736**	**147**	**35**	**9**	**47**	**974**
			YEAR ENDED 30 SEPTEMBER 1991			
Less than 20 seats	4	9	3	1	19	36
More than 20 seats	640	143	42	9	21	855
Total	**644**	**152**	**45**	**10**	**40**	**891**
			YEAR ENDED 30 SEPTEMBER 1995			
Less than 20 seats	3	15	5	n.a.	23	45
More than 20 seats	708	194	52	n.a.	15	968
Total	**711**	**208**	**57**	**n.a.**	**38**	**1 013**

[1] For 1995, Tour is included with Other.
Source: Survey of Motor Vehicle Use, Australia (Cat. no. 9208.0) *and Survey of Motor Vehicle Use, Australia, Preliminary* (Cat. no. 9202.0).

6.11 NUMBER OF INDUSTRIAL DISPUTES, WORKERS INVOLVED AND WORKING DAYS LOST[1], SELECTED YEARS

	Transport, storage and communication industries			*All industries*		
	Total disputes	*Workers involved*	*Working days lost*	*Total disputes*	*Workers involved*	*Working days lost*
Year	no.	'000	'000	no.	'000	'000
1975	100	80.2	63.2	2 432	1 398.0	3 509.9
1980	320	136.3	215.9	2 429	1 172.8	3 320.2
1985	207	89.5	149.8	1 895	570.5	1 256.2
1989	189	49.9	70.7	1 402	709.8	1 202.4
1990	172	66.7	130.0	1 193	729.9	1 376.5
1991	162	96.6	98.1	1 036	1 181.6	1 610.6
1992	127	91.0	81.4	728	871.5	941.2
1993	84	16.9	15.6	610	489.6	635.8
1994	115	77.6	118.3	560	265.1	501.6
1995	172	64.1	76.2	643	344.3	547.6

[1] Estimates of employee numbers prior to June 1984 were based entirely on Labour Force Survey data, and are now calculated from the Survey of Employment and Earnings and the Labour Force Survey.
[2] Prior to January 1994, industry information was classified according to ASIC. From that time data has been classified by ANZSIC.
Source: Industrial Disputes, Australia (Cat. no. 6322.0).

SECTION 7 INTERNATIONAL COMPARISONS

This section presents a comparison of specific motor vehicle statistics from different countries and cities around the world. The sources of the data are the Union Bank of Switzerland's triennial Prices and Earnings Survey, the International Road Transport Union and the International Road Federation (see the Explanatory Notes for information concerning exchange rates, etc.).

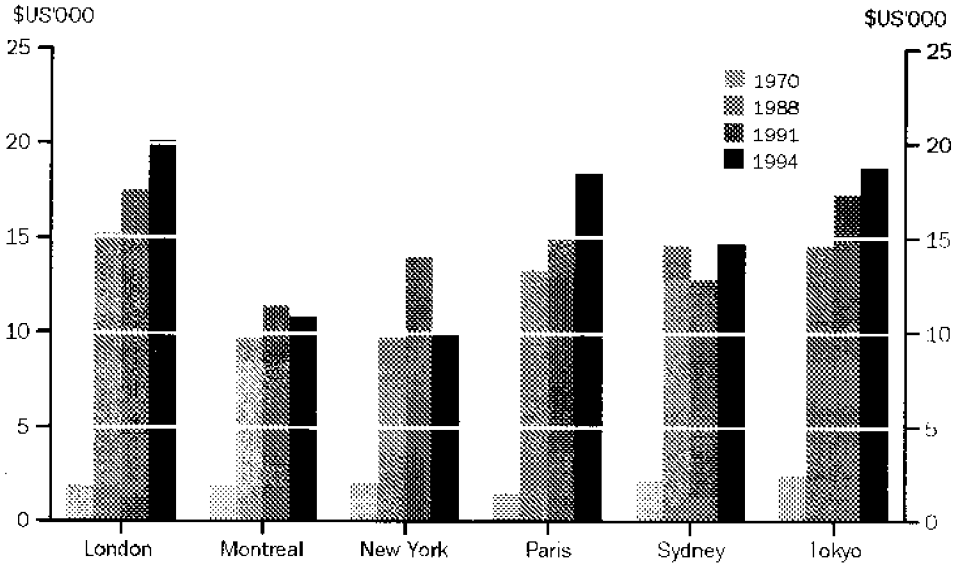
COMPARISON OF PASSENGER VEHICLE NUMBERS

Australia has a high rate of vehicle ownership in comparison with most other countries. Australia's passenger vehicle fleet more than doubled between 1970 and 1995. Similar growth occurred in the United States of America, Canada, France, New Zealand and the United Kingdom, while considerably higher growth was experienced in Japan.

PURCHASE PRICES OF MOTOR VEHICLES

From the triennial Prices and Earnings Survey of the Union Bank of Switzerland, the cost of a popular medium-sized, four door, standard model vehicle in Sydney was $US2,236, in 1970, slightly below the average price ($US2,373) across the 31 cities surveyed. Although more expensive than Sydney, the cost of an equivalent vehicle in Mexico City or Tokyo was still below the average. While the cost in Johannesburg was very similar to Sydney, the same vehicle would have been much cheaper to purchase in New York, Paris, Montreal or London.

STANDARD MOTOR VEHICLE PURCHASE PRICE, SELECTED CITIES



Source: Union Bank of Switzerland, Prices and Earnings Around the Globe.

Vehicles cheaper in Sydney

By 1994, the Union Bank of Switzerland survey found that the average world price paid for a standard model vehicle was $US17,677. In Sydney, the cost of the standard model vehicle was $US14,700. Only three (New York, Mexico City and Montreal) of the cities listed in table 7.2 recorded lower prices. While the purchase price of the vehicle in Sydney increased more than six-fold between 1970 and 1994, this rise in vehicle price was much lower than the eight-, 10- and 12-fold increases in the standard vehicle price in Tokyo, London and Paris, respectively.

MAINTENANCE COSTS OF MOTOR VEHICLES

In 1970, Sydney was a relatively expensive city for road taxes/annual registration fees, costing $US70 per year, while the average for all cities in the survey was only $US42. In contrast, the cost in Tokyo, Paris and New York was only US$17, $US16 and $US14, respectively. In 1994, the average cost of road taxes in the 53 surveyed cities had risen to $US191 per year. In Sydney the cost had risen to $US139, which was lower than the $US274 (including third party insurance) recorded in 1991. The cost in Tokyo had risen to $US380, while Johannesburg, New York and Paris remained as cheaper cities for road taxes with respective charges of $US27, $US28 and $US67. Sao Paulo was by far the most expensive, increasing almost 10-fold from $US51 in 1970 to $US479 in 1994, down from $US554 in 1991.

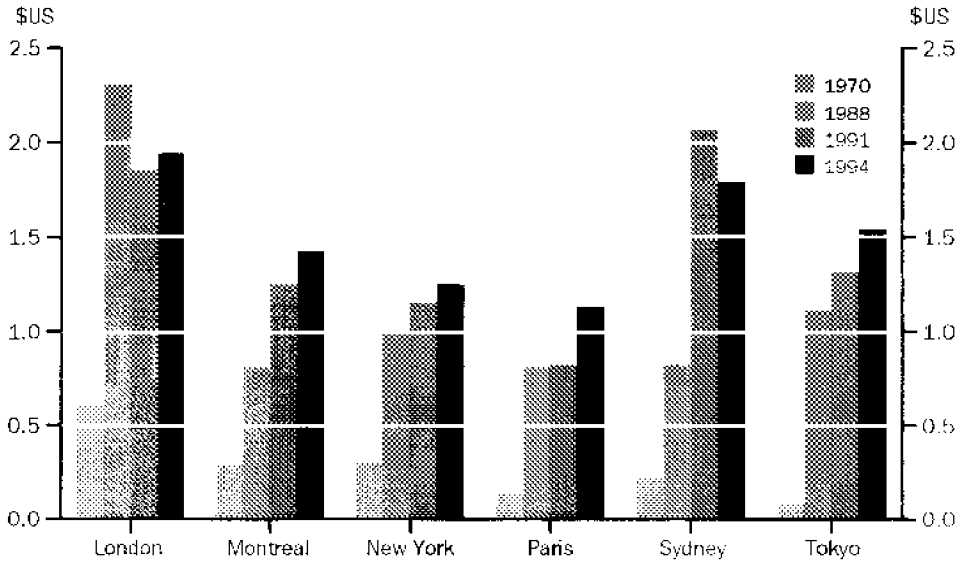
Above average vehicle servicing costs

The average cost of a 15,000 kilometre vehicle service in the 53 cities surveyed in 1994 was $US84, slightly less than the $US86 charged in Sydney. However, Sydney was still cheaper than Hong Kong, New York, London and Tokyo where the cost was $US129, $US135, $US119 and $US193, respectively.

PRICE OF PUBLIC TRANSPORT

The price of a single public transport ticket (valid for one ride of about 10 kilometres or at least 10 stops) in Sydney was $US0.22 in 1970, more expensive than the average cost of $US0.18. In London, New York, Montreal and Johannesburg the same ticket was even more expensive than in Sydney. However, public transport was extremely cheap in Mexico City, Sao Paulo and Tokyo at only $US0.04, $US0.08 and $US0.08 per ticket, respectively.

PRICE OF A PUBLIC TRANSPORT TICKET, SELECTED CITIES



Source: Union Bank of Switzerland, Prices and Earnings Around the Globe.

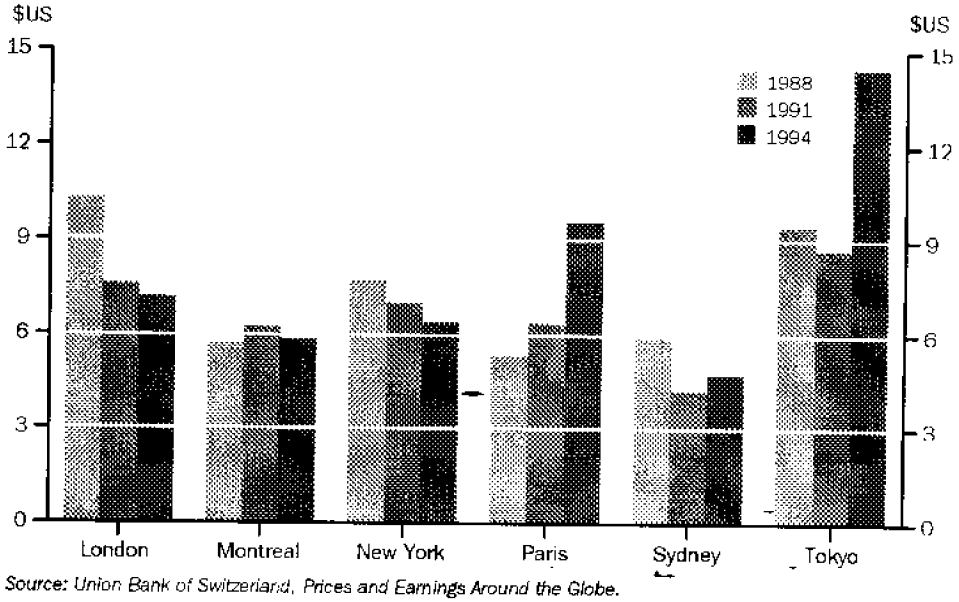
Expensive public transport

By 1994, the price of the same public transport ticket in Sydney had increased substantially to $US1.79, almost double that of the average price of $US0.97 for the 53 surveyed cities. Other cities where the cost of public transport was expensive included: London ($US1.94); Tokyo ($US1.54); Montreal ($US1.42); and New York ($US1.25). Public transport in Johannesburg, Sao Paulo and Mexico City remained cheap at $US0.85, $US0.40 and $US0.12, respectively.

COST OF A TAXI RIDE

While public transport in Sydney was relatively expensive in 1994, the cost of a five kilometre ride in a taxi was only $US4.71, well below the average cost of $US5.78. The cheapest taxi fares in the surveyed cities in 1994 were in Mexico City, Hong Kong and Sao Paulo, while Tokyo, Paris and London were among the most expensive.

PRICE OF A FIVE KILOMETRE TAXI RIDE, SELECTED CITIES



Source: Union Bank of Switzerland, Prices and Earnings Around the Globe.

7.1 NUMBER OF PASSENGER[1] AND GOODS VEHICLES, AND RESIDENT POPULATIONS, SELECTED COUNTRIES

	Passenger vehicles		*Goods vehicles*		*Resident populations*
	1970	*1994*	*1970*	*1994*	*1994*
Country	'000	'000	'000	'000	'000
Australia	3 835	8 209	949	2 141	17 853
Canada	6 602	13 478	1 440	3 709	29 141
France	12 280	24 900	2 065	4 881	57 747
Japan	8 779	42 679	8 282	22 091	124 815
New Zealand	868	1 605	172	339	3 531
Great Britain[2]	9 971	20 102	1 966	2 615	58 091
United States of America[2]	89 244	146 314	20 237	47 095	260 631

[1] Excludes buses, motor coaches and motorcycles.
[2] Data for 1993 used as 1994 not available.
Source: International Road Federation *World Road Statistics 1989–1993* and World Health Organisation, *World Health Statistics Annual 1992*.

7.2 MOTOR VEHICLE PURCHASE PRICES AND MAINTENANCE COSTS, SELECTED CITIES AND YEARS[1]

	Standard vehicle price[2]				*Road tax*[3]				*Vehicle service*[4,5]		
	1970	*1988*	*1991*	*1994*	*1970*	*1988*	*1991*	*1994*	*1988*	*1991*	*1994*
City	$US	$US	$US	$US	$US	$US	$US	$US	$US	$US	$US
Hong Kong	2 002	14 900	21 700	19 400	33	353	230	490	192	59	129
Johannesburg	2 233	13 100	12 500	15 000	21	19	23	27	35	78	79
London	1 865	15 200	17 500	20 100	60	184	168	194	79	160	119
Mexico City	2 318	16 100	12 700	10 900	40	178	241	324	52	109	48
Montreal	1 925	9 700	11 400	10 800	20	145	153	159	48	36	18
New York	1 950	9 700	14 000	10 000	14	35	45	28	142	300	135
Paris	1 517	13 300	15 000	18 400	16	64	62	67	88	33	35
Sao Paulo	2 788	12 900	16 600	16 000	51	74	554	479	138	37	98
Sydney	2 236	14 600	12 800	14 700	70	9	274	139	82	123	86
Tokyo	2 364	14 600	17 300	18 700	17	463	267	380	555	135	193
Average[6]	**2 373**	**15 502**	**15 675**	**17 677**	**42**	**161**	**177**	**191**	**92**	**90**	**84**

[1] See the Explanatory Notes for information concerning comparisons between surveys.
[2] Purchase price (including sales tax) of a popular medium-sized make; price refers to a 4-door standard model.
[3] Road tax includes licence plate fee per year or annual registration fee.
[4] Average labour costs (not including cost of spare parts and oil change) for a 15,000 kilometres vehicle service.
[5] Data are not available for 1970.
[6] Average is calculated on 31 cities for 1970, 52 cities for 1988, 48 cities for 1991 and 53 cities for 1994.
Source: Union Bank of Switzerland, *Prices and Earnings Around the Globe*, 1971, 1988, 1991 and 1994 editions.

7.3 PRICE OF PUBLIC TRANSPORT AND TAXI RIDE, SELECTED CITIES AND YEARS[1]

	Bus, streetcar or subway[2]				*Taxi*[3,4]		
	1970	*1988*	*1991*	*1994*	*1988*	*1991*	*1994*
City	$US	$US	$US	$US	$US	$US	$US
Hong Kong	0.13	0.26	0.77	1.29	2.60	3.17	3.55
Johannesburg	0.25	0.66	1.00	0.85	3.30	5.01	4.46
London	0.60	2.30	1.85	1.94	10.30	7.58	7.16
Mexico City	0.04	0.04	0.09	0.12	3.50	2.81	2.58
Montreal	0.29	0.81	1.25	1.42	5.70	6.21	5.81
New York	0.30	1.00	1.15	1.25	7.70	7.00	6.35
Paris	0.13	0.81	0.82	1.13	5.30	6.33	9.55
Sao Paulo	0.08	0.18	0.37	0.40	3.50	3.34	3.63
Sydney	0.22	0.82	2.06	1.79	5.90	4.20	4.71
Tokyo	0.08	1.11	1.32	1.54	9.40	8.67	14.45
Average[5]	**0.18**	**0.72**	**0.93**	**0.97**	**4.89**	**5.54**	**5.78**

[1] See the Explanatory Notes for information concerning comparisons between surveys.
[2] Price of a single ticket by public transport valid for one ride of about 10 kilometres or at least 10 stops.
[3] Price of a 5 kilometre ride during day-time within city limits, including tip.
[4] Data are not available for 1970.
[5] Average is calculated on 31 cities for 1970, 52 cities for 1988, 48 cities for 1991 and 53 cities for 1994.
Source: Union Bank of Switzerland, *Prices and Earnings Around the Globe*, 1971, 1988, 1991 and 1994 editions.

EXPLANATORY NOTES

INTRODUCTION

1 Numerous ABS and external sources were used in the compilation of this publication. The Explanatory Notes serve to explain and clarify the scope, coverage and methodology of the surveys used, any changes in classifications and specific points of interest.

SECTIONS 1 AND 2

New motor vehicle registrations and motor vehicle census

2 Motor vehicle registration statistics are derived from data made available by the various State and Territory motor vehicle registration authorities and reflect the information as recorded in registration documents. The New Motor Vehicle Registration (NMVR) and Motor Vehicle Census (MVC) statistics include:

- vehicles registered for use on public roads; and
- vehicles with diplomatic and consular plates and State and Commonwealth Government owned vehicles, other than those belonging to the defence services.

3 The NMVR and MVC statistics exclude:

- recreational vehicles such as trail bikes and sand dune buggies intended for use in public places in most States and Territories (except in Victoria and Queensland, where these vehicles must be registered and are thus included in MVC statistics);
- certain vehicles which use public roads but are exempt from normal registration requirements, for example fire engines in certain States and Territories (the extent to which these vehicles are excluded varies between the States and Territories);
- Commonwealth Government vehicles prior to 1985;
- vehicles used solely on farms, in mines, etc. and not used on public roads; and
- since 1993, some agricultural tractors, which were previously classified with Plant and Equipment.

4 New motor vehicle registrations comprise registrations that are processed by the motor vehicle registration authorities in the States and Territories. In most States and Territories, the published figures for a period generally depart little from actual new registrations during the period. However, on occasion, new registrations are processed by the central motor vehicle registration authority some time after the actual date of registration. This processing lag has only a minor effect on the annual statistics included in this publication.

5 For MVC purposes, vehicles on register at the Census date (30 September prior to 1993, 30 June in 1993 and 31 May in 1995) have been defined as those vehicles for which registration was effective for a period including the census date, or had registration expire less than one month before.

6 From January 1991 onwards, the NMVR and MVC data in this publication are based on ABS processing procedures utilising the Vehicle Identification Number (VIN) adopted by the motor vehicle registration authorities. The VIN system and other initiatives by the registries and ABS, have considerably improved the accuracy of motor registry data. As a result, care needs to be taken when comparing data from different State/Territory registry systems, particularly when comparing data prior to 1991. In addition, duplicate records and out of scope vehicles are now more accurately identified and excluded from the statistics.

7 Also in 1991, the ABS incorporated the third Australian Design Rule body coding classification categories for light and heavy commercial vehicles in the revised ABS vehicle classification system. Under the classification rules, goods carrying vehicles with a Gross Vehicle Mass (GVM) over 3.5 tonnes are classified as heavy commercial vehicles (rigid or articulated trucks). Goods carrying vehicles with a GVM of 3.5 tonnes and under are classified as light commercial vehicles (utilities, panel vans, forward control vehicles, etc.). Prior to 1991, any vehicle recorded by a motor registry as a truck was classified accordingly. As a result of this classification change, there was a significant increase in registrations of light commercial vehicles in some States and Territories, with corresponding falls in rigid trucks. The classification rules for buses also changed, so that only passenger vehicles with more than nine seats, including the driver's seat, are classified as buses. The result of this change was a reduction in the number of registered buses, and an increase in passenger vehicle registrations.

SECTION 3

Survey of motor vehicle use

8 The ABS Survey of Motor Vehicle Use (SMVU) collects statistics relating to motor vehicle usage from registered owners. There were nine surveys conducted between 1963 and 1995. In each survey, respondents were asked to provide information on the use of selected motor vehicles for the 12 months ended 30 September or that part for which they were registered owners of the vehicle.

9 The population of the survey includes all powered vehicles which were registered for road use at the date of the associated MVC with a motor vehicle registration authority (for example 31 May in 1995).

10 The scope of the survey excludes:

- caravans, trailers, tractors, plant and equipment, vehicles belonging to the defence services and vehicles with diplomatic or consular plates; and

- vintage and veteran vehicles, where they could be identified separately.

11 The survey population was identified using MVC information obtained from the Commonwealth, State and Territory motor vehicle registration authorities. It was stratified within each State and Territory according to vehicle type and other characteristics such as the tare weight and age of the vehicle. The stratification used in the 1991 and 1995 surveys differed from previous surveys in that each vehicle type category was further stratified by vehicle-type dependent characteristics, for example buses according to age and seating capacity.

12 Sample sizes were chosen for each category (private passenger vehicles, freight carrying vehicles, buses and motor cycles) in order to obtain a suitable level of accuracy at the State/Territory level in each category for the key variable of total distance travelled.

13 Where the owner of the selected vehicle had not owned the vehicle for the whole survey year, the details provided for the period of ownership were adjusted to give a 12 month equivalent. The statistics therefore relate to the annual rate of use of vehicles during the 12 months ended
30 September. Part year details in respect of seasonal use vehicles were not adjusted.

14 The vehicle type categories used for the 1991 and 1995 surveys were the same as those used in 1988, except for some renaming. Cars and station wagons were renamed Passenger vehicles. Utilities and panel vans were renamed as Light commercial vehicles, while Other truck types were renamed Non-freight carrying trucks.

15 The survey results were classified by the type of vehicle as reported by the vehicle owner, rather than as recorded by the motor vehicle registration authorities.

SECTION 4

Census of population and housing

16 The ABS conducts a Census of Population and Housing every five years. Its purpose is to collect information relating to every person in Australia on Census night.

17 The Census includes:

- persons in private dwellings, occupied non-private dwellings (e.g. hospitals, gaols, etc.), camping out, on vessels in or between Australian ports and on-board overnight transport; and

- overseas visitors to Australia, regardless of how long they have been in Australia, or how long they planned to stay.

18 The Census excludes:

- foreign diplomatic personnel and their families; and

- Australian residents overseas on Census night.

19 People are counted where they are located on Census night, which may not necessarily be where they usually live.

Road traffic fatality and casualty statistics

20 Road traffic accident statistics are based on accident report forms completed by police officers in each State and Territory of Australia. The published statistics were compiled by the ABS until 1990 and since then by the Federal Office of Road Safety.

21 Road fatality and casualty statistics are considered to be in scope if:

- the accident resulted in the death of any person within a period of 30 days of the accident, or if the accident resulted in personal injury to the extent that the person was admitted to hospital (excluding out-patients);

- the accident occurred on any road, street, railway level crossing or any place open to the public, provided it is not outside the road reserve; and

- the accident involved one or more road vehicles which at the time of the accident were in motion, including passenger vehicles, light commercial vehicles, motor cycles, trucks, buses, trams and railway vehicles (when operating in the road reserve), pedal cycles (excluding tricycles normally used on footpaths) and ridden animals.

Environmental issues: people's views and practices

22 This survey contains results of a supplementary survey run in association with both the March and April 1996 labour force surveys conducted throughout Australia.

23 The population survey is based on a multi-stage area sample of private dwellings (approximately 37,000 houses, flats, etc.) and a list sample of non-private dwellings (hotels, motels, etc.). The proportion of

Australian dwellings selected this way is approximately 0.5%. For this survey, half the private dwelling sample (i.e. 18,500 dwellings) was used.

24 The respondents to the labour force survey who fell within the scope of the supplementary survey were asked additional questions. The information collected referred to aspects of recycling, hazardous waste disposal, motor vehicle ownership and maintenance, and use of transport.

25 The scope of the survey included all persons:

- aged 15 years and over, except where a member of the household was out of scope and coverage for questions relating to the household;
- members of the permanent defence forces;
- diplomatic personnel of overseas governments, customarily excluded from census and estimated populations;
- overseas residents in Australia; and
- members of non-Australian defence forces (and their dependents) stationed in Australia.

26 In the labour force survey, coverage rules are applied which aim to ensure that each person is associated with only one dwelling, and hence has only one chance of selection. The coverage rules are, necessarily, a balance between theoretical and operational considerations. Nevertheless, the chance of a person being enumerated at two separate dwellings in the survey is considered to be negligible.

SECTION 5

Consumer price index

27 The ABS Consumer Price Index (CPI) measures quarterly changes in the price of a basket of goods and services which account for a high proportion of expenditure by the CPI population group (metropolitan wage and salary earner households). The basket covers a wide range of goods and services, arranged in the following eight groups: food, clothing, housing, household equipment and operation, transportation, tobacco and alcohol, health and personal care, and recreation and education.

Household expenditure survey

28 The Household Expenditure Surveys (HES) are conducted every five years by the ABS, with the most recent HES conducted in 1993–94. The survey collects data on average weekly expenditure by households, for commodities and services such as food and beverages, transport, recreation, clothing and footwear.

29 The scope of the HES includes all residents of private dwellings and caravan parks aged 15 years and older.

Leasing finance commitments statistics

30 Personal finance statistics contain the value of commitments made by all lenders to individuals for their own personal (non-business) use.

31 Commercial finance statistics contain the value of commitments made by all lenders to Government, private and public enterprises, non-profit organisations and individuals (for investment and business purposes).

32 The following types of lenders fall within the scope of the personal and commercial finance commitment statistics: banks, permanent building societies, credit unions/co-operative credit societies, life or general insurance companies, other corporations registered under the *Financial Corporations Act 1974*, superannuation funds and providers of consumer finance registered with State credit tribunals not otherwise included above.

SECTION 6

Manufacturing–census

33 A manufacturing establishment is one predominantly engaged in manufacturing activities, although the data collected for it cover all activities of the establishment (including non-manufacturing activities). Conversely there are some establishments predominantly engaged in non-manufacturing activities which also undertake limited manufacturing activities and which are excluded. A small number of manufacturing establishments engage, in a significant way, in a variety of activities which are normally carried out by different industries. In such cases, the original establishment is 'split' into a separate establishment for each significant activity which belongs to a separate industry.

34 In general, Manufacturing Census data contained in this publication relate to all road transport industry manufacturing establishments which operated in Australia during the year ended 30 June, except for sole proprietorships or partnerships not employing staff at 30 June.

35 The main unit for which statistics are reported in the 1993–94 manufacturing collection is the establishment. Prior to the 1988–89 census, this unit covered, in general, all the operations carried on under the ownership of one enterprise (business) at a single physical location.

International trade statistics

36 The merchandise export and import statistics are compiled by the ABS from information submitted by exporters and importers or their agents to the Australian Customs Service.

37 Merchandise exports and imports cover all movable goods which subtract from or add to Australia's stock of material resources. Goods moving temporarily through Australia, e.g. transit trade and repair trade, are excluded from the merchandise trade statistics.

Survey of motor vehicle hire

38 The 1986–87 ABS survey of the motor vehicle hire industry included all those enterprises mainly engaged in leasing, hiring or renting motor vehicles from their own stocks, without drivers, for periods of less than one year (except licensed taxi cabs or hire cars). The industry was defined according to class 5711 of the 1983 edition of the Australian Standard Industrial Classification.

Industrial dispute statistics

39 The ABS compiles industrial dispute statistics using information obtained primarily from the Department of Industrial Relations, trade journals, publications and newspapers.

40 In this publication, all industrial disputes that started or were in progress during a particular year, are included in the statistics.

41 The following types of industrial disputes are included in the statistics:

- unauthorised stop-work meetings;
- unofficial strikes;
- sympathetic strikes (e.g. strikes in support of a group of workers already on strike);
- political or protest strikes;
- general strikes;
- work stoppages initiated by employers (e.g. lockouts); and
- rotating or revolving strikes (i.e. strikes which occur when workers at different locations take turns to stop work).

42 The industrial dispute statistics only include disputes which involved stoppages of work of 10 working days or more at the establishments where the stoppages occurred. Ten working days is equivalent to the amount of ordinary time worked by 10 persons in one day, regardless of the length of stoppage, for example 3,000 workers on strike for two hours would be counted as 750 working days lost (assuming they work an eight hour day).

Retail census

43 The scope of the ABS Retail Census for 1991–92 included all shopfront locations operating at 30 June 1992 and classified to Division G (Retail Trade) of the Australian and New Zealand Standard Industrial Classification (ANZSIC). Motor Vehicle Retailing and Services are classified under Sub-division 53 in Division G of the ANZSIC.

44 The scope of the Retail Census excludes:

- home-based businesses;
- door-to-door sellers;
- direct marketers; and
- retail locations operating from non-fixed premises such as occasional market stalls or vans.

45 The business unit for which information was collected and published was the location. A location consists of a single physical site from which a business engages in productive activity on a relatively permanent basis.

46 In the retail industry, there are a number of businesses which operate independently within other retail locations. These businesses are generally referred to as concessions and do not have a separate shopfront. However, for the purposes of the Retail Census, concessions have been treated as separate locations.

SECTION 7

Union Bank of Switzerland survey

47 The Economic Research Department of the Union Bank of Switzerland conducts a triennial survey of 'Prices and Earnings Around the Globe' in selected major cities.

48 All price data are converted to a single currency and are thus subject to the substantial fluctuations of exchange rates. In order to offset these fluctuations to some extent, the average rate of exchange over the period of the survey (e.g. the second quarter of 1994) has been used.

49 International price comparisons are dependent on a uniform 'basket' of selected goods and services. This basket of goods and services is based on European consumer habits (with a certain amount of leeway allowed in the choice of products to account for regional differences), and is weighted in the same manner for all cities. In the maintenance of a constant weighting there is a tendency to overestimate cost differences.

50 Care must be taken when comparing prices between surveys as no allowance has been made for currency movements, inflation, etc. over time.

51 In the 1970 survey, 31 cities were used, in the 1988 survey 52 cities were used while in the 1991 survey 48 cities were included. In 1994, 53 cities were surveyed.

SAMPLING ERROR

52 Estimates derived from information obtained from a sample are subject to sampling error, that is, they may differ from the statistics that would have been produced if information had been obtained from all units in the population.

NON-SAMPLING ERROR

53 In addition to sampling errors, other inaccuracies may occur in statistics because of insufficient coverage, inadequacies in the source of information, imperfections in answers provided by respondents and errors made in the coding and processing of data. Inaccuracies of this kind are referred to as non-sampling error and may occur in any statistical collection. Every effort has been made to minimise non-sampling error in ABS collections by employing careful questionnaire design, trying to obtain responses from all selected enterprises and employing efficient operating procedures. While the effects of non-sampling errors are not quantifiable, users of these statistics should be aware of their existence and exercise caution.

SYMBOLS AND OTHER USAGES

n.a.	not available
n.p.	not available for publication but included in totals where applicable
n.s.	not stated
—	nil or rounded to zero
. .	not applicable

54 Where figures have been rounded, discrepancies may occur between sums of the component items and totals.

FURTHER INFORMATION

55 The ABS can provide more detailed, unpublished data on request. Please contact Information Services on Canberra (06) 252 6007, or facsimile (06) 252 1404 for further details.

56 Current publications produced by the ABS are listed in the *Catalogue of Publications* (Cat. no. 1101.0). The ABS also issues on Tuesdays and Fridays, a *Release Advice* (Cat. no. 1105.0) which lists publications to be released in the next few days. The Catalogue and Release Advice are available from all ABS offices.

APPENDIX A: DATA SOURCES

ABS TRANSPORT STATISTICS

The Australian Bureau of Statistics (ABS) is a major supplier of transport statistics. ABS transport collections serve as important information sources for government and private enterprise alike in strategy formulation and implementation. The ABS has been collecting and publishing transport statistics since 1921 and has conducted regular collections since 1963. The ABS may make available, on request, certain unpublished data. A cost may be incurred in the provision of these data.

New motor vehicle registrations

The New Motor Vehicle Registrations (NMVR) collection, which commenced in 1965, is a major indicator of the level of activity in the economy. When new vehicles are purchased in large numbers, consumer and business confidence is generally high. Therefore, the monthly and annual changes in the number of new vehicles registered are significant indicators of the condition of the motor vehicle industry and the economy in general, given the impact of transport on most other industries. The publication *New Motor Vehicle Registrations, Australia: Preliminary* (Cat. no. 9301.0), monitors and reports the number of new vehicle registrations occurring on a monthly basis. Data are presented in original, seasonally adjusted and trend series.

The ABS receives monthly registrations data directly from the various State, Territory and Commonwealth motor vehicle registries. The data are processed, converted to standard classifications and published. The NMVR collection measures, as the name implies, the number of new vehicles registered for the first time, and not sales of vehicles. Motor vehicles may be sold but not registered if they are not intended to be used on roads open to the general public; for example, a vehicle used exclusively on a mine site, national park or farm would not be included in the NMVR collection.

Motor vehicle census

The Motor Vehicle Census (MVC) has been conducted since 1971, usually on a triennial basis. The MVC is a count of all vehicles that are legally registered in Australia at a specific date. Data from the MVC enable analysts to gain an understanding of the composition and distribution of the vehicle fleet in Australia and to monitor changes in the fleet.

The MVC also provides measures of other important characteristics such as vehicle fuel type, make and age. The findings from the MVC are published in *Motor Vehicle Census, Australia* (Cat. no. 9309.0).

Survey of motor vehicle use

The Survey of Motor Vehicle Use (SMVU) is the main source of data on patterns of vehicle use and has been conducted in 1963, 1971, on a triennial basis from 1976 to 1991 and in 1995. The SMVU collects a range of information primarily designed to provide policy makers with a knowledge and understanding of road and fuel usage.

Information is collected on the total and average annual distance travelled and fuel consumption of the different vehicle types. Specific data on bus and taxi use are also collected in the SMVU.

Other data include area of operation, which highlight the operation of vehicles within geographic areas, while purpose of travel and driver characteristics together help to explain why and by whom vehicles are used. The SMVU also provides important data on loads carried either for hire or reward or as an activity subordinate (ancillary) to other undertakings of the business. SMVU preliminary findings are published in *Survey of Motor Vehicle Use, Australia: Preliminary* (Cat. no. 9202.0)

with final data available in *Survey of Motor Vehicle Use, Australia* (Cat. no. 9208.0).

Preliminary results from the 1995 SMVU covering the 12 months to 30 September 1995 were released in October 1996. Following a review of the current methodology, a revised collection will begin with the October quarter 1997. Final results from the 1995 SMVU will include bridging factors between the old and new methodology.

Together with the NMVR collection and the MVC, the SMVU provides essential information on road transport in Australia.

Freight movements survey

Between the June quarter 1994 and September quarter 1995 reference periods, ABS undertook a major survey aimed at producing a range of information about freight movements within Australia by road, rail, sea and air. Results from the survey were released in *Experimental Estimates of Freight Movements, Australia,* (Cat. no. 9217.0). Data were collected on the movement of freight in tonnes by mode of transport, by commodity, by origin and destination and by method of transport. Concern over the validity of the methodology for collecting road freight data resulted in the suspension of the road survey following the release of the September quarter 1995 publication. Data for rail, sea and air are still being collected and are available on request.

A review of the conduct and the results of the road survey, is currently underway, with the intention of developing an improved methodology.

OTHER ABS STATISTICS

Included in this publication are motor vehicle and transport-related statistics from a number of other ABS sources. These include: the Household Expenditure Survey; the Manufacturing Census; demographic statistics; the Census of Population and Housing; Consumer Price Index statistics; Prices; Finance Statistics; Foreign Trade statistics; the Retail Census; and Industrial Dispute statistics.

NON-ABS STATISTICS

Also included are data from a number of sources outside the ABS.

Federal Office of Road Safety

Road accident related data included in Section 4 were obtained from the Federal Office of Road Safety.

International organisations

The international comparisons included in Section 7 were obtained from the International Road Federation, the World Health Organisation and particularly from the Union Bank of Switzerland's publication *Prices and Earnings Around the Globe*.

APPENDIX B: KEY MOTOR VEHICLE STATISTICS

Data item	Unit	Statistic	Period	Table	Page
Total new motor vehicle registrations	'000	636.5	1995–96	1.3	15
New passenger vehicle registrations	'000	531.8	1995–96	1.3	15
New light commercial vehicle registrations	'000	86.7	1995–96	1.3	15
New motor cycle registrations	'000	22.3	1995–96	1.4	17
Total motor vehicle registrations	'000	10 650.9	At 31 May 1995	2.1	34
Passenger vehicle registrations	'000	8 628.8	At 31 May 1995	2.1	34
Light commercial vehicle registrations	'000	1 527.2	At 31 May 1995	2.1	34
Motor cycle registrations	'000	296.6	At 31 May 1995	2.2	36
Average age of vehicle fleet	years	10.6	At 31 May 1995	3.1	51
New unleaded petrol powered passenger vehicles	'000	5 18.2	1995–96	3.5	53
Average fuel consumption	ltr/100 km	13.7	Year to 30 Sept. 1995	3.6	54
Volume of fuel consumed	m ltrs	22 815	Year to 30 Sept. 1995	3.7	55
Average distance travelled by petrol powered vehicles	'000 km	14.1	Year to 30 Sept. 1995	3.8	56
Total distance travelled by petrol powered vehicles	m km	78 597	Year to 30 Sept. 1995	3.8	56
Vehicles per 1,000 population	Rate	606	At 31 May 1995	4.1	70
Driver and rider licences on issue	'000	12 120.9	At 30 June 1996	4.4	72
Road fatalities	'000	2.0	1995	4.5	72
Road fatalities and persons injured	'000	22.2	1994	4.6	73
Total distance travelled	m km	166 514	Year to 30 Sept. 1995	4.12	77
Average distance travelled	'000 km	15.2	Year to 30 Sept. 1995	4.14	78
Average distance travelled for business purposes	'000 km	15.5	Year to 30 Sept. 1995	4.16	80
Average weekly household expenditure on transport	$A	93.58	1993–94	5.1	88
Passenger vehicle production	'000	302.6	1995–96	6.2	99
Employment in motor vehicle manufacturing	'000	22.5	1993–94	6.3	100
Wages and salaries in motor vehicle manufacturing	$Am	778.5	1993–94	6.3	100
Turnover in motor vehicle manufacturing	$Am	8 996.0	1993–94	6.3	100
Value of motor vehicle imports	$Am	6 198.9	1995–96	6.5	102
Value of motor vehicle exports	$Am	686.2	1995–96	6.6	103
Vehicle retail and service establishments	'000	37.7	1991–92	6.7	104
Registered taxis	'000s	15.0	Year to 30 Sept. 1995	6.8	104
Passengers carried by bus	m	1,013	Year to 30 Sept. 1995	6.10	105
Industrial disputes					
transport, storage and communication industries	no.	172	1995	6.11	106
Standard vehicle purchase price					
Sydney	$US '000	14.7	1994	7.2	110
Johannesburg	$US '000	15.0	1994	7.2	110
London	$US '000	20.1	1994	7.2	110
Montreal	$US '000	10.8	1994	7.2	110
Standard vehicle service price					
Sydney	$US	86	1994	7.2	110
Johannesburg	$US	79	1994	7.2	110
London	$US	119	1994	7.2	110
Price of 5km taxi ride					
Sydney	$US	4.71	1994	7.3	111
Johannesburg	$US	4.46	1994	7.3	111
London	$US	7.16	1994	7.3	111
Montreal	$US	5.81	1994	7.3	111

GLOSSARY

Articulated trucks — Vehicles constructed primarily for load carrying, consisting of a prime mover having no significant load carrying area, but with a turntable device which can be linked to one or more trailers. With or without a trailer the Gross Combination Mass (GCM) would be 3.5 tonnes or more.

Attrition rate — The estimated proportion of motor vehicles that have been taken off the register since the previous year. The attrition rate is also referred to as the motor vehicle retirement or scrappage rate. It is calculated by adding the total registrations at the earlier census to the number of new registrations between the censuses, and subtracting the total registrations as at the later census. It can then be calculated as a percentage rate by dividing this number into the total registrations at the earlier census.

Australian and New Zealand Standard Industrial Classification (ANZSIC) — The ANZSIC is an industry classification used to classify businesses according to their type of economic activity. It replaced the Australian Standard Industrial Classification (ASIC) in 1993. The ANZSIC is structured into four levels: Divisions (the broadest level); Subdivisions; Groups; and Classes (the finest level).

Average vehicle age — The estimated average age of registered motor vehicles in Australia. The age of a vehicle is defined as the number of years since it was first manufactured. Average age is based on the year of manufacture only, the month is not used.

Average fuel consumption per vehicle — Expressed in litres per 100 kilometres. It is calculated by dividing the estimated total amount of fuel (in litres) used by the specified group of vehicles over a 12 month period, by the total distance travelled (in kilometres) by the specified group of vehicles multiplied by 100.

Average weekly household expenditure — The average obtained when the total estimated expenditure for a particular expenditure group (e.g. transport) is divided by the estimated number of spending households.

Blood alcohol content (BAC) — The percentage of alcohol in the blood stream gives a blood alcohol content reading. The Australian legal limit for drivers is 0.05 millilitres of alcohol per 100 millilitres of blood.

Buses — Vehicles constructed for the carriage of passengers. Included are all passenger vehicles with more than nine seats, including the driver's seat.

Caravans — Non-powered vehicles that are towed behind another vehicle and which are primarily used for accommodation purposes. Includes rigid and pop-up caravans, but excludes campervans, motor-homes or tent trailers.

Concepts of averages

The denominator used in calculating the various averages for vehicle usage is the estimated number of vehicles that contributed to a particular cell. For example, in Table 4.13, the average kilometres travelled for business purposes by passenger vehicles was derived by dividing the number of kilometres travelled for business purposes by passenger vehicles by the number of such vehicles which reported business travel. For Table 4.11, all vehicles in the appropriate category are included in the denominator regardless of distance travelled. Vehicles which travelled zero kilometres are included in the estimation process as they are representative of unused vehicles that are likely to occur across the vehicle population. In Tables 3.6 and 3.8, the average rate of fuel consumption is calculated by dividing the total fuel consumption by total kilometres for each vehicle type. As the denominators used to calculate the cells of a table are different, the averages along a row cannot be used to derive the total column entry for that row.

Consumer Price Index (CPI)

The CPI is a general indicator of the rate of change in prices paid by consumers for goods and services.

Employees

The number of employees in a given financial year is the annual average of the number of employees who received pay for any part of a chosen pay period in August, November, February and May of that financial year. All permanent, temporary, casual, part-time, managerial and executive employees paid during the period, as well as employees on paid or pre-paid leave, on worker's compensation, and employees paid from interstate or overseas are included.

Estimated Resident Population (ERP)

The official ABS estimate of the Australian population. It is based on results from the Population Census and is updated annually between Censuses using demographic statistics to obtain ERP figures. The Census count is adjusted for under enumeration and for Australian residents temporarily overseas on Census night.

Exports of vehicles

The total value of vehicles that are completely or partially assembled in Australia and sold to individuals or companies overseas.

Fatality

Death of any person within 30 days of a road vehicle crash where death is attributable to injuries sustained in the crash.

Fleet

For the purposes of the analysis in Section 3, fleet refers to the total number of registered vehicles in Australia.

Gross Combination Mass (GCM)

The weight measurement used for articulated trucks. It is calculated using the tare weight of the prime mover and attached trailer(s) and the maximum carrying capacity of the attached trailer(s).

Gross Vehicle Mass (GVM)

The weight measurement used for goods carrying vehicles, except articulated trucks. It is calculated using the tare weight and the maximum carrying capacity of the vehicle excluding trailer(s).

Gross weight

Laden weight of a vehicle.

Imports of vehicles Total value of vehicles that are completely or partially assembled overseas and purchased by individuals or companies in Australia.

Industrial disputes An industrial dispute is a withdrawal from work by a group of employees, or a refusal by an employer or a number of employers to permit some or all of their employees to work, each withdrawal or refusal being made in order to enforce a demand, to resist a demand, or to express a grievance.

Lease Finance commitments made with a bank or other financial institution.

Light commercial vehicles Vehicles primarily constructed for the carriage of goods, and which are less than 3.5 tonnes Gross Vehicle Mass (GVM). Included are utilities, panel vans, cab–chassis and forward control load carrying vehicles (whether four-wheel drive or not).

Make The manufacturer of the motor vehicle, e.g. Ford, Holden, Toyota, Mitsubishi. A threshold limit has been applied for tables providing details by make. For the Motor Vehicle Census this limit is 100 vehicles for passenger and light commercial vehicles and 25 vehicles for rigid trucks, articulated trucks, buses, non-freight carrying trucks and motor cycles. Makes with registrations under these limits for any period shown in the table are included in Other/Not stated. For New Motor Vehicle Registrations the limits are, 25 for passenger and light commercial vehicles and 10 for rigid trucks, articulated trucks, buses, non-freight carrying trucks and motor cycles.

Model The variant of the make of a motor vehicle, e.g. Falcon, Commodore, Camry, Magna.

Motor cycles Vehicles constructed primarily for the carriage of one or two persons. Included are two and three wheeled mopeds, scooters, motor tricycles and motor cycles with side cars.

Motor Vehicle Census (MVC) A measure of the total number and key characteristics of motor vehicles on the register at a specified point in time.

Motor vehicle hire/self drive All motor vehicles hired, leased or rented, without drivers, for periods of less than 12 months from an enterprise mainly engaged in leasing.

New Motor Vehicle Registrations (NMVR) collection A measure of the number and key characteristics of new motor vehicles registered for the first time in a specified period.

Non-freight carrying trucks A truck which does not have a goods carrying capacity and is constructed for a particular purpose with special equipment fitted. Included are vehicles such as ambulances, campervans, fire-trucks, mobile cranes, tow trucks and cherry pickers.

Passenger vehicles Vehicles constructed primarily for the carriage of up to nine occupants (including the driver). Included are cars, station wagons, four–wheel drive passenger vehicles and forward control passenger vehicles. Excluded are campervans and mobile homes.

Plant and equipment Self-propelled machinery registered for use on public roads, such as tractors, road-plant and forklifts. Included are trailed machinery and other non-self-propelled vehicles not classified under trailers.

Population Census The Census of Population and Housing is a count of all people in Australia on Census night (a specified night, once every five years) except foreign diplomats and their families and foreign crew members on ships. The objective is to measure the number and key characteristics of persons in Australia at a specific date.

Predominant colour The predominant colour of the motor vehicle. The predominant colour does not include shades or tones.

Private expenditure Based on private final consumption expenditure which measures the expenditure on goods and services by persons and expenditure of a current nature by non-profit organisations serving households. It includes purchases of durable as well as non-durable goods. However, it excludes expenditure by persons on the purchase of dwellings and expenditure of a capital nature by unincorporated enterprises.

Registrations Registrations are those processed by the vehicle registry authorities in the Commonwealth, States and Territories during a specified period.

Rigid trucks Vehicles constructed primarily for load carrying with a GVM of 3.5 tonnes or more. Included are normal rigid trucks with a tow bar, draw bar or other non-articulated coupling on the rear for use with a trailer or dolly.

Size of bus For the MVC, size of bus is based on GVM, registered seating capacity, or tare weight. Small buses are those with a GVM of 5 tonnes or less, medium buses are more than 5 tonnes but less than or equal to 12 tonnes GVM, and large buses are greater than 12 tonnes GVM. If GVM is not reported, then size is based on registered seating capacity. Small buses have 20 seats or less, medium buses have 21–40 seats and large buses have 41 or more seats. If neither GVM nor registered seating capacity are reported, then size is based on tare weight. Small buses have a tare weight up to and including 3.1 tonnes. Medium buses have a tare weight of more than 3.1 tonnes to 7 tonnes. Large buses have a greater than 7 tonnes tare weight. If GVM, registered seating capacity and tare weight are all not reported then the bus is put into the not stated category.

Survey of Motor Vehicle Use (SMVU) A survey conducted by the ABS, typically once every three years, to collect statistics on motor vehicle usage. Key components include distance travelled, fuel consumption and driver characteristics.

Tare weight The unladen weight of a vehicle.

Taxi A vehicle that can carry up to nine occupants (excluding the driver) and in which the driver is licensed to charge for the carriage of passengers or goods.

Trailers Equipment that does not have an engine and is towed behind a vehicle. Included are box trailers, semi (articulated) trailers not registered as part of an articulated combination, boat trailers, horse floats and similar vehicles.

Turnover Defined as sales of goods, commission revenue, repair and service revenue, rent, leasing and hiring revenue (excluding unallocated rent, leasing and hiring revenue), government bounties and subsidies, and all other operating revenue except interest royalties and dividends. Also included is the value of capital work done by an enterprise for itself and the value of equipment withdrawn from stock for own use or for rental or lease outside an enterprise.

Type of vehicle Classification of vehicles by the function that they have in common. For example, passenger vehicles, light commercial vehicles, rigid trucks, buses and motor cycles.

Vehicle Identification Number (VIN) The VIN uniquely identifies each vehicle. Embedded in the number are details of the make and model together with other relevant information about the vehicle. The VIN is collected by motor vehicle registry authorities at the time of registration. A VIN has been mandatory for all vehicles sold in Australia since 1989 and has been collected from the registration authorities since 1991.

Vehicles garaged per household The number of registered vehicles which are owned or used by members of a household and which were garaged or parked near the occupied private dwelling (including caravans etc. in caravan parks) on Population Census night. The classification also includes company owned vehicles kept at home, but excludes motor cycles, scooters and tractors.

For more information . . .

The ABS publishes a wide range of statistics and other information on Australia's economic and social conditions. Details of what is available in various publications and other products can be found in the ABS Catalogue of Publications and Products available from all ABS Offices.

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