VEHICLE SAFETY RATINGS ESTIMATED FROM POLICE-REPORTED CRASH DATA: 2019 UPDATE

AUSTRALIAN AND NEW ZEALAND CRASHES DURING 1987-2017

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Abstract:
This study describes the calculation of updated ratings that measure the relative safety of vehicles in preventing severe injury to people involved in crashes. Three different aspects of secondary safety are examined: crashworthiness which focuses on drivers of the rated vehicle; aggressivity which focuses on drivers of other vehicles and unprotected road users such as pedestrians, cyclists and motorcyclists colliding with the rated vehicle; and total secondary safety which examines the combined crashworthiness and aggressivity performance of the rated vehicle. Updated ratings for 1982-2017 model vehicles were estimated based on data on crashes in Victoria, New South Wales, Queensland, Western Australia, New Zealand and South Australia during 1987-2017.

Crashworthiness estimates and their associated confidence limits were obtained for 712 vehicle models classified into ten market groups. Aggressivity rating estimates and their associated confidence limits were obtained for 614 vehicle models. The total secondary safety index estimates and their associated confidence limits were obtained for 774 vehicle models classified into ten market groups. This update of the vehicle safety ratings includes estimation of a vehicle primary safety (crash avoidance) index. Accurate vehicle primary safety ratings were estimated for 307 makes and models of vehicle.

A method for presenting the ratings for consumer information is also described. The rating presentation classifies vehicles according to where their rating lies in relation to a ‘best performance’ benchmark.

The relationship between vehicle crashworthiness and the year of manufacture of Australian passenger and light commercial vehicles manufactured from 1984 to 2017 was also investigated. Trends were examined by year of manufacture both for the fleet as a whole and by market group for vehicles manufactured from 1982 to 2017.

The results of this report are based on a number of assumptions and warrant a number of qualifications that should be noted.

Key Words: (IRRD except when marked‘)
Injury, Vehicle Occupant, Collision, Passenger Car Unit, Passive Safety System, Statistics

Disclaimer:
This Report is produced for the purposes of providing information concerning the safety of vehicles involved in crashes. It is based upon information provided to the Monash University Accident Research Centre by VicRoads, the Transport Accident Commission, the New South Wales Roads and Maritime Services, NRMA Ltd, Queensland Transport and Main Roads, the Western Australian Department of Main Roads, South Australian Department of Planning, Transport and Infrastructure and the New Zealand Ministry of Transport. Any republication of the findings of the Report whether by way of summary or reproduction of the tables or otherwise is prohibited unless prior written consent is obtained from the Monash University Accident Research Centre and any conditions attached to that consent are satisfied. A brochure or web based information based on this report is available from the sponsoring organisations and may be freely quoted.
EXECUTIVE SUMMARY

This report describes the development of further updated vehicle secondary safety ratings for 1982-2017 model vehicles. The ratings produced cover vehicle crashworthiness, aggressivity and total secondary safety. Crashworthiness ratings measure the relative safety of vehicles in preventing severe injury to their own drivers in crashes whilst aggressivity ratings measure the serious injury risk vehicles pose to other road users with which they collide. The aggressivity rating measure is based on collisions between the vehicle being rated and both other vehicles and unprotected road users including pedestrians, bicyclists and motorcyclists. The total secondary safety index measure integrates into one measure the combined crashworthiness and aggressivity performance of a vehicle in a way most representative of the crash population involving the vehicle fleet being rated. It considers relative injury outcomes in the full range of crashes involving light passenger vehicles including single and multi-vehicle crashes, crashes with heavy vehicles and crashes involving unprotected road users.

All three measures of vehicle secondary safety performance are estimated from data on real crashes reported to police. The update is based on crash data from Victoria and New South Wales during 1987-2017; from Queensland during 1991-2017; Western Australia and New Zealand during 1991-2017; and from South Australia during 1995-2017. Each of the three ratings sets was measured by a combination of injury severity (the risk of death or serious injury given an injury was sustained), and injury risk (the risk of injury given crash involvement). As far as possible, each index reflects the secondary safety performance related to vehicle design alone by controlling for a range of non-vehicle related factors known to affect injury outcome. Non-vehicle related factors considered were the sex and age of the person whose injury outcome was being measured, speed limit at the crash location, the number of vehicles involved, the jurisdiction in which the crash occurred and the year in which the crash occurred. For each measure these factors were strongly related to injury risk and/or severity. In addition to the above factors the total secondary safety rating was also adjusted for the type of crash and road user combination.

The crashworthiness ratings estimate the risk of a driver of the subject vehicle being killed or admitted to hospital when involved in a tow-away crash, to a degree of accuracy represented by the confidence limits of the rating in each case. Crashworthiness ratings and their associated confidence limits were calculated for 712 individual vehicle models manufactured between the years 1982-2017. Vehicles were classified into one of ten market groups for presentation of the ratings with average crashworthiness of vehicles in each market group estimated.

The measure of aggressivity was calculated for 614 models of Australian and New Zealand passenger vehicles manufactured between the years 1982-2017. The aggressivity ratings estimate the risk of a vehicle driver or unprotected road user impacting with the subject vehicle model being killed or admitted to hospital when involved in a crash. Average aggressivity for vehicles in each of the ten defined market groups was also estimated. Estimated vehicle aggressivity towards drivers of other vehicles or unprotected road users was found to have little or no relationship with ratings of vehicle crashworthiness, demonstrating the independence of the two complementary measures.

The total secondary safety index measures the average risk of death or serious injury to all light passenger vehicle drivers and unprotected road users (pedestrians, cyclists and motorcyclists) when involved in a crash with the rated light passenger vehicle to a degree of accuracy represented by the confidence limits of the index in each case. It is a measure of the combined crashworthiness and aggressivity performance of the rated vehicle. Total secondary safety index estimates and their associated confidence limits were obtained for 774 vehicle models classified into ten market groups.
Estimated total secondary safety was found to have a stronger relationship with ratings of vehicle crashworthiness than with vehicle aggressivity. This reflects that crashworthiness is relevant to the injury outcome of road users in a wider range of crash types than are covered by the aggressivity ratings. The index serves as a valuable summary of overall secondary safety of light passenger vehicles both for consumer information as well as for regulators and vehicle safety advocates in identifying and promoting vehicle safety characteristics that optimise overall secondary safety characteristics.

This update of the vehicle safety ratings includes a full calculation of the vehicle primary safety index. Primary safety ratings capture aspects of safety concerned with the crash avoidance capacity of the vehicle such as braking, handling, visibility and the fitment of driver assistance technologies including as Electronic Stability Control (ESC) and Autonomous Emergency Braking (AEB). The addition of the primary safety index means that both important dimensions of vehicle safety performance, being crash avoidance and injury mitigation in a crash, are captured by the ratings suite.

For each type of rating estimated, the expanded data set has been able to produce more up-to-date and reliable estimates for individual car models than those published previously. A method of presenting the ratings for consumer information is described based on where the crashworthiness rating lies in relation to a 'best performance' benchmark with vehicles performing well in all dimensions of safety further identified by considering the total secondary safety, aggressivity and primary safety ratings.

The crashworthiness of passenger vehicles in the Australian vehicle fleet (cars, station wagons, four-wheel drives and vans), has been estimated by year of manufacture for the years 1964 to 2017. This study further updates the original study by Cameron et al (1994a) for years of manufacture 1964 to 1992. Updated trends in Australian crashworthiness by year of manufacture show similar patterns as previously obtained with the greatest gains over the years 1970 to 1979 in which a number of new Australian Design Rules (ADRs) aimed at occupant protection took effect. Further significant gains in crashworthiness have also been observed over the years 1986 to 2008, with notable steady gains from 1986 to 1995 and since 1997. For vehicles manufactured from 2008 through to 2017, the crashworthiness estimates remain relatively static. Trends in crashworthiness by year of vehicle manufacture from 1982 to 2017 for each of the ten vehicle market groups were also estimated showing differential improvement in crashworthiness by market group by year of manufacture.

The results and conclusions are based on a number of assumptions and warrant a number of qualifications that should be noted.
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1. INTRODUCTION

For over two decades the Monash University Accident Research Centre (MUARC) has been involved in a program of research examining issues relating to vehicle safety in both Australia and New Zealand through the analysis of mass data records on crashes reported to police. Data on which the research to date are based has come from reports compiled by police in various states across Australia and in New Zealand. In Victoria, some of the Police-reported crash data have been augmented by data on injury compensation claims resulting from transportation crashes compiled by the Victorian Transport Accident Commission (TAC).

A principal focus of the research program has been to produce vehicle secondary safety ratings for specific makes and models of vehicles and by market group of vehicle. For many years the ratings focused on two aspects of vehicle safety performance: crashworthiness, being the ability of a vehicle to protect its own occupants in the event of a crash; and aggressivity, the ability of a vehicle to protect other road users with which it collides. More recently, an overall secondary safety ratings measure has been developed called the total secondary safety rating. It measures the combined relative crashworthiness and aggressivity performance of various makes and models of vehicles based on exposure to the mix of major crash types on Australasian roads where vehicle crashworthiness and/or aggressivity are important in determining injury outcomes.

The ratings have been updated at regular intervals (Newstead et al 1996; Newstead et al 1997; Newstead et al 1998; Newstead et al 1999; Newstead et al 2000; Newstead et al 2003a; Newstead et al 2004b; Newstead et al 2005b; Newstead et al 2006; Newstead et al 2007a, 2007b; Newstead et al 2008a, 2008b; Newstead et al 2009a, 2009b; Newstead et al 2010a, 2010b; Newstead et al 2011a, 2011b; Newstead et al 2012a, 2012b; Newstead et al 2013a, 2013b; Newstead et al 2014a, 2014b; Newstead et al 2015a, 2015b; Newstead et al 2016a, 2016b; Newstead et al 2017a, 2017b and Newstead et al 2018a, 2018b). The most recent prior update covered vehicles manufactured over the period 1982-2016 and crashing during 1987-2016. Progressive enhancement of the methods of statistical analysis has been incorporated through the ratings updates. From 1999 the ratings incorporated Police-reported crash data from Queensland whereas previously only crash data from New South Wales and Victoria had been used. From 2003, the ratings also added Police-reported crash data from Western Australia. From 2004, the ratings included Police-reported crash data from New Zealand after a rigorous program of research establishing the comparability of vehicles between the Australian and New Zealand vehicle fleets in terms of their specification and secondary safety performance (Voyce, 2000; Robinson, 2000a,b; Newstead, 2000b; Newstead, 2002; Newstead et al 2003b). From 2007, the ratings also added Police-reported crash data from South Australia. The crashworthiness ratings covered individual models of sedans, station wagons, four-wheel drives, passenger vans and light commercial vehicles and are given as estimates of risk of severe injury for each model along with 90% and 95% confidence limits on each estimate.

The ratings have been published annually by the agencies supporting the research as a source of
consumer information to aid the purchase of safe vehicles. They are marketed as the Used Car Safety Ratings (UCSRs) reflecting the fact that ratings can only be produced some time after a vehicle is released for sale once sufficient real-world crash experience has been accumulated. It also differentiates these ratings from those derived under the Australasian New Car Assessment Program (ANCAP) based on crash barrier testing results which are targeted largely at new vehicle buyers.

Primary safety ratings were introduced for the first time in Newstead et al 2017a and updated in the most recent prior update of Newstead et al 2018a. Vehicle safety rating systems aim firstly to inform consumers about safe vehicle choices and secondly to encourage vehicle manufacturers to aspire to safer levels of vehicle performance. Primary safety ratings capture aspects of safety that are not adequately measured by secondary safety ratings or by new car crash tests. Such aspects include enhanced vehicle control via systems such as Electronic Stability Control (ESC) and Anti-lock Braking Systems (ABS). The current study updates the primary safety ratings, using methods that have been trialled and validated.

1.1 Secondary Safety Ratings by Make, Model and Market Group

1.1.1 Crashworthiness Ratings

Crashworthiness ratings rate the relative safety of vehicles in protecting their own occupants by examining injury outcomes to drivers in real-world crashes reported to police. The crashworthiness rating of a vehicle in the ratings system used in this report is a measure of the risk of death or serious injury to a driver of that vehicle when it is involved in a crash. This risk is estimated from large numbers of records of injury to drivers of that vehicle type involved in real crashes on the road. It is measured in two components:

1. Rate of injury for drivers involved in crashes where a vehicle is towed away or someone is injured (injury risk);
2. Rate of serious injury (death or hospital admission) for injured drivers (injury severity).

Multiplying these two rates together forms the crashworthiness rating. This is a measure of the risk of serious injury for drivers involved in crashes where a vehicle is towed away or someone is injured. Measuring crashworthiness as a product of two components, reflecting risk and severity of injury respectively, was first developed by Folksam Insurance, which publishes the well-known Swedish ratings (Gustafsson et al 1989) and were first published in Australia in Cameron et al (1994a,b). These ratings use an analysis method that was developed to maximise the reliability and sensitivity of the results from the available data whilst adjusting for the effects on injury outcome of non-vehicle factors that differ between vehicles. In addition to the speed zone and driver sex, the method of analysis adjusts for the effects of driver age and the number of vehicles involved, producing results with all those factors taken into account.

1.1.2 Aggressivity Ratings

The aggressivity measure used in the Australian vehicle safety rating system estimates the risk of the driver of another car or an unprotected road user (pedestrian, bicyclist or motorcyclist) being killed or seriously injured when involved in a collision with the subject model vehicle. It is representative of the total aggressivity performance of the vehicles being rated across all potential collision partners that are
susceptible to injury. Like the crashworthiness measure, it is calculated as the product of two component measures, one measuring injury risk the other measuring injury severity.

Because an estimate of the risk of injury cannot be calculated for unprotected road users since crashes are generally not reported to the police when the unprotected road user is uninjured, the measure of aggressivity injury risk is based only on the injury risk to the drivers of other vehicles (ROU). It is defined as:

\[
\text{Aggressivity Injury Risk} = \text{ROU} = \text{proportion of other vehicle drivers involved in crashes who were injured}
\]

In contrast, complete records of both other drivers and unprotected road users injured in crashes are available in Police-reported crash data and can be used to examine injury severity outcomes in the aggressivity measure. The aggressivity injury severity measure (SOU) is defined as:

\[
\text{Aggressivity Injury Severity} = \text{SOU} = \text{proportion of other vehicle drivers or unprotected road users who were killed or admitted to hospital}
\]

The aggressivity measure for each subject car model is then calculated as:

\[
\text{Aggressivity to other driver or unprotected road user} = \text{AOU} = \text{ROU} \times \text{SOU}
\]

Like the crashworthiness ratings, the aggressivity measure was adjusted for the effects of non-vehicle factors differing between the subject car models which may have affected injury outcome to the driver of the other vehicle. Non-vehicle factors available in the data included:

- speed limit at the crash location;
- subject vehicle driver age (younger drivers may be driving at relatively fast speeds not fully represented by the speed limit);
- subject vehicle driver sex (male drivers may be driving at relatively fast speeds or more aggressively);
- other car occupant age (older occupants are more susceptible to injury);
- other car occupant sex (female occupants are more susceptible to injury, but males appear to be associated with relatively high injury severities);
- collision partner type (vehicle, pedestrian, bicyclist or motorcyclist) (injury severity analysis only).

1.1.3 Total Secondary Safety Index

Past presentations of the crashworthiness and aggressivity ratings for consumer information simply present the two ratings side by side. This leaves the consumer to decide the relative importance of each rating in making a decision on vehicle safety priority in their purchasing decision. From a consumer information perspective, this might seem a good strategy as it allows the consumer to balance the relative
priority they give to their own safety versus the safety of other road users on an individual basis. However, it may not be ideal from the perspective of trying to steer the vehicle fleet as a whole in the direction of optimum safety which should be the overarching priority for safety advocates, regulators and, indeed, the community as a whole. If consumers generally based their vehicle choices only on crashworthiness performance and largely ignored aggressivity, sub-optimal choices on a community wide safety basis may result. Similar sub-optimal choices may result if only aggressivity were considered. A desire to optimise vehicle secondary safety on a whole of community basis highlights the need for an index which combines the crashworthiness and aggressivity performance of a vehicle into a single index. The total safety index captures the overall secondary safety of the vehicle in the most meaningful way for the environment in which it is driven and hence crash circumstances to which it is exposed.

The international vehicle safety literature shows a paucity of effort in developing such an index. The only group to have given the concept serious consideration are the University of Oulu transport research group in Finland (Huttula et al, 1997). The Finnish group have measures of vehicle aggressivity and crashworthiness similar in concept to those developed by MUARC. From these they have developed a total passive safety index which is essentially the sum of the crashworthiness and aggressivity measures for each vehicle. Deriving the total passive safety index in this way implicitly assumes that crashworthiness and aggressivity have equal weighting in the overall passive safety performance of a vehicle. Whether this is the most appropriate approach is questionable since the relative balance of importance between crashworthiness and aggressivity will depend on the mix of crash circumstances the vehicle is exposed to.

A more detailed approach to the issue of estimating total vehicle passive or secondary safety has been explored in Newstead et al (2004a) and Newstead et al (2004b). This work, based on analysis of Australian crash data, commenced by identifying the four primary crash types in which light passenger vehicles were involved and identifying the principal injury outcomes of interest in the crash. The crash types identified were:

1. crashes between two light passenger vehicles;
2. single light passenger vehicle crashes;
3. crashes between a light passenger vehicle and a heavy vehicle (bus, rigid truck or articulated truck);
4. crashes between a light passenger vehicle and unprotected road user (pedestrian, bicyclist or motorcyclist).

The total secondary safety index defined by Newstead et al (2004b) was calculated by broad market group of vehicle and was a weighted average of four individual crashworthiness or aggressivity based measures. They are:

1. The crashworthiness of the light passenger vehicle in crashes between two light vehicles as a function of its impact partner market group (embodbling both the crashworthiness of the subject vehicle market group as well as the aggressivity of the impact partner vehicle market group) – Crash type 1.
2. The crashworthiness of the light passenger vehicle in single vehicle crashes – Crash type 2.
3. The crashworthiness of the light passenger vehicle in crashes with heavy vehicles as a function of the heavy vehicle type – Crash type 3.
4. The aggressivity of the light passenger vehicle towards unprotected road users – Crash type 4.

The total secondary safety index was defined as the weighted average of each of the four safety measures with the weighting factors used being the proportionate representation of each of the four crash types. As such, it represented the overall secondary safety performance of a vehicle, classified by market group in this case, in protecting all road users involved in the full range of crashes reflecting the relative incidence of each major crash type.

It is evident from examining the form of the total secondary safety index that the traditional measure of overall vehicle crashworthiness performance is embodied in the safety measures relating to crash types 1, 2, and 3. The traditional aggressivity measure is embodied in the safety measures relating to crash types 1 and 4. Constructing the total secondary safety index in this way is similar in basic principle to the approach used by the Oulu researchers. However, it differs in the fact that it gives appropriate weighting to each aspect of a vehicle’s secondary safety performance by weighting each component according to its relevance in Australian real-world circumstances.

The work of Newstead et al (2004a) and Newstead et al (2004b) was useful in, for the first time, defining an overall secondary safety index for light passenger vehicles relevant to Australian circumstances. It was then able to use the index effectively to quantify the broad overall secondary safety effects of changing the mix of vehicles in the fleet. The index did, however, have some limitations related to the manual construction of the index from its components. First, there had to be sufficient data to estimate each of the component safety measures comprising the index. In the demonstration of the methodology this meant results could only be obtained by broad market group of vehicle and not for individual makes and models of vehicle. Second, estimates of statistical confidence on the index could not be estimated due to its complex nature. Both these difficulties highlighted the need for development of an integrated total secondary safety index that could be estimated by vehicle make and model with associated estimates of statistical confidence.

Building on the approach to modelling vehicle total secondary safety demonstrated in Newstead et al (2004a) and Newstead et al (2004b), the study of Newstead et al (2007c) developed and applied an integrated single index of total secondary safety for light passenger vehicles in the Australian and New Zealand vehicle fleets. The index measures the average risk of death or serious injury to light passenger vehicle drivers and unprotected road users (pedestrians, cyclists and motorcyclists) when involved in a crash with a light passenger vehicle to a degree of accuracy represented by the confidence limits of the index in each case. It provides an overall summary of the combined crashworthiness and aggressivity performance of a vehicle. The index was measured by a combination of injury severity (the risk of death or serious injury given an injury was sustained), and injury risk (the risk of injury given crash involvement). As far as possible, the index reflects the total secondary safety performance related to vehicle design alone by controlling for a range of non-vehicle related factors known to affect injury outcome. The index was adjusted for the sex and age of the person whose injury outcome was being measured; speed limit at the crash location; number of vehicles involved; the jurisdiction in which the crash occurred; and the year in which the crash occurred. These factors were strongly related to injury risk and/or severity. In addition to the above factors, this rating was also adjusted for the type of crash and road user combination as this factor was strongly related to injury risk and/or severity.

The index serves as a valuable summary of overall secondary safety of light passenger vehicles both for consumer information as well as for regulators and vehicle safety advocates in identifying and promoting vehicle safety characteristics that optimise overall secondary safety characteristics.
1.2 Secondary Safety Ratings by Year of Manufacture and Market Group

1.2.1 Trends in Vehicle Safety by Year of Manufacture and Market Group

Another focus of the vehicle crashworthiness ratings study has been to track historical improvements in the average crashworthiness of the Australian vehicle fleet since 1964. In 1994, the Royal Automobile Club of Victoria (RACV) commissioned a study to investigate the effects of the year of manufacture of vehicles (vehicle year) on their road safety (Cameron et al 1994c). This project focused on investigating the relationship between crashworthiness and vehicle year of manufacture for the years 1964 to 1992. The aim of the original study of Cameron et al (1994c) was, to the extent possible, to measure the crashworthiness of vehicles of different years of manufacture. The method employed was designed to eliminate the influence of other key factors affecting the risk of injury that might also be associated with vehicle year (e.g. driver age and sex, use on high speed roads, etc.).

The original study of Cameron et al (1994c) showed that the crashworthiness of passenger vehicles in Australia has improved over the years of manufacture 1964 to 1992, with rapid improvement over the years from about 1970 to 1979. Drivers of vehicles manufactured during 1970 to 1979 could be expected to have benefited from the implementation of a number of Australian Design Rules (ADRs) for motor vehicle safety which previous research has shown to be effective in providing occupant protection. The study has been updated with each vehicle crashworthiness ratings update. The most recent analysis included vehicles with years of manufacture from 1964 to 2016 (Newstead et al 2018a, 2018b). Similar analyses have been undertaken for the New Zealand vehicle fleet by Newstead and Watson (2005a) showing quite different trends in crashworthiness by year of manufacture to that observed in the Australian fleet reflecting the different regulatory frameworks across the two countries and the significant used vehicle import program in operation in New Zealand.

Extending the basic analysis, Newstead and Cameron (2001) examined trends in vehicle crashworthiness by year of manufacture from 1982 to 1998 within specific vehicle market groups. Vehicles were grouped into four market categories: small cars (<1100kg), medium cars (1100-1400kg), large cars (>1400kg), and sports utility vehicles (four-wheel drive vehicles). Results of analysis found statistically significant differences in the trends in crashworthiness by year of manufacture between different market groups in both the injury risk and injury severity components of the crashworthiness measure. This analysis was most recently updated in Newstead et al (2018a, 2018b) for vehicles manufactured over the years 1982-2016 and grouped into ten market classifications.

Using similar methods to those used for investigating trends in crashworthiness by year of manufacture, Newstead et al (2004a) has investigated trends in aggressivity by year of vehicle manufacture for the Australian fleet as a whole as well as by eight broad market group classifications. Although differential trends in aggressivity were found between the various market groups of vehicles analysed, for the Australian vehicle fleet as a whole there has been no significant trend to improving or worsening aggressivity over the years of manufacture studied from 1964 to 2000.

1.3 Primary Safety Ratings

Current crash rating systems based on real-world data focus mainly on the protection that the vehicle provides to occupants, and potentially to other road users as well, when it crashes (Newstead et al, 2011). Another important aspect of vehicle safety is the way it can assist the driver to avoid or mitigate crashes, known as primary safety. Aspects of primary safety include the effectiveness of braking, steering, visibility
(both for the driver of the vehicle in question and for drivers of other vehicles) and the fitment of safety technologies such as ESC.

Generally, a vehicle fleet with superior secondary safety will have a lower injury rate without necessarily having a lower crash involvement rate. A fleet with superior primary safety will have a lower crash involvement rate (and consequently a lower injury rate per vehicle) (Keall et al, 2007).

In the past, most advances in vehicle safety involved enhancing the protection provided to vehicle occupants in the event of a crash. These are tested by new car assessment programmes, such as ANCAP, and by rating systems that assess real-world injury outcomes in the event of a crash. More recently, there has been a pressing need to rate a vehicle’s incorporation of crash avoidance features, particularly emerging vehicle safety technologies made possible by the integration of computing technology with the control of the vehicle and communication with the driver.

This report describes the update of primary safety ratings, using methods that have been trialled and validated (Keall and Newstead, 2016).

1.4 Project Aims

The aim of this project was to update the previously published crashworthiness, aggressivity and total safety ratings of Newstead et al (2018a, 2018b) including additional crash data from the year 2017 for Victoria, New South Wales, Queensland, South Australia, Western Australia and New Zealand. The updated ratings aimed to cover the drivers of light passenger vehicles including cars, station wagons, four-wheel drive vehicles, passenger vans, and light commercial vehicles manufactured during 1982-2017 and crashing in Victoria or New South Wales during 1987-2017; South Australia during 1995-2017; Western Australia and New Zealand during 1991-2017; or Queensland during 1991-2017.

This project also aimed to update the estimates of crashworthiness by vehicle year of manufacture for the Australian vehicle fleet to include vehicles manufactured over the years 1964 to 2017. For vehicle models from 1982 to 2017 that could be classified into a market grouping, the project also aimed to further investigate trends in crashworthiness of the Australian vehicle fleet by year of vehicle manufacture within each specific market group.

The study also aimed to further assess the relationships between vehicle crashworthiness and both the year of manufacture for all vehicles, and the year of first registration for used vehicle imports in New Zealand. The study focused on light passenger vehicles manufactured from 1964 to 2017 and crashing in New Zealand during 1991 to 2017. The results are published separately in a supplement to this report.

This project also aimed to update the primary safety ratings which were first included in Newstead et al (2017a, 2017b) and in the most recent update (Newstead et al (2018a, 2018b)).
2. CRASH DATA

Data from Victoria, New South Wales, Queensland, South Australia, Western Australia and New Zealand used to produce the vehicle safety ratings of Newstead et al (2018a) covering vehicles manufactured over the period 1982-2016 and crashing during the years 1987-2016 was again used here. In addition, data for 2017 from each of Victoria, New South Wales, South Australia, Western Australia and New Zealand were obtained and integrated bringing the total period of crash data covered to 1987-2017. Subsets of these data were taken in order to estimate the total secondary safety, crashworthiness and aggressivity measures. Similarly, data from Victoria, New South Wales, Queensland, South Australia and Western Australia used to produce the crashworthiness by year of manufacture estimates of Newstead et al (2018a), covering vehicles manufactured over the period 1964-2016 and crashing during the years 1987-2016, were again used here in conjunction with the additional data collected for 2017. The methods of selecting appropriate cases from each data source will be detailed here.

2.1 Victorian Crashes

Transport Accident Commission (TAC) injury claims from all types of road users who were involved in crashes in the period 1987 to 1998 had been merged with Police crash reports for the previous crashworthiness ratings. The Police reports were for all persons involved in crashes regardless of the Police Officer recording the person as injured or uninjured. This procedure was followed because it was possible for an injury claim to be made in circumstances where injury was not apparent at the time of the crash. Crashes are reported to the Police in Victoria if a person is killed or injured, if property is damaged but names and addresses are not exchanged, or if a possible breach of the Road Traffic Regulations has occurred (Green, 1990). The levels of matching of TAC claims with persons recorded on Police reports for each year during 1987-1998 achieved by Newstead et al (2003a) are shown in Table 1. The methods of matching for the data are detailed in Cameron et al (1994b).

Due to a breakdown in the matching process from 1999 subsequent updates of the ratings have used Police crash data unmatched with TAC claims, although matched data prior to 1999 were still used. Any inconsistencies in injury severity coding introduced by changing from matched to unmatched data were controlled for in the analysis methodology through compensating for year of crash differences.
Table 1:  
*TAC claims for injury compensation from crashes during 1987-1998*

<table>
<thead>
<tr>
<th>Year</th>
<th>TAC claims (all types of injured road users)</th>
<th>TAC claims matched with Police reports</th>
<th>Match rate (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1987</td>
<td>30,892</td>
<td>17,509</td>
<td>56.7</td>
</tr>
<tr>
<td>1988</td>
<td>28,427</td>
<td>16,672</td>
<td>58.6</td>
</tr>
<tr>
<td>1989</td>
<td>25,399</td>
<td>17,494</td>
<td>66.3</td>
</tr>
<tr>
<td>1990</td>
<td>19,633</td>
<td>13,886</td>
<td>70.7</td>
</tr>
<tr>
<td>1991</td>
<td>19,538</td>
<td>12,774</td>
<td>65.4</td>
</tr>
<tr>
<td>1992</td>
<td>19,251</td>
<td>13,118</td>
<td>68.1</td>
</tr>
<tr>
<td>1993</td>
<td>19,590</td>
<td>12,618</td>
<td>67.8</td>
</tr>
<tr>
<td>1994</td>
<td>19,341</td>
<td>11,927</td>
<td>61.6</td>
</tr>
<tr>
<td>1995</td>
<td>20,189</td>
<td>12,452</td>
<td>61.7</td>
</tr>
<tr>
<td>1996</td>
<td>19,954</td>
<td>14,034</td>
<td>70.3</td>
</tr>
<tr>
<td>1997</td>
<td>18,754</td>
<td>13,036</td>
<td>69.5</td>
</tr>
<tr>
<td>1998</td>
<td>18,561</td>
<td>12,395</td>
<td>66.8</td>
</tr>
</tbody>
</table>


These records were combined with the merged files of TAC claims with Police reports for 1987-1998, Police-reported data only for 1999 to 2005, and TAC merged injury claims data with Police crash data for 2006 to 2017. The resulting file covered 221,441 injured drivers of the 1982-2017 model cars. The information on these drivers was combined with data on drivers injured in the other four jurisdictions (see Section 2.6) to produce the updated crashworthiness ratings.

Calculation of aggressivity ratings required selecting vehicles involved in two-vehicle crashes followed by matching of the vehicle and occupant injury details for the two cars involved in the crash. For those vehicles manufactured over the period 1982 to 2017, injury details for the driver of the other vehicle in the crash were matched by returning to the full Victorian Police-reported crash data files for 1987-2017. The data matching process identified 147,404 vehicles manufactured between 1982 and 2017 that had been involved in a crash with one other vehicle where the other vehicle had no restriction on its year of manufacture and matched. Of the drivers of these other vehicles, 77,690 were injured and 69,714 were uninjured. It was not possible to use the uninjured records from the Victorian data, as they were incomplete due to the fact that only crashes involving injury are reliably reported in Victoria. Hence only the 77,690 records of other driver injury were used for calculation of the injury severity component of the vehicle aggressivity ratings. Of the 77,690 injured drivers, 19,850 were severely injured.
Collisions between a single vehicle and an unprotected road user, where the vehicles were restricted to those manufactured between 1982 and 2017, were also identified for calculation of the aggressivity ratings using a variable identifying accident type from records for the years 1987 to 2017. Vehicles were matched with the unprotected road user casualty records to obtain the unprotected road user injury level. For the period 1987 to 2017, 42,890 unprotected road users were matched with vehicle records with an identified make and model and manufactured between 1982 and 2017. Of these 42,890 unprotected road users, 42,486 were injured, 18,575 seriously.

2.2 New South Wales Crashes

New South Wales Roads and Maritime Services (RMS - formerly the Roads and Traffic Authority - RTA) supplied files covering 1,891,924 light passenger vehicles manufactured from 1982 to 2017 involved in Police-reported crashes in New South Wales during 1987-2017 that resulted in death or injury or a vehicle being towed away. Model and year of manufacture have been added to each vehicle after matching with the New South Wales vehicle register via registration number and vehicle make. This was achieved using a procedure developed by the National Roads and Motorists' Association (NRMA). The total crash files covered four-wheel drive vehicles, passenger vans, and light commercial vehicles as well as cars and station wagons of all years of manufacture crashing in 1987 to 2017. The method of assembly of this data is given in Cameron et al (1994b).

New South Wales crash data files from 1987 to 1998 had injury severity of people involved in crashes coded using a four-level scale. Levels used were: fatality, hospital admission, other injury and not injured. From 1998 onwards, the RTA identified inaccuracies by the police in reporting injury severity that could not be rectified. In response, the RTA changed the injury severity coding in the New South Wales crash data to give only three levels: fatality; injury; and not injured. For the purpose of computing crashworthiness ratings, this meant that for updates to that of Newstead et al (2015a, b) for crash year 2013, New South Wales data from 1999 could not be used to estimate the injury severity measure in the same manner as previous rating updates. As a result of linkage with New South Wales Health data hospital admissions records, crash data was re-issued in 2016 for the period 2008 to 2013. As well as identifying additional injuries, new attributes categorising injury severity became available, specifically identifying hospital admission, which meant this data could be used in the update of Newstead et al (2016a, b) to estimate the injury severity measure for the period 2008 to 2013. Crash data was also supplied for 2014, but the new injury severity attributes were not yet available and hence 2014 crash data could not be used in estimating the injury severity measure in the update of Newstead et al (2016a, b). The crash data was again re-issued in 2017, this time covering the period 2005-2015 and with the new injury severity measures which meant the crash data for the period 2005 to 2015 could be used in the update of Newstead et al (2017a, b) to estimate the injury severity measure. For the most recent update of Newstead et al (2018a, b), 2016 crash data also included the new injury severity attributes. For the current update the crash data was again re-issued covering the period 2005-2017 and included the new injury severity attributes.

Preparation of the New South Wales data for final analysis involved merging the files with vehicle information, including driver age and gender, with files supplied by RMS covering details of the person casualties (killed and injured persons) and the reported crashes for the same years. Each vehicle/driver matched uniquely with the corresponding crash information, but only injured drivers could match with persons in the casualty files. A driver who did not match was considered to be uninjured. Of the 1,891,924 drivers involved in tow-away crashes, 383,842 were injured. Of the injured drivers, 283,490 were injured in crashes from 1987 to 1998 and 2005 to 2017, and had a valid injury severity level coded (serious or other injury).
Of the 1,891,924 1982-2017 model year vehicles involved in crashes in New South Wales, 430,136 were coded as being involved in crashes with one other traffic unit (i.e. the crash involved a total of two traffic units) and were able to be matched to that unit. In order to compare occupant injury levels in crashes involving two vehicles, it was necessary to match the crash and occupant injury information for each of the two vehicles involved in the crash.

The data used for calculation of the crashworthiness ratings covered only vehicles manufactured from 1982 to 2017. Consequently, initial matching of only the crashworthiness data to determine pairs of vehicles involved in a crash identified both of the vehicles in the crash when both vehicles were manufactured from 1982 to 2017. A second matching stage was then required to identify the details of drivers of vehicles manufactured before 1982 that had collided with the unmatched 1982-2017 model year vehicles in the crashworthiness file. This required retrieval of the remaining crash records in the 1987-2017 New South Wales crash files not used for crashworthiness ratings in order to match vehicles manufactured prior to 1982. The two-stage data matching process identified 430,136 matched records of vehicles manufactured between 1982 and 2017 that had been involved in a crash with one other vehicle where the other vehicle had no restriction on its year of manufacture. Of the drivers of these other vehicles, 74,916 were injured. Of the injured drivers, 54,225 were injured in crashes from 1987 to 1998 and 2005 to 2017, and had a valid injury severity level coded (serious or other injury).

Calculation of the aggressivity rating also required the identification of crashes between a single light vehicle and an unprotected road user where the vehicles were restricted to those manufactured between 1982 and 2017. The required crashes were identified using a variable identifying the accident type. Casualty records for the crash years 1987 to 2017 were used to identify unprotected road users injured in a collision with one vehicle. The vehicles were then matched with the unprotected road user casualty records to obtain the pedestrian, bicyclist or motorcyclist injury level. For the period 1987 to 2017, 73,726 unprotected road users were matched with vehicle records. Of these 73,726 unprotected road users, 55,863 were injured in crashes from 1987 to 1998 and 2005 to 2017, and had a valid injury severity level coded. Of these, 20,863 were seriously injured.

For the study of crashworthiness by vehicle year of manufacture, the New South Wales data represented 2,111,999 drivers of cars, station wagons or taxis manufactured from 1964 to 2017 who were involved in tow-away crashes. Of these drivers, 420,738 were injured, 329,490 of these during 1987 to 1998 and 2005 to 2017, with a valid injury severity code.

The presence of uninjured drivers in the merged data file meant that it was suitable for measuring the risk of driver injury (in cars sufficiently damaged to require towing). This contrasted with the Victorian and New Zealand data files, which could not be used to measure injury risk directly because not all uninjured drivers were included.

2.3 Queensland Crashes

In the most recent update of Newstead et al (2018a, b) injury crash data for the period 2006 to 2016 were re-issued. For the current update 2017 injury crash data was provided. The Queensland Department of Transport and Main Roads (TMR) supplied files utilised in the current update covered 635,776 light passenger vehicles involved in Police-reported crashes, during January 1991 to December 2010 that resulted in death or injury, a vehicle being towed or property damage only, and for the period 2010 to 2017 injury only crashes. The files supplied covered years of vehicle manufacture from 1991-2017 including models of four-wheel drive vehicles, passenger vans, and light commercial vehicles as well as cars and station wagons for which a model could be identified.
The vehicle files, which also contained links to separate files with driver age and sex, were merged with files supplied by TMR covering details of the person casualties (killed and injured persons) and the reported crashes for the same years. Each vehicle/driver matched uniquely with the corresponding crash information, but only injured drivers could match with persons in the casualty files. As for New South Wales, a driver who did not match was considered to be uninjured. Out of the 635,776 drivers involved in crashes, 209,586 were injured.

Of the 635,776 vehicles reported as crashed in Queensland and used in the estimation of crashworthiness ratings, 228,503 were coded as being involved in crashes with one other traffic unit (i.e. the crash involved a total of two traffic units) and matched to the other vehicle. In order to compare occupant injury levels between two vehicles involved in a crash, it was necessary to match the crash and occupant injury information for each of the two vehicles involved in the crash in the same manner as for New South Wales. Using the same two-stage data matching process as used for New South Wales and described above, the process identified 228,503 vehicles manufactured between 1982 and 2017 that had been involved in a crash with one other vehicle where the other vehicle had no restriction on its year of manufacture. Of the drivers of these other vehicles, 82,870 were injured, 21,812 seriously. These records were used for calculation of vehicle aggressivity ratings toward drivers of other vehicles.

Records on unprotected road users involved in a crash with one light vehicle unit were retrieved and identified using variables classifying unit type and number of vehicles in the crash. Single vehicle collisions were identified using a variable identifying unit type and number of vehicles in the crash. These vehicles were then matched with the unprotected road user casualty records to obtain the injury level. A total of 41,847 unprotected road users were matched with records of 1982-2017 year passenger vehicles with model details identified. Of these 41,847 unprotected road users, 41,268 were injured, 19,607 seriously.

For the study of crashworthiness by vehicle year of manufacture, the Queensland data represented 582,773 drivers of cars, station wagons or taxis manufactured from 1964 to 2017 who were involved in tow-away crashes. Of these drivers, 196,120 were injured. The number of vehicles crashing in Queensland and available for the year of manufacture analysis was less than expected. This is because a large proportion of the vehicles in the Queensland data from 1997 and 1998 had year of manufacture missing due to difficulties in accessing the vehicle register to determine vehicle details at the time of assembling the data from these two years. Some of the vehicles with missing year of manufacture could, however, be assigned an accurate model code through the vehicle identification number (VIN) decoding process described below despite the missing field.

As with the data from New South Wales, the presence of uninjured drivers in the data file meant that it was also suitable for measuring the risk of driver injury (in cars sufficiently damaged to require towing).

### 2.4 Western Australia Crashes

The Western Australian Department of Main Roads maintains a database of all crashes in Western Australia reported to the police. Crashes in Western Australia must be reported to police if anyone involved is killed or injured or the crash results in property damage greater than $3,000 (Road Safety Council of Western Australia, 2001). This means that, like New South Wales, South Australia and Queensland, both injury and non-injury crashes are reported making the data suitable for inclusion in estimating both the injury risk and injury severity components of the vehicle safety ratings. Although the Western Australia crash data is held as a relational database, the Western Australian Department of Main Roads supplied the data in a single flat file with a record for each person involved in a reported crash. Data covered the period 1991 to 2010. The data were re-issued in 2005 for the period 1991 to 2003 due
to a change in database structure and variable definitions in 1995 that may have caused some inconsistency in the data over the entire time period. In 2006 the data were re-issued for the period 1991 to 2005 to include registration plates of crashed vehicles. This registration plate detail was used for matching to Western Australian registration data to obtain VIN data for vehicle decoding as described in Section 3.1. In the update of Newstead et al (2013a), 2011 crash data were supplied with registration plates of crashed vehicles. In addition, matched registration data were provided. In the update of Newstead et al (2014a), the 2012 crash data was supplied with registration plates of the crashed vehicles and this registration plate detail was used for matching to Western Australian registration data to obtain VIN data for vehicle decoding, as described in Section 3.1. In the update of Newstead et al (2015a), 2013 crash data were supplied with registration plates and the VIN data of crashed vehicles. For the update of Newstead et al (2016a), the 2014 crash data was provided with registration plates, but no registration data was available. For the update of Newstead et al (2017a), for 2015 crash data and for the most recent update of Newstead et al (2018a), for 2016 crash data, registration plates were also provided, but again no registration data was available. To overcome this, the crash data was matched to a December 2012 registration snapshot and the remaining unmatched vehicles manually decoded as described in Section 3.1.

For the current update, 2017 crash data was supplied with registration plates of the crashed vehicles. Annual December registration snapshots were also made available for the period 2013 to 2017. These were utilised, together with the already provided 2012 snapshot, for matching to crash data for the period 2012 to 2017 to obtain VIN data for vehicle decoding, as described in Section 3.1. Unmatched vehicles were again manually decoded as described in Section 3.1.

The files supplied covered 1,560,927 light passenger vehicles manufactured between 1982 and 2017 involved in Police-reported crashes during 1991-2017 that resulted in death or injury or a vehicle being towed away. The files supplied covered models of four-wheel drive vehicles, passenger vans, and light commercial vehicles as well as cars and station wagons. Out of the 1,560,927 drivers involved in tow-away crashes, 198,781 were injured.

Of the 1,560,927 vehicles reported as crashed in Western Australia and used in estimation of crashworthiness ratings, 771,782 were involved in crashes with one other traffic unit and matched to that unit. Of the drivers of the matched vehicles, 84,622 were injured. These records were used for calculation of vehicle aggressivity ratings toward drivers of other vehicles.

Records on unprotected road users involved in a crash with one vehicle unit for the period 1991 to 2017 were retrieved and identified using variables classifying unit type and number of units in the crash. 53,986 unprotected road users in the Western Australia crash records were identified as colliding with a 1982-2017 year of manufacture passenger vehicle with model details identified. Of the 33,494 unprotected road users who were injured, 13,151 were severely injured.

For the study of crashworthiness by vehicle year of manufacture, the Western Australia data represented 1,350,463 drivers of cars, station wagons or taxis manufactured from 1964 to 2017 who were involved in tow-away crashes. Of these drivers, 172,820 were injured.

2.5 South Australia Crashes

The Road Crash Information Unit of the Department of Planning, Transport and Infrastructure (DPTI) maintains a database of all crashes in South Australia reported to the South Australian Police via vehicle crash reports. Crashes included involved at least one person being killed or injured, or a vehicle being towed away, or a total property damage of $3,000 or greater. Prior to 1 July 2003, DPTI processed
'property damage only' crashes with an aggregated damage value of $1,000 or greater. This change in property damage value occurred as data processing costs and budget reductions had reached an unsustainable level. The decision was made to process all casualty crashes, property damage only greater than $3,000, and tow-away crashes regardless of value. Crash data were provided for the years 1995 to 2017 with three files provided for each year. The three files provided contain detail on the crash, traffic unit and casualties. In addition, data files have been provided with road and Local Government Area details. Like New South Wales, Queensland and Western Australia, both injury and non-injury crashes are reported making the data suitable for inclusion in estimating both the injury risk and injury severity components of the vehicle safety ratings.

The files supplied covered 990,655 light passenger vehicles manufactured between 1982 and 2017 involved in Police-reported crashes during 1995-2017 that resulted in death or injury or a vehicle being towed away. The files supplied covered models of four-wheel drive vehicles, passenger vans, and light commercial vehicles as well as cars and station wagons. Out of the 990,655 drivers involved in tow-away crashes, 95,476 were recorded as injured.

The vehicles involved in crashes with one other traffic unit were matched. Of the drivers of the matched vehicles, 39,767 were injured. These records were used for calculation of vehicle aggressivity ratings toward drivers of other vehicles.

Records on unprotected road users involved in a crash with one vehicle unit for the period 1995 to 2017 were retrieved and identified using variables classifying unit type and number of units in the crash. 36,414 unprotected road users in the South Australia crash records were identified as colliding with a 1982-2016 year of manufacture passenger vehicle with model details identified. Of the 23,420 unprotected road users who were injured, 5,447 were severely injured.

For the study of crashworthiness by vehicle year of manufacture, the South Australia data represented 1,007,911 drivers of cars, station wagons or taxis manufactured from 1964 to 2017 who were involved in tow-away crashes. Of these drivers, 103,987 were injured.

2.6 Crash and Registration Data from New Zealand

Two sources of data from New Zealand were used in the calculation of vehicle crashworthiness and aggressivity ratings. The first data source provided was a crash file showing the registration, vehicle, driver and various crash characteristics for all Police-reported crashes in New Zealand for the years 1991 to 2017. The second data source was registration data giving details of all crash involved vehicles on the New Zealand register in each year from 1991 to 2017. Extracts from both data sources supplied for estimation of vehicle safety ratings are described below. The method of assembly of this data is given in Newstead et al (2007).

After assembling the data, 332,863 light passenger vehicles manufactured between 1982 and 2017 were used in the crashworthiness analysis. Of the drivers of these vehicles, 157,853 were not injured or had unknown injury status, whilst the remaining 175,010 were injured to some degree. The injury details of the 175,010 injured drivers were used for estimation of the crashworthiness injury severity measure in conjunction with the Australian data. Records on the uninjured drivers in the New Zealand injury crash data could not be used in the calculation of the injury risk component of the crashworthiness ratings. This was because non-injury crashes in New Zealand, and hence uninjured drivers involved in these crashes, were not suitable for use in the analysis due to the lack of information on vehicles involved in these crashes.
A subset of the New Zealand data described above and used for estimation of crashworthiness injury severity formed the basis of the data used in the calculation of the aggressivity ratings. For calculation of aggressivity ratings, vehicles involved in two vehicle crashes were identified. Of the 53,341 drivers of identified vehicles colliding with matched vehicles, 29,500 were injured. Information on the injury level of the 29,500 injured drivers, 4,706 of whom were seriously injured, was used in conjunction with the Australian data to estimate the injury severity component of the aggressivity ratings.

Records on unprotected road users involved in a crash with one light vehicle unit for the period 1991 to 2017 were retrieved and identified using variables classifying unit type and number of units in the crash. 49,822 unprotected road users were identified as impacting with a 1982-2017 year of manufacture passenger vehicle. Of the 49,389 unprotected road users who were injured, 13,683 were severely injured.

2.7 Combined Data from the Six Jurisdictions

When the data on the injured drivers were combined for analysis, they covered 1,284,136 drivers of the 1982-2017 model vehicles who were injured in crashes in Victoria or New South Wales during 1987-2017; in South Australia during 1995-2017; in Queensland during 1991-2017; or in Western Australia or New Zealand during 1991-2017. Of these, 1,183,784 had a valid injury severity code, with 100,352 drivers injured in crashes in New South Wales during 1999-2004 excluded because of missing injury severity. Information on the 1,183,784 injured drivers was used to assess the injury severity of the injured drivers of the different makes and models when computing crashworthiness ratings. The information on the 5,079,282 drivers involved in tow-away crashes in New South Wales during 1987-2017; South Australia during 1995-2017; Western Australia during 1991-2017; or Queensland during 1991-2017 was used to assess the injury risk of drivers of the different makes and models for computing crashworthiness ratings.


The combined data on unprotected road users used for estimation of aggressivity covered 298,685 unprotected road users, of whom 266,611 were injured. Of those injured, 91,146 with valid injury severity codes were seriously injured. These unprotected road users were involved in a collision with a 1982-2017 model vehicle in Victoria or New South Wales during 1987-2017; South Australia during 1995-2017; Western Australia or New Zealand during 1991-2017; or in Queensland during 1991-2017.

For the study of crashworthiness by year of vehicle manufacture, the combined data covered complete records of 1,143,960 drivers of vehicles manufactured between 1964 and 2017 who were injured in crashes, 275,599 severely, in Victoria during 1987-2017; in New South Wales during 1987-1998 and 2005-2017; in South Australia during 1995-2017; in Western Australia during 1991-2017; and in Queensland during 1991-2017. For the assessment of injury risk by year of vehicle manufacture, the combined data covered 5,053,146 drivers involved in tow-away crashes in New South Wales during
2.8 Data used for Primary Safety Ratings

Data on New South Wales, Western Australia, Victorian and New Zealand road crashes reported to police as described in Sections 2.1, 2.2 and 2.6 were used. Motor vehicle registration data, which were matched by the registration plate details were also used. As described above, all crashes in Victoria and New Zealand occurred on a road open to the public and involved at least one person being killed or injured, and crashes in New South Wales and Western Australia additionally included those where there was no injury but at least one motor vehicle needed to be towed away (NSW) or the crash was estimated to have caused property damage greater of at least $3,000 (WA).

A total of 117 million vehicle years were analysed, consisting of 45 million from New South Wales (registration data 2007-2016; crash data 2008-2017); 14 million from New Zealand (registration data 2010-2016; crash data 2011-2017); and 51 million from Victoria (registration data 2007-2016; crash data 2008-2017). These date ranges were determined by the availability of data for Victoria and New South Wales and also, because owner location data were largely missing before 2007; for New Zealand, registration data had been extracted for the period from 2010; for Western Australia, registration data had been extracted for the period from 2014. Only data for light four-wheeled passenger vehicles (excluding heavy vehicles and motorcycles) were analysed. Data for all reported crashes of all severities involving the vehicles within the scope of the study were analysed. A vehicle was considered part of the licensed fleet for a given year if it was licensed as at the time of the snapshot (e.g. 31 December of that year). A match was made to crash data using the registration plate details of the vehicle. Personalised plates can be traded, so they are not unique to a vehicle. Although such plates are relatively rare, they do provide a potential source of mismatching. Therefore, the match was made of a given crashed vehicle with the corresponding plate number licensed in the year prior to the crash, which would have avoided the majority of mismatches arising from the transferring of plates.

As annual crash risk was being estimated, each vehicle was potentially represented in the dataset analysed multiple times if it was licensed for more than one year. Unlicensed vehicles were therefore out of the scope of the analysis, as were vehicles that were licensed for the first time during a given year and then unlicensed later that year, even if they crashed in the intervening period. Although a small proportion of vehicles on the road are unlicensed, it is likely that they may be driven in a manner that is not representative of the licensed fleet, so their exclusion makes sense from an estimation perspective.

Crashes were excluded if the driver was 25 years or younger and crashes were also confined to frontal impact and/or single vehicle crashes and multiple vehicle side or rear impact crashes. See Section 4.4 for a full explanation.

Data, as described in Table 2 were analysed to estimate the primary safety ratings.
Table 2: Data used from New South Wales, Western Australia, Victoria and New Zealand for vehicle make/model clusters (VRSG codes)

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Data years</th>
<th>Crashes (frontal impact and/or single vehicle) driver over 25</th>
<th>Crashes (multiple vehicle side or rear impact) driver over 25</th>
<th>Number of licensed vehicle-years</th>
</tr>
</thead>
<tbody>
<tr>
<td>New South Wales</td>
<td>registration data 2007-2016; crash data 2008-2017</td>
<td>181,099</td>
<td>147,288</td>
<td>44,728,612</td>
</tr>
<tr>
<td>New Zealand</td>
<td>registration data 2010-2016; crash data 2011-2017</td>
<td>23,470</td>
<td>8,929</td>
<td>14,203,274</td>
</tr>
<tr>
<td>Western Australia</td>
<td>registration data 2013-2016; crash data 2014-2017</td>
<td>48,101</td>
<td>37,222</td>
<td>6,708,217</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>341,453</td>
<td>237,837</td>
<td>117,011,780</td>
</tr>
</tbody>
</table>
3. MODELS AND MARKET GROUPS OF VEHICLES

3.1 Vehicle Model Identification

A procedure initially developed by the NRMA based on decoding VIN or chassis numbers was extended and used as the primary means to determine the models of light passenger vehicles. The decoding identified some light truck and unusual commercial models that were not considered further. Of the light passenger vehicles manufactured during 1982-2005 around 95 had their model identified by the VIN decoder. Further details of the VIN decoding process are given by Pappas (1993). The VIN decoding procedure was used to identify all vehicle models in the New South Wales and Queensland data, and 1989 year of manufacture vehicles onwards in the Victorian data from 1994. For the first time VINs were obtained from the Western Australian vehicle register, managed by the Western Australian Department of Transport. This meant the VIN decoding system used on data from the other four states to identify vehicle model details was used for some of the Western Australia crash data. Because only a recent snapshot of the registration file was obtained registration details of expired registrations were not available. The VIN decoding system was also used to identify make and model details for vehicles sold new in New Zealand with a valid International Standards Organisation (ISO) VIN recorded.

For those vehicles in Western Australia without a VIN available, the previous decoding method based on make, model and year of manufacture codes held in the vehicle register and described in Newstead et al (2006) was used. A similar system was used to classify new vehicles in the New Zealand crash data without a valid ISO VIN and for used imported vehicles from Japan. For Victorian vehicles in the pre-1994 data without a VIN, a system of decoding based on vehicle mass and power was used. This is also described in Newstead et al (2006).

South Australia registration data was matched to crash data by the Driver and Vehicle Licensing section of the Department of Transport, Energy and Infrastructure using an extract comprising of the crash date and six character plate detail of the crashed vehicle from the crash data provided to MUARC by the Transport Services Division of the same Department. The vehicles were selected on the basis that the plate was registered as being on the vehicle as at the crash date and the vehicle was registered by the client as at the crash date and was described by the extracted vehicle details. Plate detail in the provided crash data was only six characters whilst the plate numbers on the South Australia register can be longer than six characters, so the numbers were used "as they are" to extract the data. Plates are identified on the South Australia register using plate type and plate number. This resulted in some plate/crash date combinations being extracted more than once. These were excluded from the analysis. Where no match has been possible, the original plate and crash date remain with no extract details populated. Other vehicle details including make, year of manufacture and model which is a free form field on the register and as such, doesn't contain codified or verified data, were supplied. This meant the VIN decoding system used on data from the other four states to identify vehicle model details was able to be used for the South Australia crash data. Crash data with eight character plate numbers became available with the 2013 crash data which was incorporated in the update of Newstead et al (2015a), and for the update of Newstead et al (2017a) crash data for the period 2009 to 2015 with eight character plate numbers was supplied. This resulted in an improved match rate with the vehicle register for these years. For the most recent update for 2016 crash data and the current update for 2017 crash data, eight character plate numbers were supplied.

RACV, Transport for New South Wales, NRMA, the New Zealand Transport Agency (NZTA) and VicRoads provided advice on the particular models that had experienced substantial changes in design (and hence potential crashworthiness) and in which years the design was relatively constant. This was
validated and supplemented by information from Redbook on vehicle specification. This resulted in certain models being split into ranges of years of manufacture. Where the new model was introduced near the beginning or end of a year (up to two months either way), this process was relatively straightforward (accepting a small miss-classification in some circumstances). However, when the model changed near the middle of the year, the model for that year was kept separate and potentially treated as a "mixed" model (e.g. the Daihatsu Charade 1987 models). Where exact model decoding was possible from the VIN, without using year of vehicle manufacture, this was used. This stakeholder group also provided advice on vehicle models that could be combined with each other (sometimes only for specific years) because they were essentially the same design or construction but registered as having different manufacturers.

As in previous crashworthiness ratings, models with fewer than 20 injured drivers and/or fewer than 100 involved drivers appearing in the crash data were excluded from further analysis. The same selection criteria were also used for aggressivity ratings except exclusion was based on the number of road users colliding with the subject vehicle model. These selection criteria were used to ensure stability in fitting the logistic regression models to estimate the ratings.

### 3.2 Pooled Car Models

Vehicle model sharing amongst manufacturers retailing in the Australian market has been relatively common. Because shared models are generally identical, particularly with respect to safety performance, it is possible to pool such models for safety rating, allowing a more precise estimate of the safety of models for which data is pooled rather than considering each separately. Pooled models are identified in the report appendices by their combined vehicle make and model names.

It should be noted that some of the vehicle models identified in the data have optional safety equipment, such as air bags, which could significantly alter the secondary safety performance of the vehicle model when fitted. It is, however, generally not possible to identify which particular vehicles of a model series do and do not have such optional safety equipment installed using the model decoding procedures described above. Consequently, for those vehicle models with optional safety equipment, the estimated ratings represent an average of the safety performance for vehicles with and without the optional safety equipment weighted by the number of each in the crash data.

As the ratings only measure injury outcome in the event of a crash and not the risk of the crash occurring, the effect of fitment of active or crash avoidance safety features such as ABS or ESC on crash avoidance was not measured by these ratings. As only driver injury outcomes were considered amongst vehicle occupants, optional or standard safety features for the front or rear seat passengers, such as passenger frontal airbag systems, would also not have affected the ratings.

### 3.3 Vehicle Market Groups

Previous updates of the vehicle safety ratings have classified vehicle models, for the purpose of publication, into one of a number of market groups. The market groups defined are based heavily on those used by the Federal Chamber of Automotive Industries (FCAI) for reporting Australian vehicle sales as part of their VFACTS publication (see www.fcai.com.au for further details). The ten market groups defined for analysis are as follows with a broad description of the classification criteria used to define each (although the criteria are not strictly applied and some judgement on classification used according to where a vehicle is classified by VFACTS).
Passenger Cars

**Light**
Passenger car, hatch, sedan, coupe or convertible 3 or 4-cylinder engine, up to 1,500 cc, tare mass < 1150kg

**Small**
Passenger car, hatch, sedan, wagon, coupe or convertible 4-cylinder engine, 1,501 cc - 2,000 cc, tare mass 1150-1350kg

**Medium**
Passenger car, hatch, sedan, wagon, coupe or convertible 4-cylinder engine, 2,001 cc upward, tare mass 1350-1550kg

**Large**
Passenger car, hatch, sedan, wagon, coupe or convertible 6 or 8-cylinder engine, tare mass > 1550kg

**People Movers**
Passenger usage seating capacity > 5 people

Sports Utility Vehicles (SUVs) (also called Four-Wheel Drive Vehicles) (high ground clearance, wagon generally with off road potential)

**SUV Small**
Index rating < 550 (typically less than 1700kg tare mass)

**SUV Medium**
Index rating 550 - 700 (typically between 1700kg and 2000kg tare mass)

**SUV Large**
Index rating > 700 (typically greater than 2000kg tare mass)

Light Commercial Vehicles

**Van**
Blind & window vans

**Utility**
Two and four-wheel drive, normal control (bonnet), utility, cab chassis and crew-cabs

The classification of SUVs is based on an index developed by VFACTS that considers gross vehicle mass, maximum engine torque and the availability of a dual range transmission. The index typically classifies the vehicles roughly by tare mass as indicated on the classifications above. Some departures from the VFACTS classification have been made in presenting the ratings in this study. VFACTS defines a luxury SUV category based on vehicle price as well as classifying sports cars priced above the luxury car tax threshold as luxury vehicles. Here, the luxury SUVs have been distributed amongst the three defined SUV categories based on tare mass, as the information for computing the classification index used by VFACTS was not available at the time of the study.

There have also been some departures from the classification principles defined above for certain vehicle models that have a range of engine sizes and hence fall across two different defined categories. These are typically passenger vehicles and include, for example, cars like some models of the Toyota Camry that come fitted with a large 4-cylinder engine in some variants and a 6-cylinder engine in other variants. In these cases, a value judgement has been made for each vehicle model individually based on the other vehicle models with which each typically competes in the market place.
4. ANALYSIS

4.1 Overview of Analysis Methods: Crashworthiness

The crashworthiness rating (C) is a measure of the risk of serious injury (hospitalisation or death) to a driver of a car when it is involved in a crash. It is defined to be the product of two probabilities (Cameron et al, 1992):

i) the probability that a driver involved in a crash is injured (injury risk), denoted by R;
ii) the probability that an injured driver is hospitalised or killed (injury severity), denoted by S.

That is:

\[ C = R \times S. \]

Folksam Insurance, who publishes the well-known Swedish ratings, first measured crashworthiness in this way (Gustafsson et al, 1989).

In the present report, each of the two components of the crashworthiness rating was obtained by logistic regression modelling techniques (Hosmer & Lemeshow, 1989). Such techniques are able to simultaneously adjust for the effect of a number of factors (such as driver age and sex, number of vehicles involved, etc.) on probabilities such as the injury risk and injury severity whilst estimating the role of vehicle model, market group or year of manufacture in the injury outcome. This method, described fully in Newstead et al (2006), has previously been used to produce the Australian and New Zealand vehicle fleet crashworthiness ratings. For estimation of the crashworthiness ratings, factors in the logistic model included the available non-vehicle factors influencing injury outcome as well as the variable indicating vehicle model, market group or year of manufacture. Newstead et al (2006) details how confidence limits on the regression estimates of injury risk and severity are calculated with these techniques also being used here.

A stepwise procedure was used to identify which non-vehicle factors and their interactions had an important influence on driver injury outcome. Logistic models were obtained separately for injury risk and injury severity because it was likely that the various factors would have different levels of influence on these two probabilities. The non-vehicle factors considered in the analysis for both injury risk and injury severity were:

- **sex:** driver sex (male, female)
- **age:** driver age (≤25 years; 26-59 years; ≥60 years)
- **speedzone:** speed limit at the crash location (≤75 km/h; ≥80 km/h)
- **nveh:** the number of vehicles involved (one vehicle; >1 vehicle)
- **state:** jurisdiction of crash (Vic, NSW, SA, Qld, WA, NZ)
- **year:** year of crash (1987, 1988, ..., 2017)

These variables were chosen for consideration because they were part of the Victorian, Queensland, New South Wales, South Australian, Western Australian and New Zealand databases. Other variables
were only available from one source and their inclusion would have drastically reduced the number of cases that could have been included in the analysis. All data were analysed using the logistic regression procedure of the SAS statistical package (SAS, 1989). Some model exclusions were made from the analysis by make and model of vehicle for vehicle model classifications that had no practical interpretation or where there were too few cases for inclusion. This included models in a particular year where there was a change from one series to the next and year of manufacture was necessary to determine the series break (such as Mitsubishi Pajero 1991). It also included some groups of highly aggregated models that would be of no intrinsic interest to consumers using the ratings (such as Jeep Others or Mazda Commercials). After exclusion, the regression analyses were performed on 712 individual car models (or pooled similar models). A list of all vehicle models considered, with those with sufficient data for analysis indicated, is given in Appendix 1.

These techniques were applied to produce estimates of injury risk, injury severity and crashworthiness by vehicle make and model, market group or year of manufacture.

4.2 Overview of the Analysis Methods: Aggressivity

The aggressivity rating estimates the risk of death or admission to hospital to both the drivers of the other cars and to unprotected road users when involved in a collision with the subject model car. Unprotected road users include pedestrians, bicyclists and motorcyclists. Because an estimate of the risk of injury cannot be calculated for unprotected road users as explained above, the measure of aggressivity injury risk used was based only on the injury risk to the other driver (ROU). It is defined as:

\[
\text{Aggressivity Injury Risk} = \text{ROU} = \text{proportion of other vehicle drivers involved in crashes who were injured}
\]

In contrast, complete records of both other drivers and unprotected road users injured in crashes are available and can be used to examine injury severity outcomes in the aggressivity measure. The aggressivity injury severity measure (SOU) is defined as:

\[
\text{Aggressivity Injury Severity} = \text{SOU} = \text{proportion of other vehicle drivers or unprotected road users who were killed or admitted to hospital}
\]

Based on the definition of ROU and SOU above, an aggressivity measure for each subject car model was then calculated as before:

\[
\text{Aggressivity to other driver or unprotected road user} = \text{AOU} = \text{ROU} \times \text{SOU}
\]

Consideration was given to taking into account likely differences between the crash circumstances of the subject car models, which may result in a distorted view of its aggressivity only partly related to the characteristics of the subject cars. Factors available in the data to consider such differences were as follows:

- **agefcd**: age of driver of subject car (<=25 years; 26-59 years; >=60 years)
- **sexfcd**: sex of driver of subject car
- **ageoo**: other car driver age (<=25 years; 26-59 years; >=60 years)
- **sexoo**: other car driver sex (male, female)
- **speedzone**: speed limit at the crash location (≤75 km/h; ≥80 km/h)
- **state**: jurisdiction of crash (Vic, NSW, SA, Qld, WA, NZ)
- **year**: year of crash (1987, 1988, ..., 2017)
- **crash type**: collision partner type (vehicle, pedestrian, bicyclist or motorcyclist) (injury severity only)

Estimation of the aggressivity measure has utilised logistic regression techniques to adjust ROU and SOU separately for any major differences that emerge between models of the subject cars regarding these factors. The adjusted ROU and SOU have been multiplied together for each subject car model to provide the final measure of aggressivity, AOU. Full details of the analysis techniques are given in Newstead et al (2006). Analyses by make and model of vehicle were performed on 614 individual car models for calculation of the aggressivity rating. Estimates were also obtained by market group.

### 4.3 Overview of Analysis Methods: Total Safety

The concept of the total secondary safety index developed in Newstead et al (2004b) forms the basis of the integrated single measure of total secondary safety developed in Newstead et al (2007c) and used here, and has some inherent similarities to the crashworthiness and aggressivity metrics developed by MUARC as will become evident. Like the initial index of Newstead et al (2004b), the integrated total secondary safety index is formulated by considering the four major crash types involving light passenger vehicles and the most relevant injury outcomes in those crashes. Table 3 summarises the key elements necessary to calculate the total secondary safety index. The table is categorised by each of the four major crash types considered giving the focus crash participants whose injury outcomes are considered in the index and representations of the key injury counts by injury severity level. The final column of Table 3 gives the proportion of the total crash population represented by each crash type for the crash population being considered.

**Table 3:**  *Light passenger vehicle crash types, injury outcome counts and percentage representation components for formulating the total secondary safety index*

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>Focus Crash Participant</th>
<th>Number Involved</th>
<th>Number Injured</th>
<th>Number Killed or Seriously Injured</th>
<th>Proportion of Total Crash Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Passenger Vehicle to Passenger Vehicle</td>
<td>Focus light vehicle driver</td>
<td>(E_{1F} )</td>
<td>(I_{1f} )</td>
<td>(S_{1f} )</td>
<td>(p_1)</td>
</tr>
<tr>
<td></td>
<td>Other light vehicle driver</td>
<td>(E_{1O} )</td>
<td>(I_{1o} )</td>
<td>(S_{1o} )</td>
<td></td>
</tr>
<tr>
<td>2. Single Passenger Vehicle</td>
<td>Light vehicle driver</td>
<td>(E_2 )</td>
<td>(I_2 )</td>
<td>(S_2 )</td>
<td>(p_2)</td>
</tr>
<tr>
<td>3. Passenger Vehicle to Heavy Vehicle</td>
<td>Light vehicle driver</td>
<td>(E_3 )</td>
<td>(I_3 )</td>
<td>(S_3 )</td>
<td>(p_3)</td>
</tr>
<tr>
<td>4. Passenger Vehicle to Unprotected Road User</td>
<td>Unprotected road user</td>
<td>(N/A )</td>
<td>(I_4 )</td>
<td>(S_4 )</td>
<td>(p_4)</td>
</tr>
</tbody>
</table>

*N/A – Not fully reported in Police crash records*
As noted in Newstead et al (2004a), heavy vehicle drivers are typically not injured in crashes with light passenger vehicles and are hence not considered in the total secondary safety index. Similarly, drivers of the light passenger vehicle are not injured in crashes with unprotected road users and have not been included in formulating the index. Vehicle occupants other than drivers have not been considered as they are often not recorded by police in their crash reports unless injured. Similarly, crashes involving uninjured unprotected road users are generally not reported to police and hence the total number of unprotected road users involved in crashes is unknown. The "focus" light vehicle driver in Table 3 refers to the driver of the vehicle being rated whilst the 'other' vehicle is the collision partner.

Like the crashworthiness and aggressivity measure, the total secondary safety index is defined as the product of an injury risk component and an injury severity component. The need to define a two component measure is necessary to be able to make best use of the Police-reported crash databases in New Zealand and Victoria that record only crashes involving injury. It is not possible to determine the total number of crash involved people in these jurisdictions since records on crashes where no one is injured are not available. Hence these two data sets are only useful for measuring relative injury severity and not injury risk.

The measure of total secondary safety injury risk, $R_T$, is defined as follows:

$$R_T = \frac{p_1 \left( \frac{E_{1f}}{I_{1f}} + \frac{I_{1o}}{E_{1o}} \right) + p_2 \frac{E_2}{I_2} + p_3 \frac{E_3}{I_3}}{2p_1 + p_2 + p_3}$$

It measures the average risk of injury across all key participants in a crash involving a light passenger vehicle weighted by the relative exposure of each participant type across the entire crash population. Since unprotected road users are generally injured crashes reported to police, they are not included in the injury risk measure. The corresponding total secondary safety injury severity measure, $S_T$, is defined as follows:

$$S_T = \frac{p_1 \left( \frac{I_{1f}}{S_{1f}} + \frac{S_{1o}}{I_{1o}} \right) + p_2 \frac{I_2}{S_2} + p_3 \frac{I_3}{S_3} + p_4 \frac{I_4}{S_4}}{2p_1 + p_2 + p_3 + p_4}$$

It measures the average risk of death or serious injury given some injury was sustained across all key participants in a crash weighted again by the relative exposure of each participant type across the entire crash population. The integrated total secondary safety index, $T$, is defined to be the product of the injury risk and injury severity components:

$$T = R_T \times S_T$$

It measures the average risk of death or serious injury in a crash involving a light passenger vehicle across all key participants in a crash weighted again by the relative exposure of each participant type.
across the entire crash population. It can be estimated for individual vehicle models, by vehicle market
groups or for the fleet as a whole as desired with a table in the form of Table 3 being derived for each
entity at the level of disaggregation desired.

The description of the total secondary safety index has defined five key focus crash participants whose
injury outcome forms the basis of the index. Depending on the available data, it is possible to define a
more detailed index that further breaks down the categories of key participants. Further breakdowns
considered in developing the index were:

<table>
<thead>
<tr>
<th>Unprotected road user into</th>
<th>Bicyclist</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pedestrian</td>
</tr>
<tr>
<td></td>
<td>Cyclist</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heavy vehicle collision partner into</th>
<th>Rigid Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Articulated Truck</td>
</tr>
<tr>
<td></td>
<td>Bus</td>
</tr>
</tbody>
</table>

This made a total of nine key participant categories considered in the total secondary safety index. The
final number of categories that were able to be sustained in practical application of the index depended
on the amount of crash data available from each category and the level of vehicle aggregation at which
the index was being calculated (e.g. make and model of vehicle vs market group).

Like the crashworthiness and aggressivity indices developed by MUARC, the aim for the integrated total
secondary safety index was that it reflect only the influence of the vehicle on injury outcome and not
factors external to the vehicle such as key participant or crash characteristics. Consequently, there was
a need to compensate for differences in these key non-vehicle related factors that existed from vehicle
model to vehicle model or by market group. Logistic regression analysis was utilised to produce total
secondary safety ratings appropriately adjusted for the influence of non-vehicle related factors on injury
outcome. For estimation of the total secondary safety ratings, factors in the logistic model included the
available non-vehicle factors influencing injury outcome, such as driver or unprotected road user age and
gender, year and jurisdiction of crash and crash configuration, as well as the variable indicating vehicle
model or market group.

Since the analysis potentially included two drivers from the same crash in a light vehicle to light vehicle
crash, an assumption implicit in the logistic modelling process was that, given the level of impact severity
of the crash represented by non-vehicle factors in the logistic model, it was assumed that the injury
outcome of the two drivers was independent. This assumption was considered reasonable since the
estimated crashworthiness and aggressivity of vehicles rated by Newstead et al (2007a and 2008a)
appear to be essentially independent and each of these measures focus heavily on the injury outcome
of each driver in a two-vehicle crash.

In the present report, as with the crashworthiness and aggressivity ratings, each of the two components
of the total secondary safety index were obtained by logistic regression modelling techniques (Hosmer &
Lemeshow, 1989). Such techniques are able to simultaneously adjust for the effect of a number of factors
on probabilities such as the injury risk and injury severity whilst estimating the role of vehicle model,
market group or year of manufacture in the injury outcome. Only the average total secondary safety
across a standardised set of crash circumstances and occupant characteristics was of interest. This
method is described fully in Newstead et al (2007c) along with details on how confidence limits on the regression estimates of injury risk and severity are calculated.

The factors considered during this stage of the analysis for both injury risk and injury severity were:

- **sex:** driver or unprotected road user sex (male, female)
- **age:** driver or unprotected road user age (≤25 years; 26-59 years; ≥60 years)
- **speedzone:** speed limit at the crash location (≤75 km/h; ≥80 km/h)
- **nveh:** the number of vehicles involved (one vehicle; >1 vehicle)
- **state:** jurisdiction of crash (Vic, NSW, Qld, WA, NZ)
- **year:** year of crash (1987, 1988, ..., 2017)

For the updates of Newstead et al (2015a), Newstead et al (2016a), Newstead et al (2017a), Newstead et al (2018a), and this update, the factor specifying the number of vehicles (nveh) was removed as it was correlated with the following factor, crash combination type (crashtyp).

A further critical factor that is likely to vary between vehicle models is the mix of collisions between light passenger vehicles and both other vehicles of various types and unprotected road users. The injury severity (ST) and injury risk (RT) components of the new total secondary safety measure (T) is an average of injury severity or injury risk outcomes respectively across the mix of crash types involving the subject vehicle. Since injury outcomes will vary considerably across the mix of crash types it is necessary to adjust the new total secondary safety injury severity measure and injury risk measure to account for differences in the proportion of crash type combinations between vehicle models. To adjust for potential differences a further factor was included in the logistic regression models for both total secondary safety injury risk and injury severity. The factor used was:

- **crashtyp:** crash combination type

For the injury risk analysis the crash combination types consisted of:

- two-vehicle – subject vehicle driver
- two-vehicle – other vehicle driver
- single vehicle
- heavy vehicle collisions (including collisions with articulated trucks, rigid trucks or buses)

Collisions between a light passenger vehicles and unprotected road users (pedestrians, bicyclists or motorcyclists) were included in the injury severity analysis. This additional collision combination type was excluded from the injury risk analysis because, in general, crashes involving pedestrians, bicyclists and motorcyclists are seldom reported to the police unless someone is killed or injured which is usually the unprotected road user. This means that an estimate of the risk of injury cannot be calculated for the unprotected road user.
Although heavy collisions could be further categorised into rigid truck, articulated truck or bus collisions, and unprotected road users could be further categorised into pedestrians, bicyclists and motorcyclists, it was important to ensure that the logistic model adequately described the data and did not yield coefficients that were imprecise or unstable. For this reason, for both heavy vehicle collisions and unprotected road user collisions, the sub-type classifications were pooled to ensure sufficient data for precise and stable results.

4.4 Overview of Analysis Methods: Primary Safety

An important aspect of vehicle safety is the way a vehicle can assist the driver to avoid or mitigate crashes, known as primary safety. Aspects of primary safety include the effectiveness of braking, steering, visibility (both for the driver of the vehicle in question and for drivers of other vehicles) and the fitment of safety technologies such as ESC.

The effectiveness of secondary safety features (crumple zones, airbags, seatbelts, etc.) is likely to be relatively unaffected by driver behaviour apart from driver travel speeds, which substantially determine impact severity. This means that secondary safety can be evaluated without too many problematic biases since impact speed can be represented through a range of proxies available in reported crash data. In contrast, the estimation of primary safety is subject to various sources of confounding. The crash involvement (primary) risk of the vehicle will be affected by:

(a) vehicle characteristics including braking performance, handing, etc.,

(b) driver characteristics, such as speed choice and propensity to take risk, and

(c) exposure characteristics, including the purpose to which the vehicle is put, the roads on which it is driven, time of day or night, etc.

As owners will choose vehicles to suit the purpose the vehicle will be put to, and to suit their own preferences, which might include a propensity to take risks, there will be strong confounding of any risk assessed by aspects of driver choice of vehicles.

All crash recording systems have thresholds related to the severity of the crash (either in terms of injury to the driver or another road user, or in terms of damage to vehicles and property). This means that any estimate of crash involvement risk will generally have an element of secondary safety: characteristics of the vehicle that lead to higher levels of damage or harm to other parties and/or characteristics of the vehicle that protect the occupants from injury.

As one of the strongest factors identified with elevated driver crash risk is youth (Williams et al, 2012), there is the potential for confounding by driver age if young drivers are included. For example, a given make and model could be favoured by young drivers, who are at high risk, leading to higher estimated primary safety ratings for that vehicle; vehicles that are newer and/or have higher levels of safety equipment could be favoured by middle-aged drivers, who can afford the higher vehicle costs, leading to lower estimated safety ratings for such vehicles. Therefore the primary safety estimation applied here uses an approach shown to have improved the stability of the estimates for given vehicles (Keall and Newstead, 2015) by excluding crashes where the driver was young (so if a crash occurred involving a so-defined young driver, even if the owner was in an older age group, it was not used in the analysis).
To obtain estimated crash rates per vehicle-year, Poisson models were fitted to the combined data with an outcome variable that was a count of frontal impacts or single vehicle crashes where the driver was aged over 25 with an offset that was a count of the number of vehicle licensing years analysed for the given vehicle. SAS version 9.4 was used for analyses and the models were fitted using PROC LOGISTIC, fitting a binary variable that was set to 1 for vehicles crash-involved in a particular year, and 0 otherwise (SAS Institute Inc, 2014).

The explanatory variables were the make/model cluster (VRSG code), a classification of the degree of urbanisation of the owners’ addresses (urbanisation), jurisdiction (Victoria, New South Wales or New Zealand), a count of crash involvements that involved drivers over 25 in multiple vehicle crashes where there was an impact to the side or rear of the vehicle studied (multisiderearover25), along with three interactions: urbanisation by jurisdiction; urbanisation by multisiderearover25; jurisdiction by multisiderearover25.

The market group of a vehicle defines the type of use to which it will be put, to some extent, including the general pattern of exposure to risk. The market group classifications as described in Section 3.3 were used. Estimates within each market group were generated relative to the average rating for that market group. Seven models were fitted, one for each market group (or combined market group in the case of commercial vehicles, SUVs).

Data as described in Section 2.8, Table 2 were analysed to estimate the primary safety ratings for all the make/model combinations for which crashworthiness estimates were published in 2019. As noted above, each vehicle was potentially represented in the dataset analysed multiple times if it was licensed for more than one year. To accommodate this form of clustering within the data modelled, over-dispersion was allowed for by using quasi-likelihood estimation and multiplying the covariance matrix by a scale parameter estimated by the square root of Pearson's Chi-Square divided by the degrees of freedom. The primary safety ratings with 90% confidence intervals are presented in Appendix 7.

This analysis of primary safety ratings made use of the findings of a previously published study that identified the most important variables to control for in a model estimating such ratings (Keall and Newstead, 2015). This approach involved: excluding crashed drivers who were aged 25 and under to remove a potential source of bias in the estimates; and synthesising a model using only vehicle information and owner general location with an induced exposure model that uses counts of particular crashes to estimate exposure to risk. The outcome variable assessed in this synthesised model was the combined rate of frontal impact and single vehicle crashes. These are crash types for which primary safety features are most likely to reduce crash and injury rates.

The market group of the vehicle indicates different uses for the vehicle, with different patterns of exposure to risk. For example, smaller cars may be used more often for short trips in urban environments, where the risk per distance driven of injury crash involvement is higher (Keall and Frith, 2004). Although market group was not included as an explanatory variable in the models compared, this should not have affected the determination of a preferred model. But it could be argued that the primary safety of a given vehicle make and model should only be compared with vehicles put to similar uses, as signalled by the market group of the vehicle. This has been done in the current analysis by forming the primary safety index in relation to the market group average for the vehicle. Thus a vehicle with average primary safety for its market group is rated as “average”.

28 MONASH UNIVERSITY ACCIDENT RESEARCH CENTRE
5. RESULTS

5.1 Vehicle Crashworthiness Ratings

5.1.1 Injury Risk

Injury risk was estimated from the data on drivers involved in tow-away crashes in New South Wales, South Australia, Queensland and Western Australia during 1987-2017. This data set is referred to as the "involved drivers". Because of missing values in one or more of the covariates driver sex and age, speed zone and number of vehicles involved in the crash amongst the involved drivers and vehicle models of interest, the final file used for analysis consisted of the 2,729,355 drivers for which all the covariate data was complete. Of these drivers 494,796 were injured. The following non-vehicle related factors and their interactions were significantly associated with injury risk and were included in the logistic model:

<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interactions</th>
<th>Third order interactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Speedzone*Nveh</td>
<td>Age<em>Speedzone</em>Nveh</td>
<td>Sex<em>Speedzone</em>State*Nveh</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Sex*Nveh</td>
<td>Sex<em>Speedzone</em>Nveh</td>
<td>Age<em>Speedzone</em>State*Nveh</td>
</tr>
<tr>
<td>Age</td>
<td>Sex*Age</td>
<td>Speedzone<em>Year</em>Nveh</td>
<td></td>
</tr>
<tr>
<td>Nveh</td>
<td>Age*Nveh</td>
<td>Sex<em>State</em>Nveh</td>
<td></td>
</tr>
<tr>
<td>State</td>
<td>Speedzone*Age</td>
<td>Speedzone<em>Nveh</em>State</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Sex*Year</td>
<td>Age<em>State</em>Nveh</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nveh*State</td>
<td>Age<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Year*Nveh</td>
<td>Sex<em>Year</em>Nveh</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*State</td>
<td>Sex<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Year</td>
<td>Age<em>Speedzone</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*Year</td>
<td>Age<em>Sex</em>Speedzone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*State</td>
<td>Age<em>Sex</em>Nveh</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Speedzone</td>
<td>Age<em>Sex</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*State</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The overall (average) injury risk for involved drivers in tow-away crashes in New South Wales, South Australia, Western Australia and Queensland was 18.13 injuries per 100 involved drivers. Appendix 2 gives the estimates of injury risk derived by logistic regression for the 712 individual car models that were rated. Injury risk ranged from 4.44% for the 2007-2016 Volkswagen Crafter, to 48.21% for the 1982-1990 Daihatsu Hi-Jet. An estimate of the variability in the injury risk estimates was calculated from the width of the corresponding 95% confidence intervals. Individual confidence interval widths ranged from 0.66% for the 1997-2002 Holden Commodore VT/VX, to 19.14% for the 1997-1999 Daihatsu Move. The small variability for the Holden Commodore series sedan reflects the large number of cars of this model in the data set with precision known to improve with increasing sample size.

The estimated injury risk for each market group is also given in Appendix 2. The large SUVs had the lowest injury risk (13.42%) and the light car market group had the highest (23.13%).
5.1.2 Injury Severity

The data on "injured drivers" covered drivers of 1982-2017 model vehicles who were injured in crashes in Victoria, New South Wales, South Australia, Western Australia, Queensland or New Zealand during 1987-2017. Because of missing values in one or more of the covariates or invalid injury severity codes amongst the injured drivers, the final file used for analysis consisted of the 759,099 drivers for which all the covariate data was complete. Of these drivers 175,410 were seriously injured. The following non-vehicle related factors and their interactions were significantly associated with injury severity and were included in the logistic model:

<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interactions</th>
<th>Third order interactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Sex*State</td>
<td>Speedzone<em>Nveh</em>State</td>
<td>Speedzone<em>State</em>Year*Nveh</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Speedzone*Nveh</td>
<td>Speedzone<em>State</em>Year</td>
<td></td>
</tr>
<tr>
<td>Age</td>
<td>Age*Sex</td>
<td>Age<em>State</em>Nveh</td>
<td></td>
</tr>
<tr>
<td>Nveh</td>
<td>Nveh*State</td>
<td>Age<em>State</em>Year</td>
<td></td>
</tr>
<tr>
<td>State</td>
<td>Speedzone*Age</td>
<td>State<em>Year</em>Nveh</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Age*State</td>
<td>Speedzone<em>Year</em>Nveh</td>
<td></td>
</tr>
<tr>
<td>Age</td>
<td>Age*Nveh</td>
<td>Age<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td>State*Year</td>
<td>Sex<em>State</em>Nveh</td>
<td>Age<em>Sex</em>State</td>
<td></td>
</tr>
<tr>
<td>Speedzone*Year</td>
<td>Age<em>Sex</em>State</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age</td>
<td>Age*Year</td>
<td>Age<em>Sex</em>Nveh</td>
<td></td>
</tr>
<tr>
<td>Year*Nveh</td>
<td>Sex<em>State</em>Year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speedzone*State</td>
<td>Age<em>Sex</em>Year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sex*Nveh</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sex*Year</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The average injury severity for injured drivers in the data analysed was 23.11 deaths or serious injuries per 100 injured drivers. Appendix 3 gives the estimates of injury severity derived by logistic regression for 712 individual car models, or sets of combined models. Of the cars analysed, injury severity ranged from 5.37% for the 2012-2017 Audi Q3/RS, to 48.65% for the 1982-1984 Alfa Romeo GTV. An estimate of the variability in the estimates of injury severity was calculated from the width of the corresponding 95% confidence intervals. Individual confidence interval widths ranged from 1.36% for the 1997-2002 Holden Commodore VT/VX, to 44.92% for the 1982-1985 Holden Statesman/Caprice WB.

The estimated injury severity for each market group is also given in Appendix 3. Medium SUVs performed best with respect to injury severity, having the lowest average injury severity of 21.31%. The light car market group had the highest average injury severity of 24.72%.

5.1.3 Crashworthiness Ratings

The crashworthiness ratings for each car model and market group were obtained by multiplying the individual injury risk and injury severity estimates. Because each of the two components had been adjusted for the confounding factors, the resultant crashworthiness rating was also adjusted for the influence of these factors.

Crashworthiness ratings were obtained for each individual model and market group after adjusting for the confounding factors. Appendix 4 gives the crashworthiness ratings and the associated 95% confidence
intervals for each of the 712 car models included in the analyses. Appendix 4 also gives the crashworthiness ratings with 90% confidence limits for each of the 712 vehicle models. Each rating is expressed as a percentage, representing the number of drivers killed or admitted to hospital per 100 drivers involved in a tow-away crash. Overall ratings for the market groups are also given.

Each crashworthiness rating is an estimate of the true risk of a driver being killed or admitted to hospital in a tow-away crash and, as such, each estimate has a level of uncertainty about it. This uncertainty is indicated by the confidence limits in Appendix 4. There is 95% probability that the confidence interval will cover the true risk of serious injury (death or hospital admission) to the driver of the particular model of vehicle. Unlike in previous updates, no ratings have been excluded at this stage as it was considered useful consumer information to present them.

Table 4 gives a summary of the estimated ratings for each of the ten defined vehicle market groups. It shows the estimated injury risk and severity components, and the resulting crashworthiness rating with upper and lower 95% confidence limits, and the width of the 95% confidence limit. The relative ranking of the crashworthiness rating on each market group is also given in Table 4, although this should be interpreted with care as there is not necessarily a statistically significant difference between the average crashworthiness of vehicle market groups with different rankings. Statistical significance in average crashworthiness between market groups at the 5% level is only achieved when the 95% confidence limits do not overlap. Similar comments apply to interpreting results in Appendix 4.

Table 4: Estimated Vehicle Crashworthiness by Market Grouping

<table>
<thead>
<tr>
<th>Market Group</th>
<th>Injury Risk (%)</th>
<th>Injury Severity (%)</th>
<th>Crashworthiness Rating*</th>
<th>Overall rank order</th>
<th>Lower 95% Confidence limit</th>
<th>Upper 95% Confidence limit</th>
<th>Width of Confidence interval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Average</td>
<td>18.13</td>
<td>23.11</td>
<td>4.19</td>
<td>1</td>
<td>4.58</td>
<td>5.02</td>
<td>0.44</td>
</tr>
<tr>
<td>SMALL SUV</td>
<td>21.00</td>
<td>22.82</td>
<td>4.79</td>
<td>8</td>
<td>4.58</td>
<td>5.02</td>
<td>0.44</td>
</tr>
<tr>
<td>MEDIUM SUV</td>
<td>16.08</td>
<td>21.31</td>
<td>3.43</td>
<td>2</td>
<td>3.32</td>
<td>3.54</td>
<td>0.23</td>
</tr>
<tr>
<td>LARGE SUV</td>
<td>13.42</td>
<td>23.00</td>
<td>3.09</td>
<td>1</td>
<td>2.98</td>
<td>3.20</td>
<td>0.22</td>
</tr>
<tr>
<td>COMMERCIAL - UTE</td>
<td>16.22</td>
<td>23.78</td>
<td>3.86</td>
<td>3</td>
<td>3.75</td>
<td>3.97</td>
<td>0.22</td>
</tr>
<tr>
<td>COMMERCIAL - VAN</td>
<td>17.96</td>
<td>24.09</td>
<td>4.33</td>
<td>6</td>
<td>4.15</td>
<td>4.51</td>
<td>0.35</td>
</tr>
<tr>
<td>LARGE</td>
<td>17.48</td>
<td>23.60</td>
<td>4.12</td>
<td>4</td>
<td>4.02</td>
<td>4.23</td>
<td>0.21</td>
</tr>
<tr>
<td>MEDIUM</td>
<td>18.58</td>
<td>22.81</td>
<td>4.24</td>
<td>5</td>
<td>4.13</td>
<td>4.35</td>
<td>0.22</td>
</tr>
<tr>
<td>PEOPLE MOVER</td>
<td>18.50</td>
<td>23.78</td>
<td>4.40</td>
<td>7</td>
<td>4.21</td>
<td>4.60</td>
<td>0.39</td>
</tr>
<tr>
<td>SMALL</td>
<td>20.77</td>
<td>23.47</td>
<td>4.87</td>
<td>9</td>
<td>4.76</td>
<td>5.00</td>
<td>0.24</td>
</tr>
<tr>
<td>LIGHT</td>
<td>23.13</td>
<td>24.72</td>
<td>5.72</td>
<td>10</td>
<td>5.57</td>
<td>5.87</td>
<td>0.30</td>
</tr>
</tbody>
</table>

* Serious injury rate per 100 drivers involved

5.1.4 Comparisons with the Benchmark Rating

When the ratings were first published for consumer information as a five category star rating, ratings for individual vehicles were compared to an un-weighted numerical average of the vehicles for which a crashworthiness rating was calculated. For recent updates, a comparison was used which classifies vehicles according to where their rating lies in relation to a ‘best performance’ benchmark. The benchmark rating in this update was defined as the rating above which 8% of the rating point estimates were better (see Section 5.4). The point against which ratings for individual vehicles are compared is arbitrary, whether it is the average used in previous updates or the benchmark rating described above or some other point.
Classification categories are defined by distances away from this benchmark. The five categories were defined as follows:

- Equal to the benchmark;
- Worse than the benchmark;
- At least 30% worse than the benchmark;
- At least 60% worse than the benchmark;
- At least 90% worse than the benchmark.

Again this choice is arbitrary but should aim to spread the vehicles across the performance categories. Vehicles are classified into each category according to the band in which the lower confidence limit on the rating lies. Using only the lower confidence limit defines a true one-sided statistical test which is equal for each rating.

Figures 1 to 10 display for each of the market groups the crashworthiness ratings of vehicles together with their 90% confidence limits. Also displayed on each graph is a line representing the benchmark crashworthiness safety rating of 2.14%, and three lines at 2.78%, 3.42% and 4.06% representing respectively 30% worse than the benchmark, 60% worse than the benchmark and 90% worse than the benchmark.
Figure 1: Crashworthiness Ratings for Small SUVs (with 90% confidence limits)

1. Audi Q3/RS 12-17
2. BMW X1 10-15
3. Daihatsu Rocky/Rugger 85-98
4. Daihatsu Feroza/Rocky 89-97
5. Daihatsu Terios 97-05
6. Dodge Caliber 06-12
7. Holden Cruze 02-06
8. Holden Trax 13-17
9. Honda HR-V 99-02
10. Honda HR-V 14-17
11. Hyundai Tucson 04-10
12. Hyundai ix35 10-15
13. Jeep Patriot 07-16
14. Jeep Compass 07-17
15. Kia Sportage 98-03
16. Kia Sportage 05-10
17. Kia Sportage 10-15
18. Mazda CX-3 15-17
19. Mitsubishi Pajero iO 99-03
20. Mitsubishi ASX 10-16
21. Nissan Dualis 07-13
22. Lada Niva 84-99
23. Land Rover Freelander 98-06
24. Holden / Suzuki Drover/Sierra/Samurai/SJ410/SJ413 82-99
25. Suzuki Vitara/Escudo 89-98
26. Suzuki Jimmy 96-17
27. Suzuki SX4 07-14
28. Volkswagen Tiguan 08-16
Figure 2: Crashworthiness Ratings for Medium SUVs (with 90% confidence limits)
Figure 3: Crashworthiness Ratings for Large SUVs (with 90% confidence limits)

1. Audi Q7 06-14
2. BMW X5 01-06
3. BMW X5 07-13
4. Dodge/Fiat Journey/Freemont 08-16
5. Ford Bronco 82-87
6. Ford Explorer 00-01
7. Ford Explorer 01-05
8. Holden Colorado 7/Trailblazer 12-17
9. Isuzu MU-X 13-17
10. Jeep Grand Cherokee 96-99
11. Jeep Grand Cherokee 99-05
12. Jeep Grand Cherokee 05-10
13. Jeep Grand Cherokee 10-17
14. Kia Sorento 03-09
15. Kia Sorento 09-15
16. Land Rover Discovery 91-02
17. Land Rover Discovery 02-04
18. Land Rover Discovery 3 05-09
19. Land Rover Discovery 4 / Discovery 09-16
20. Mazda CX-9 07-15
21. Mercedes Benz ML-Class W163 98-05
22. Mercedes Benz ML/GL-Class W164/X164 05-11
23. Mercedes Benz MU/GL/GE/GLS-Class W166/X166/C292 12-17
24. Mitsubishi Pajero 00-06
25. Mitsubishi Pajero 07-17
26. Nissan Patrol/Safari 82-87
27. Nissan/Ford Patrol/Maverick/Safari 88-97
28. Nissan Patrol/Safari 98-16
29. Nissan Patrol 12-17
30. Nissan Pathfinder 05-13
31. Nissan Pathfinder 13-17
32. Land Rover Range Rover 82-96
33. Land Rover Range Rover 94-02
34. Land Rover Range Rover 02-12
35. Toyota Landcruiser 82-89
36. Toyota Landcruiser 90-97
37. Toyota/Lexus Landcruiser/LX 98-07
38. Toyota/Lexus Landcruiser 200 Series/LX 07-17
39. Toyota Landcruiser Prado 96-03
40. Toyota Landcruiser Prado 03-09
41. Toyota Landcruiser Prado 09-17
42. Volkswagen Touareg 03-10
43. Volvo XC90 03-15
Figure 4: *Crashworthiness Ratings for Commercial Vans (with 90% confidence limits)*

1. Citroen Berlingo 99-08
2. Daihatsu Handivan 82-90
3. Daihatsu Hi-Jet 82-90
4. Daihatsu Handivan/Cuore 99-03
5. Fiat Ducato 02-07
6. Ford Falcon Panel Van 82-95
7. Ford Falcon Panel Van 96-99
8. Ford Transit 95-00
9. Ford Transit 01-07
10. Ford Transit 07-13
11. Holden Shuttle / WFR Van 82-87
12. Honda Acty 83-86
13. Hyundai iLoad 08-17
14. Kia Pregio 02-06
15. Mercedes Benz Sprinter 98-06
16. Mercedes Benz Sprinter 06-17
17. Mercedes Benz MB100/MB140 99-04
18. Mercedes Benz Vito 99-04
19. Mercedes Benz Vito/Viano/Valente 04-15
20. Mitsubishi Express 94-13
21. Renault Trafic 04-15
22. Renault Master 04-10
23. Renault Kangoo 04-11
24. Holden / Suzuki Scrum/Carry 82-00
25. Suzuki Carry 99-05
26. Suzuki APV 05-17
27. Toyota Hiace/Liteace 82-86
28. Toyota Hiace/Liteace 87-89
29. Toyota Hiace/Liteace 90-95
30. Toyota Hiace/Liteace 96-04
31. Toyota Hiace 05-17
32. Volkswagen Caravelle/Transporter 88-94
33. Volkswagen Caravelle/Transporter 95-04
34. Volkswagen Caravelle/Transporter/Multivan 04-15
35. Volkswagen Caddy 05-17
36. Volkswagen Crafter 07-16
Figure 5: Crashworthiness Ratings for Commercial Utes (with 90% confidence limits)

Make and Model

1. Ford F-Series 82-92
2. Ford F-Series 01-06
3. Ford/Nissan Falcon Ute / XFN Ute 82-95
4. Ford Falcon Ute 96-99
5. Ford Falcon Ute AU 00-02
6. Ford Falcon Ute BA/BF 03-08
7. Ford Falcon Ute FG/FG-X 08-16
8. Great Wall V240/V200 09-14
9. Holden WB Series 82-85
10. Holden Commodore Ute VG/VP 90-93
11. Holden Commodore Ute VR/VS 94-00
12. Holden Commodore VU Ute 00-02
13. Holden Commodore VY/VZ Ute 02-07
14. Holden Commodore VE Ute 07-13
15. Holden Commodore VF Ute 13-17
16. Holden/Isuzu Rodeo/Pickup 82-85
17. Holden/Isuzu Rodeo/Pickup 86-88
18. Holden/Isuzu Rodeo/Pickup 89-95
19. Holden Rodeo 96-98
20. Holden Rodeo 99-02
21. Holden Rodeo 03-08
23. Holden Colorado 12-17
24. Isuzu D-Max 12-17
25. Kia Ceres 92-00
26. Kia K2700 02-08

27. Ford/Mazda Courier/B-Series/Bounty 98-02
28. Ford/Mazda Courier/Bravo/Bounty 03-06
29. Ford/Mazda Ranger/BT-50 06-11
30. Ford/Mazda Ranger/BT-50 11-15
31. Ford/Mazda Ranger/BT-50 15-17
32. Mitsubishi Triton 96-06
33. Mitsubishi Triton 00-15
34. Mitsubishi Triton 15-17
35. Nissan 720 Ute 82-85
36. Nissan Navara 86-91
37. Nissan Navara 92-96
38. Nissan Navara 97-05
39. Nissan Navara 05-14
40. Nissan Navara D23 15-17
41. Proton Jumbuck 03-10
42. Subaru Brumby 82-92
43. Suzuki Mighty Boy 85-88
44. Toyota 4Runner/Hilux 82-85
45. Toyota 4Runner/Hilux 86-88
46. Toyota 4Runner/Hilux 89-97
47. Toyota Hilux 98-02
48. Toyota Hilux 03-04
49. Toyota Hilux 05-15
50. Toyota Hilux 15-17
51. Volkswagen Amarok 11-17
Figure 6: Crashworthiness Ratings for People Movers (with 90% confidence limits)
Figure 7: Crashworthiness Ratings for Large Cars (with 90% confidence limits)

<table>
<thead>
<tr>
<th>Make and Model</th>
<th>Crashworthiness Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Audi A6/S6/AllRoad 95-04</td>
<td>10.00%</td>
</tr>
<tr>
<td>Audi A6/S6/AllRoad/RS6 05-11</td>
<td>12.00%</td>
</tr>
<tr>
<td>Audi A8 98-03</td>
<td>14.00%</td>
</tr>
<tr>
<td>BMW 5 Series 82-88</td>
<td>16.00%</td>
</tr>
<tr>
<td>BMW 5 Series 89-95</td>
<td>18.00%</td>
</tr>
<tr>
<td>BMW 5 Series 90-03</td>
<td>20.00%</td>
</tr>
<tr>
<td>BMW 5 Series 03-10</td>
<td>22.00%</td>
</tr>
<tr>
<td>BMW 7 Series 82-86</td>
<td>24.00%</td>
</tr>
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Figure 8: Crashworthiness Ratings for Medium Cars (with 90% confidence limits)
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Figure 9: Crashworthiness Ratings for Small Cars (with 90% confidence limits)
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<td></td>
<td></td>
</tr>
<tr>
<td>Peugeot 308 08-13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proton Wira 95-96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proton Gen 2 04-13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renault 19 91-96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renault 21 91-96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renault Megane Cabriolet 01-03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renault Megane II 03-10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renault Megane III 10-16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Corolla 07-13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Corolla 12-17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Corolla 4WD Wagon 92-96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Tercel 83-88</td>
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<td></td>
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<tr>
<td>Toyota MR2 87-90</td>
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<td></td>
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<tr>
<td>Toyota MR2 91-00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota MR2 00-05</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Paseo/Cynos 91-99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Prius 2 03-09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Prius 3 09-16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toyota Rukus 10-15</td>
<td></td>
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</tr>
<tr>
<td>Volkswagen Golf 82-94</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volkswagen Golf 95-98</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volkswagen Golf/Bora 99-04</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volkswagen Golf/Jetta 04-09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volkswagen Golf VII 13-17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volkswagen New Beetle 00-11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volvo 300 Series 84-88</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volvo 540/V40 97-04</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Vehicle Safety Ratings: 2019 Update**
Figure 10: Crashworthiness Ratings for Light Cars (with 90% confidence limits)

<table>
<thead>
<tr>
<th>Make and Model</th>
<th>Make and Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Audi A1/S1 10-17</td>
<td>20 Ford Fiesta 04-08</td>
</tr>
<tr>
<td>2 Mini Mki One/Cooper 01-06</td>
<td>21 Ford Fiesta 09-17</td>
</tr>
<tr>
<td>3 Mini Mki Hatch/Hardtop 07-13</td>
<td>22 Ford Ka 98-02</td>
</tr>
<tr>
<td>4 Mini Coupe 12-15</td>
<td>23 Holden Barina 95-00</td>
</tr>
<tr>
<td>5 Citroen C3 02-10</td>
<td>24 Holden Barina 05-11</td>
</tr>
<tr>
<td>7 Daewoo Kalos 03-04</td>
<td>26 Holden Barina 11-17</td>
</tr>
<tr>
<td>8 Daihatsu Charade 82-86</td>
<td>27 Holden Barina XC/Combo 01-12</td>
</tr>
<tr>
<td>9 Daihatsu Charade 87-92</td>
<td>28 Honda City 83-86</td>
</tr>
<tr>
<td>10 Daihatsu Charade 93-00</td>
<td>29 Honda City 09-13</td>
</tr>
<tr>
<td>11 Daihatsu Charade 03-05</td>
<td>30 Honda City 14-17</td>
</tr>
<tr>
<td>12 Daihatsu Mira 90-96</td>
<td>31 Honda Jazz/Fit 02-08</td>
</tr>
<tr>
<td>13 Daihatsu Move 97-99</td>
<td>32 Honda Jazz/Fit 08-14</td>
</tr>
<tr>
<td>14 Daihatsu Pajer 97-01</td>
<td>33 Honda Jazz/Fit 14-17</td>
</tr>
<tr>
<td>15 Daihatsu Sirion/Storia 98-04</td>
<td>34 Hyundai Getz/TB 02-11</td>
</tr>
<tr>
<td>16 Daihatsu Sirion/Storia 05-05</td>
<td>35 Hyundai i20 10-15</td>
</tr>
<tr>
<td>17 Fiat Punto 06-09</td>
<td>36 Kia Rio 00-05</td>
</tr>
<tr>
<td>18 Fiat 500 08-12</td>
<td>37 Kia Rio 05-11</td>
</tr>
<tr>
<td>19 Ford Festiva 94-01</td>
<td>38 Kia Rio 11-16</td>
</tr>
<tr>
<td>39 Lada Samara 88-90</td>
<td>58 Suzuki Swift 82-85</td>
</tr>
<tr>
<td>40 Ford/Mazda Festiva WA / 121 87-90</td>
<td>59 Holden / Suzuki Barina/Swift Cultus 86-88</td>
</tr>
<tr>
<td>41 Mazda 121 / Autozam Review 94-96</td>
<td>60 Holden / Suzuki Barina/Swift Cultus 89-99</td>
</tr>
<tr>
<td>42 Mazda 121 Metro / Demio 97-02</td>
<td>61 Suzuki Hatch/Alto 82-84</td>
</tr>
<tr>
<td>43 Mazda 2/Demio 02-07</td>
<td>62 Suzuki Alto 85-00</td>
</tr>
<tr>
<td>44 Mazda 2/Demio 07-14</td>
<td>63 Suzuki Alto 09-14</td>
</tr>
<tr>
<td>45 Mazda 2/Demio 14-17</td>
<td>64 Suzuki Ignis 00-02</td>
</tr>
<tr>
<td>46 Mitsubishi Mirage/Coll 82-86</td>
<td>65 Suzuki Swift 05-10</td>
</tr>
<tr>
<td>47 Mitsubishi Colt 04-11</td>
<td>66 Suzuki Swift 11-17</td>
</tr>
<tr>
<td>48 Mitsubishi Colt 12-17</td>
<td>67 Toyota Starlet 96-99</td>
</tr>
<tr>
<td>49 Nissan Micra 95-97</td>
<td>68 Toyota Echo 99-05</td>
</tr>
<tr>
<td>50 Nissan Micra K13 11-16</td>
<td>69 Toyota Prius C 12-17</td>
</tr>
<tr>
<td>51 Peugeot 206 87-94</td>
<td>70 Toyota Yaris/Vitz 05-11</td>
</tr>
<tr>
<td>52 Peugeot 206 99-07</td>
<td>71 Toyota Yaris/Vitz 11-17</td>
</tr>
<tr>
<td>53 Peugeot 207 07-12</td>
<td>72 Volkswagen Polo 96-00</td>
</tr>
<tr>
<td>54 Proton Satria 97-05</td>
<td>73 Volkswagen Polo 01-02</td>
</tr>
<tr>
<td>55 Proton Savvy 06-11</td>
<td>74 Volkswagen Polo 02-10</td>
</tr>
<tr>
<td>56 Renault Clio 01-08</td>
<td>75 Volkswagen Polo V 10-17</td>
</tr>
<tr>
<td>57 Subaru Sherpa/Fiori/700/Rex 89-92</td>
<td></td>
</tr>
</tbody>
</table>
5.2 Vehicle Aggressivity Ratings

5.2.1 Aggressivity towards Other Car Drivers and Unprotected Road Users

Using the methods described in Section 4.2, logistic regression models of the injury risk and injury severity of the focus road user were built separately as functions of both vehicle model and market group of the subject vehicle colliding with the other road user whose injury outcome is being modelled. Variations in the other factors listed in Section 4.2, including other road user type, were adjusted in the model by including them as predictors in the logistic regression models along with the subject vehicle model or market group. The aggressivity injury risk measure is based only on the injury outcome to drivers of other vehicles.

The logistic regression models of aggressivity injury risk showed the following non-vehicle factors and their interactions to be statistically significant predictors of injury risk (factors age and sex refer to focus driver whose injury outcome is being modelled). The average aggressivity injury risk in the data was 16.15%.

<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Sex*Speedzone</td>
<td>Age<em>Speedzone</em>State</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Age*Speedzone</td>
<td>Age<em>Sex</em>State</td>
</tr>
<tr>
<td>Age</td>
<td>Age*Sex</td>
<td>Sex<em>State</em>Year</td>
</tr>
<tr>
<td>State</td>
<td>Age*Year</td>
<td>Age<em>State</em>Year</td>
</tr>
<tr>
<td>Year</td>
<td>Speedzone*Year</td>
<td>Speedzone<em>State</em>Year</td>
</tr>
<tr>
<td></td>
<td>Speedzone*State</td>
<td>Sex<em>Speedzone</em>State</td>
</tr>
<tr>
<td></td>
<td>Age*State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>State*Year</td>
<td></td>
</tr>
</tbody>
</table>

The logistic regression models of aggressivity injury severity users showed the following non-vehicle factors and their interactions to be statistically significant predictors of injury severity. These factors were included in the logistic model (factors age and sex refer to the age and sex of the other driver or unprotected road user). The average aggressivity injury severity in the data was 25.68%.

<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Sex*State</td>
<td>Speedzone<em>State</em>Crashtype</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Sex*Crashtype</td>
<td>Speedzone<em>State</em>Year</td>
</tr>
<tr>
<td>Age</td>
<td>Age*Sex</td>
<td>Age<em>State</em>Crashtype</td>
</tr>
<tr>
<td>State</td>
<td>Age*Crashtype</td>
<td>Sex<em>Year</em>Crashtype</td>
</tr>
<tr>
<td>Year</td>
<td>Year*Crashtype</td>
<td>Age<em>State</em>Year</td>
</tr>
<tr>
<td>Crashtype</td>
<td>Speedzone*State</td>
<td>Sex<em>State</em>Crashtype</td>
</tr>
<tr>
<td></td>
<td>Age*State</td>
<td>Speedzone<em>Year</em>Crashtype</td>
</tr>
<tr>
<td></td>
<td>State*Crashtype</td>
<td>Age<em>Sex</em>Crashtype</td>
</tr>
<tr>
<td></td>
<td>State*Year</td>
<td>Sex<em>Speedzone</em>State</td>
</tr>
<tr>
<td></td>
<td>Speedzone*Year</td>
<td>Sex<em>Speedzone</em>Crashtype</td>
</tr>
<tr>
<td></td>
<td>Speedzone*Crashtype</td>
<td>State<em>Year</em>Crashtype</td>
</tr>
<tr>
<td></td>
<td>Sex*Year</td>
<td>Age<em>Speedzone</em>State</td>
</tr>
</tbody>
</table>
Final estimates of vehicle aggressivity towards other road users were obtained by multiplying the estimated injury risk and injury severity components for each vehicle. Confidence limits on each of the estimated aggressivity ratings were calculated.

Aggressivity ratings were obtained for 614 different vehicle models that satisfied the inclusion criteria for analysis. The estimated aggressivity ratings and their injury risk and injury severity components for individual vehicle models are given in Appendix 5 (along with 95% confidence limits on the estimated aggressivity ratings).

Table 5 summarises the estimated injury risk, injury severity and aggressivity ratings by the ten broad market groups along with the estimated 95% confidence limits on the aggressivity ratings. The estimated aggressivity rating is the expected number of road users killed or seriously injured per 100 involved in two-vehicle tow-away collisions where their vehicle impacts with one of the designated models or market groups. Table 5 shows large SUVs to be the most aggressive towards drivers of other vehicles, with an average of 5.66 unprotected road users or drivers being killed or seriously injured for every 100 tow-away crashes with a large SUV. Similarly, Table 5 shows light cars to be the least aggressive towards unprotected road users or drivers of other vehicles, with an average aggressivity rating of 2.89.

**Table 5: Estimated Vehicle Aggressivity towards Other Drivers and Unprotected Road Users by Market Grouping**

<table>
<thead>
<tr>
<th>Market Group</th>
<th>Other Driver Injury Risk (%)</th>
<th>Other Driver Injury Severity (%)</th>
<th>Aggressivity Rating *</th>
<th>Overall rank order</th>
<th>Lower 95% Confidence limit</th>
<th>Upper 95% Confidence limit</th>
<th>Width of Confidence interval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Average</td>
<td>16.15</td>
<td>25.68</td>
<td>4.15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SMALL SUV</td>
<td>15.35</td>
<td>25.38</td>
<td>3.90</td>
<td>4</td>
<td>3.66</td>
<td>4.14</td>
<td>0.48</td>
</tr>
<tr>
<td>MEDIUM SUV</td>
<td>18.23</td>
<td>25.41</td>
<td>4.12</td>
<td>6</td>
<td>3.97</td>
<td>4.28</td>
<td>0.31</td>
</tr>
<tr>
<td>LARGE SUV</td>
<td>19.77</td>
<td>28.63</td>
<td>5.66</td>
<td>10</td>
<td>5.46</td>
<td>5.86</td>
<td>0.40</td>
</tr>
<tr>
<td>COMMERCIAL - UTE</td>
<td>17.95</td>
<td>27.07</td>
<td>4.86</td>
<td>8</td>
<td>4.71</td>
<td>5.01</td>
<td>0.30</td>
</tr>
<tr>
<td>COMMERCIAL - VAN</td>
<td>19.66</td>
<td>26.52</td>
<td>5.22</td>
<td>9</td>
<td>5.00</td>
<td>5.44</td>
<td>0.44</td>
</tr>
<tr>
<td>LARGE</td>
<td>16.37</td>
<td>25.18</td>
<td>4.12</td>
<td>5</td>
<td>4.01</td>
<td>4.24</td>
<td>0.23</td>
</tr>
<tr>
<td>MEDIUM</td>
<td>15.14</td>
<td>24.22</td>
<td>3.67</td>
<td>3</td>
<td>3.56</td>
<td>3.78</td>
<td>0.22</td>
</tr>
<tr>
<td>PEOPLE MOVER</td>
<td>17.24</td>
<td>26.06</td>
<td>4.49</td>
<td>7</td>
<td>4.28</td>
<td>4.72</td>
<td>0.45</td>
</tr>
<tr>
<td>SMALL</td>
<td>13.53</td>
<td>23.33</td>
<td>3.16</td>
<td>2</td>
<td>3.07</td>
<td>3.25</td>
<td>0.18</td>
</tr>
<tr>
<td>LIGHT</td>
<td>12.46</td>
<td>23.18</td>
<td>2.89</td>
<td>1</td>
<td>2.79</td>
<td>2.99</td>
<td>0.20</td>
</tr>
</tbody>
</table>

* Serious injury rate per 100 drivers of other vehicles and unprotected road users involved in collisions with vehicles from the given market group

Appendix 5 shows the estimated aggressivity ratings towards drivers of other vehicles and unprotected road users for the 614 individual vehicle models rated. Ratings ranged from a minimum of 1.43 serious injuries per 100 crashes for the 1982-1986 Rover Quintet, to a maximum of 9.53 serious injuries per 100 crashes for the 1982-1985 Holden Statesman/Caprice WB.
5.2.2 Comparisons with the Benchmark Rating

As for the crashworthiness rating, a rating presentation was used which classifies vehicles according to where their aggressivity rating lies in relation to a ‘best performance’ benchmark. The benchmark rating in this update was defined as the rating above which 8% of the rating point estimates were better (see Section 5.4). The point against which ratings for individual vehicles are compared is arbitrary, whether it is the average used in previous updates or the benchmark rating described above or some other point.

Classification categories are defined by distances away from this benchmark. The five categories were defined as follows:

- Equal to the benchmark;
- Worse than the benchmark;
- At least 20% worse than the benchmark;
- At least 40% worse than the benchmark;
- At least 60% worse than the benchmark.

Again, this choice is arbitrary but should aim to spread the vehicles across the performance categories. Vehicles are classified into each category according to the band in which the lower confidence limit on the rating lies. Using only the lower confidence limit defines a true one-sided statistical test which is equal for each rating. Aggressivity ratings are shown by presentation category in Appendix 8.

5.2.3 Relationship between Aggressivity and Crashworthiness

In assessing the British vehicle safety indices, Broughton (1996) found a strong inverse relationship between the indices for crashworthiness and aggressivity. Figure 11 shows the aggressivity measure plotted against crashworthiness for those vehicle models with both ratings. As Figure 11 shows, the inverse relationship between the two measures is not particularly strong. The lines in Figure 11 represent the average aggressivity and crashworthiness of the vehicles assessed. Points in the lower left quadrant defined by the lines represent vehicles with relatively low aggressivity as well as good (low) estimated crashworthiness. This area is populated by a number of small and medium vehicle models as well as some small SUVs. In contrast, vehicle models in the upper right quadrant of Figure 11 defined by the lines show relatively poor crashworthiness and high aggressivity. There are a number of commercial vans and utilities in this quadrant along with some small vehicle models, people movers and small SUVs. The remaining two quadrants are populated with vehicles that only perform well on either crashworthiness or aggressivity measures. Light cars tend to have low aggressivity but also poor crashworthiness whilst large and medium SUVs tend to exhibit converse traits.

Absence of a strong relationship between the measures of aggressivity and crashworthiness confirms that the two quantities considered here are measuring two different aspects of a vehicle’s safety performance. Whilst one would expect some relationship between the two measures given their common but opposite relationships with mass (Broughton, 1996; Cameron et al 1998), the lack of a strong relationship suggests vehicle mass is only playing a small part in aggressivity rating relative to vehicle total safety design. The independence of these two measures does not seem to have been achieved to the same degree under other systems (Broughton, 1996).
5.3 Vehicle Total Secondary Safety Ratings

5.3.1 Injury Risk

Total secondary safety injury risk was estimated from the data on road users involved in tow-away crashes in New South Wales, Queensland, South Australia and Western Australia during 1987-2017 (as described in Section 2). This data set is referred to as the "involved road users". Because of missing values in one or more of the covariates road user sex and age, speed zone and number of vehicles involved in the crash amongst the involved road users and vehicle models of interest, the final file used for analysis consisted of the 4,117,057 road users for which all the covariate data was complete. Of these
road users 719,340 were injured. The "covariate" model for injury risk was determined from the variables described in Section 4.3.

The following terms were significantly associated with injury risk and were included in the logistic model:

<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interactions</th>
<th>Third order interactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Speedzone*Crashtyp</td>
<td>Speedzone<em>State</em>Crashtyp</td>
<td>Age<em>Speedzone</em>State*Crashtyp</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Sex*Age</td>
<td>Age<em>State</em>Crashtyp</td>
<td>Sex<em>Speedzone</em>State*Crashtyp</td>
</tr>
<tr>
<td>Age</td>
<td>Sex*Speedzone</td>
<td>Sex<em>State</em>Crashtyp</td>
<td>Age<em>Sex</em>State*Crashtyp</td>
</tr>
<tr>
<td>State</td>
<td>Age*State</td>
<td>Age<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td>Year (of crash)</td>
<td>Age*Crashtyp</td>
<td>Age<em>Speedzone</em>Year</td>
<td></td>
</tr>
<tr>
<td>Crashtyp</td>
<td>Speedzone*State</td>
<td>Sex<em>Speedzone</em>Crashtyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Crashtyp</td>
<td>Sex<em>Year</em>Crashtyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>State*Crashtyp</td>
<td>Age<em>Speedzone</em>Crashtyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Speedzone</td>
<td>Speedzone<em>Year</em>Crashtyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*State</td>
<td>Age<em>Sex</em>Crashtyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Year</td>
<td>Age<em>Sex</em>Speedzone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Year</td>
<td>Age<em>Sex</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*Year</td>
<td>Age<em>Sex</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Year*Crashtyp</td>
<td>Sex<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>State*Year</td>
<td>Sex<em>State</em>Year</td>
<td></td>
</tr>
</tbody>
</table>

No other term significantly improved the fit of the logistic model.

The overall (average) injury risk for light vehicle drivers or unprotected road users involved in tow-away crashes in New South Wales, Western Australia and Queensland was 17.47 per 100 involved. In other words, the average probability that a light vehicle driver or unprotected road user was injured in a tow-away crash involving a light passenger vehicle in New South Wales, Western Australia or Queensland was 17.47%.


An estimate of the variability in the injury risk estimates was calculated from the width of the corresponding 95% confidence intervals. Individual confidence interval widths ranged from 0.55% for the 1997-2002 Holden Commodore VT/VX, to 20.99% for the 1982-1988 Alfa Romeo Alfetta. The small variability for the Commodore VT/VX sedans is not surprising since these cars were among those models with more cars than others in the data set and precision is known to improve with increasing sample size.

The estimated injury risk for each market group is also given in Appendix 6. The large SUV market group had the lowest injury risk (15.90%) and the light car market group had the highest (19.57%).

5.3.2 Injury Severity

The data on "injured road users" covered road users of 1982-2017 model vehicles who were injured in crashes in Victoria, New South Wales, Western Australia, Queensland, South Australia or New Zealand during 1987-2017 (as described in Section 2). Because of missing values in one or more of the covariates...
amongst the injured road users, the final file used for analysis consisted of the 1,276,686 road users for which all the covariate data was complete. Of these road users 308,063 were seriously injured. The “covariate” model for injury severity was determined from the variables described in Section 4.3.

The following terms were significantly associated with injury severity and were included in the logistic model:

<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interaction</th>
<th>Third order interaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Age*Sex</td>
<td>Speedzone<em>State</em>Year</td>
<td>Sex<em>Speedzone</em>State*Crashyp</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Age*Crashyp</td>
<td>State<em>Year</em>Crashyp</td>
<td>Speedzone<em>State</em>Year*Crashyp</td>
</tr>
<tr>
<td>Age</td>
<td>Speedzone*State</td>
<td>Age<em>State</em>Year</td>
<td>Age<em>Sex</em>State*Year</td>
</tr>
<tr>
<td>State</td>
<td>Age*State</td>
<td>Speedzone<em>State</em>Crashyp</td>
<td>Age<em>Speedzone</em>State*Year</td>
</tr>
<tr>
<td>Year</td>
<td>State*Year</td>
<td>Age<em>State</em>Crashyp</td>
<td></td>
</tr>
<tr>
<td>Crashyp</td>
<td>Speedzone*Year</td>
<td>Sex<em>State</em>Crashyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*Crashyp</td>
<td>Age<em>Speedzone</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*State</td>
<td>Speedzone<em>Year</em>Crashyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Year</td>
<td>Age<em>Sex</em>Crashyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Year*Crashyp</td>
<td>Sex<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>State*Crashyp</td>
<td>Sex<em>State</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Crashyp</td>
<td>Sex<em>Speedzone</em>Crashyp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Speedzone</td>
<td>Age<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Speedzone</td>
<td>Age<em>Sex</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Year</td>
<td>Age<em>Sex</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sex<em>Speedzone</em>Year</td>
<td></td>
</tr>
</tbody>
</table>

No other term significantly improved the fit of the logistic model.

The overall (average) injury severity for injured light vehicle drivers or unprotected road users in the data analysed was 24.13 per 100 involved. In other words, the probability that a road user injured in a crash was severely injured was 24.13%. Appendix 6 gives the estimates of injury severity derived by logistic regression for 774 individual car models, or sets of combined models. Of the cars analysed, injury severity ranged from 10.19% for the 2015-2017 Kia Sportage, to 49.14% for the 1982-1988 Alfa Romeo Alfetta.

An estimate of the variability in the estimates of injury severity was calculated from the width of the corresponding 95% confidence intervals. Individual confidence interval widths ranged from 1.08% for the 1997-2002 Holden Commodore VT/VX, to 41.93% for the 1995-1997 Volkswagen Passat.

The estimated injury severity for each market group is also given in Appendix 6. The medium SUV market group performed best with respect to injury severity, having the lowest average injury severity of 23.03%. The large SUV market group had the highest average injury severity of 25.76%.

5.3.3 Total Secondary Safety Index

The total secondary safety index for each car model and market group was obtained by multiplying the individual injury risk and injury severity estimates. Because each of the two components had been
adjusted for the confounding factors, the resultant total secondary safety index was also adjusted for the influence of these factors.

Total secondary safety indices were obtained for each individual model and market group after adjusting for the confounding factors.

Appendix 6 gives the total secondary safety secondary index and the associated 90% confidence intervals for each of the 774 car models included in the analyses. Each rating is expressed as a percentage, representing the number of road users killed or admitted to hospital per 100 light vehicle drivers or unprotected road users involved in a tow-away focus crash. Overall ratings for the market groups are also given.

Each total secondary safety rating is an estimate of the true risk of a light vehicle driver or unprotected road user being killed or admitted to hospital in a tow-away crash and, as such, each estimate has a level of uncertainty about it. This uncertainty is indicated by the confidence limits in Appendix 6. There is 90% probability that the confidence interval will cover the true risk of serious injury (death or hospital admission) to the light vehicle driver or unprotected road user involved in a crash with the particular model of vehicle.

Table 6 gives a summary of the estimated ratings for each of the ten defined vehicle market groups. It shows the estimated injury risk and severity components, and the resulting total secondary safety index with upper and lower 95% confidence limits, and the width of the 95% confidence limit. The relative ranking of the total secondary safety index on each market group is also given in Table 6, although this should be interpreted with care as there is not necessarily a statistically significant difference between the average total secondary safety of each vehicle market group, with different rankings. Statistical significance in average total secondary safety between market groups at the 5% level is only achieved when the 95% confidence limits do not overlap. Similar comments apply to interpreting results in Appendix 6.

Table 6: Estimated Vehicle Total Secondary Safety by Market Grouping

<table>
<thead>
<tr>
<th>Market Group</th>
<th>Injury risk (%)</th>
<th>Injury severity (%)</th>
<th>Total Secondary Safety Index*</th>
<th>Overall rank order</th>
<th>Lower 95% Confidence limit</th>
<th>Upper 95% Confidence limit</th>
<th>Width of Confidence interval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Average</td>
<td>17.47</td>
<td>24.13</td>
<td>4.22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SMALL SUV</td>
<td>19.54</td>
<td>23.76</td>
<td>4.64</td>
<td>8</td>
<td>4.49</td>
<td>4.80</td>
<td>0.37</td>
</tr>
<tr>
<td>MEDIUM SUV</td>
<td>16.18</td>
<td>23.03</td>
<td>3.73</td>
<td>1</td>
<td>3.63</td>
<td>3.82</td>
<td>0.23</td>
</tr>
<tr>
<td>LARGE SUV</td>
<td>15.90</td>
<td>25.76</td>
<td>4.10</td>
<td>2</td>
<td>3.99</td>
<td>4.20</td>
<td>0.23</td>
</tr>
<tr>
<td>COMMERCIAL - UTE</td>
<td>16.98</td>
<td>25.33</td>
<td>4.30</td>
<td>5</td>
<td>4.20</td>
<td>4.40</td>
<td>0.24</td>
</tr>
<tr>
<td>COMMERCIAL - VAN</td>
<td>18.64</td>
<td>24.94</td>
<td>4.65</td>
<td>9</td>
<td>4.52</td>
<td>4.79</td>
<td>0.23</td>
</tr>
<tr>
<td>LARGE</td>
<td>17.43</td>
<td>24.34</td>
<td>4.24</td>
<td>4</td>
<td>4.15</td>
<td>4.34</td>
<td>0.22</td>
</tr>
<tr>
<td>MEDIUM</td>
<td>17.66</td>
<td>23.48</td>
<td>4.15</td>
<td>3</td>
<td>4.05</td>
<td>4.24</td>
<td>0.22</td>
</tr>
<tr>
<td>PEOPLE MOVERS</td>
<td>18.20</td>
<td>24.61</td>
<td>4.48</td>
<td>7</td>
<td>4.34</td>
<td>4.62</td>
<td>0.33</td>
</tr>
<tr>
<td>SMALL</td>
<td>18.38</td>
<td>23.46</td>
<td>4.31</td>
<td>6</td>
<td>4.22</td>
<td>4.41</td>
<td>0.22</td>
</tr>
<tr>
<td>LIGHT</td>
<td>19.57</td>
<td>24.20</td>
<td>4.73</td>
<td>10</td>
<td>4.63</td>
<td>4.84</td>
<td>0.26</td>
</tr>
</tbody>
</table>

* Serious injury rate per 100 road users involved

Table 6 shows medium SUVs have the highest total secondary safety with an average of 3.73 vehicle drivers or unprotected road users being killed or seriously injured for every 100 tow-away crashes. Similarly, the light car market group has the lowest total secondary safety with an average total secondary
safety index of 4.73.

5.3.4 Comparisons with the Benchmark Rating

As for the crashworthiness and aggressivity ratings, a rating presentation was used for the total secondary safety index which classifies vehicles according to where their rating lies in relation to a ‘best performance’ benchmark. The benchmark rating in this update was defined as the rating above which 8% of the rating point estimates were better (see Section 5.4). The point against which ratings for individual vehicles are compared is arbitrary, whether it is the average used in previous updates or the benchmark rating described above or some other point.

Classification categories are defined by distances away from this benchmark. For the total secondary safety index the five categories were defined as follows:

- Equal to the benchmark;
- Worse than the benchmark;
- At least 20% worse than the benchmark;
- At least 40% worse than the benchmark;
- At least 60% worse than the benchmark.

Again, this choice is arbitrary but should aim to spread the vehicles across the performance categories. Vehicles are classified into each category according to the band in which the lower confidence limit on the rating lies. Using only the lower confidence limit defines a true one-sided statistical test which is equal for each rating. Total Secondary Safety ratings by classification category are shown in Appendix 8.

5.3.5 Comparison of Crashworthiness, Aggressivity and the Total Secondary Safety Index

Figure 12 plots crashworthiness ratings against their total secondary safety index for each market group. The solid lines on the chart are the average value for each index. Figure 12 shows a strong relationship exists between crashworthiness and total secondary safety reflecting that crashworthiness is relevant to injury outcome in all types of crashes involving light vehicles, excluding those with unprotected road users.
In contrast, Figure 13 shows a much weaker relationship between aggressivity and total secondary safety reflecting that aggressivity is only relevant to injury outcome in crashes between two light vehicles and involving unprotected road users.
5.3.6 Comparison by Market Groups

Tables 4, 5 and 6 show that essentially the rank order of the market groups within the total secondary safety index are consistent with the rankings within the crashworthiness measure, but with a moderation effect on the total secondary safety index dependent on the aggressivity of the vehicle. In other words, vehicles with high aggressivity display a shift in ranking for total secondary safety towards higher or worse total secondary safety. For example, the commercial ute market group have shifted in their ranking from a 3 in the crashworthiness market group rankings to a ranking of 5 across the market groups for total secondary safety.

5.4 Crashworthiness by Year of Manufacture of the Australian Vehicle Fleet

5.4.1 Injury Risk

Injury risk was estimated from the data on drivers involved in tow-away crashes in New South Wales, South Australia, Western Australia and Queensland during 1987 to 2017. This data set is referred to as
the "involved drivers". Because of missing values of some of the factors to be included in the logistic regression, and the exclusion of pre-1964 vehicles and unknown years, analysis was performed on data relating to 4,138,507 involved drivers, 774,164 of whom were injured. The following non-vehicle factors and their interactions were statistically significantly associated with injury risk and were included in the logistic regression model.

<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interactions</th>
<th>Third order interactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Sex*Speedzone</td>
<td>Sex<em>Speedzone</em>Nveh</td>
<td>Age<em>Speedzone</em>Nveh*State</td>
</tr>
<tr>
<td>Nveh</td>
<td>Speedzone*Nveh</td>
<td>Age<em>Speedzone</em>Nveh</td>
<td>Age<em>Sex</em>Nveh*State</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Sex*Nveh</td>
<td>Age<em>Sex</em>Speedzone</td>
<td>Sex<em>Speedzone</em>Nveh*State</td>
</tr>
<tr>
<td>Age</td>
<td>Speedzone*Age</td>
<td>Age<em>Nveh</em>State</td>
<td>Age<em>Speedzone</em>Nveh*Year</td>
</tr>
<tr>
<td>State</td>
<td>Age*Sex</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year (of crash)</td>
<td>Sex*State</td>
<td>Speedzone<em>Nveh</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Nveh</td>
<td>Age<em>Speedzone</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nveh*State</td>
<td>Speedzone<em>Nveh</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Year</td>
<td>Age<em>Sex</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*State</td>
<td>Sex<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Year</td>
<td>Age<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*State</td>
<td>Age<em>Sex</em>Nveh</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Year</td>
<td>Age<em>Nveh</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*Year</td>
<td>Sex<em>Nveh</em>Year</td>
<td></td>
</tr>
</tbody>
</table>

The overall (average) injury risk for involved drivers in tow-away crashes in New South Wales, Western Australia and Queensland was 18.71%. Appendix 9 gives the estimates of injury risk derived by logistic regression for the individual years of manufacture. The variability in the injury risk estimates relative to the year of manufacture can be seen from the width of the corresponding 95% confidence intervals.

5.4.2 Injury Severity

The data on "injured drivers" covered drivers who were injured in crashes in Victoria or New South Wales during 1987-2017; South Australia during 1995-2017; Queensland during 1991-2017; and Western Australia during 1991-2017. Because of missing values of some of the associated crash factors and the exclusion of pre-1964 vehicles and unknown years, logistic regression was performed on data relating to 1,092,853 injured drivers, 268,125 of whom were severely injured (killed or admitted to hospital). The analysis identified a number of statistically significant non-vehicle factors and their interactions associated with injury severity. These were:
The overall (average) injury severity for injured drivers was 24.53%. Appendix 9 gives the estimates of injury severity derived by logistic regression for the individual years of manufacture. The variability in the estimates of injury severity relative to year of manufacture can be seen from the width of the corresponding 95% confidence intervals.

5.4.3 Crashworthiness by Year of Manufacture

The crashworthiness estimates for each year of manufacture were obtained by multiplying the individual injury risk and injury severity estimates. Because each of the two components has been adjusted for the confounding factors, the resultant crashworthiness estimate is also adjusted for the influence of them. Appendix 9 gives the crashworthiness estimates and the associated 95% confidence intervals for each of the 54 years of manufacture included in the analysis. Each estimate is expressed as a percentage, representing the number of drivers killed or admitted to hospital per 100 drivers involved in a tow-away crash. 95% confidence limits on the estimates are also given.

The crashworthiness estimates and their confidence limits are plotted for each year of manufacture in Figure 14. The relatively wide confidence intervals observed on the estimates of crashworthiness for years of manufacture 1964 to 1969 and 2017 are a reflection of the smaller numbers of crashes involving vehicles manufactured in these years appearing in the data. Introduction of key safety related ADRs as well as consumer information programs likely to have influenced levels of vehicle safety are also shown on Figure 14. Full details of these initiatives are given in Newstead et al (2006).
Figure 14: Crashworthiness by year of manufacture (with 95% confidence limits)

The injury risk component of the crashworthiness estimate, together with its 95% confidence limits, is plotted in Figure 15. In a similar way, the injury severity component is plotted in Figure 16.

Figure 15: Injury risk by year of manufacture (with 95% confidence limits)
5.5 Crashworthiness by Year of Manufacture and Market Group for the Australian Vehicle Fleet

Using the methods of Newstead and Cameron (2001), trends in vehicle crashworthiness by year of manufacture have been estimated separately for each of the ten defined vehicle market groups. Because vehicle model information was required to assign a market grouping, analysis of trends by year of manufacture within market group could only be carried out for vehicles manufactured from 1982 to 2017. In contrast to estimation of crashworthiness ratings by vehicle model, there was no minimum data requirement for a particular model to be included in the analysis. Hence all vehicle models for which a market group could be assigned were included. However, despite aggregation over vehicle models, it was not possible to estimate crashworthiness estimates for particular years of manufacture in certain market groups due to insufficient data quantities.

5.5.1 Injury Risk

Injury risk was estimated from the data on 2,716,105 drivers of 1982-2017 vehicles with identified model, market group and covariate details involved in tow-away crashes in New South Wales, South Australia, Western Australia and Queensland during 1987 to 2017. The following non-vehicle factors and their interactions were statistically significantly associated with injury risk and were included in the logistic regression model:
<table>
<thead>
<tr>
<th>Base effect terms</th>
<th>First order interactions</th>
<th>Second order interactions</th>
<th>Third order interactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Speedzone*Nveh</td>
<td>Age<em>Speedzone</em>Nveh</td>
<td>Sex<em>Speedzone</em>State*Nveh</td>
</tr>
<tr>
<td>Speedzone</td>
<td>Sex*Nveh</td>
<td>Sex<em>Speedzone</em>Nveh</td>
<td>Age<em>Speedzone</em>State*Nveh</td>
</tr>
<tr>
<td>Age</td>
<td>Sex*Age</td>
<td>Speedzone<em>Year</em>Nveh</td>
<td>Age<em>Sex</em>Nveh*State</td>
</tr>
<tr>
<td>Nveh</td>
<td>Age*Nveh</td>
<td>Speedzone<em>Nveh</em>State</td>
<td></td>
</tr>
<tr>
<td>State</td>
<td>Speedzone*Age</td>
<td>Speedzone<em>Nveh</em>State</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Sex*Year</td>
<td>Age<em>State</em>Nveh</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nveh*State</td>
<td>Age<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Year*Nveh</td>
<td>Sex<em>Speedzone</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*State</td>
<td>Age<em>Speedzone</em>Year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Age*Year</td>
<td>Sex<em>Year</em>Nveh</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*Year</td>
<td>Age<em>Sex</em>State</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speedzone*State</td>
<td>Age<em>Sex</em>Speedzone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*Speedzone</td>
<td>Age<em>Sex</em>Nveh</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sex*State</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 17 shows the estimates of injury risk by year of vehicle manufacture for each of the ten market groups considered. Estimates have been smoothed using a linear smoothing function over a window of three years (the central year and a year either side). Smoothing of the estimates was carried out to better identify the trends in the data. Smoothing in this way also compensates for known error in the recording of the year of vehicle manufacture, an error typically up to one year from the true date of manufacture.
Figure 17: *Estimated injury risk by year of vehicle manufacture and market group*

The data for computation of injury severity covered 664,132 drivers of 1982-2017 vehicles with identified model, market group and covariate details who were injured in crashes in Victoria or New South Wales during 1987-2017; South Australia during 1995-2017; or Queensland or Western Australia during 1991-2017. The following non-vehicle factors and their interactions were significantly associated with injury severity:

5.5.2 Injury Severity

The data for computation of injury severity covered 664,132 drivers of 1982-2017 vehicles with identified model, market group and covariate details who were injured in crashes in Victoria or New South Wales during 1987-2017; South Australia during 1995-2017; or Queensland or Western Australia during 1991-2017. The following non-vehicle factors and their interactions were significantly associated with injury severity:
Base effect terms | First order interactions | Second order interactions | Third order interactions
--- | --- | --- | ---
Sex | Sex*State | Speedzone*Nveh*State | Speedzone*State*Year*Nveh
Speedzone | Speedzone*Nveh | Speedzone*State*Year | 
Age | Age*Sex | Age*State*Nveh | 
Nveh | Nveh*State | Age*State*Year | 
State | Speedzone*Age | State*Year*Nveh | 
Year | Age*State | Speedzone*Year*Nveh | 
 | Age*Nveh | Sex*State*Nveh | 
 | State*Year | Age*Sex*State | 
 | Speedzone*Year | Age *Sex*Nveh | 
 | Age*Year | Age *Sex*Year | 
 | Year*Nveh | Sex*State*Year | 
 | Speedzone*State | Age*Speedzone*State | 
 | Sex*Year | Sex*Nveh | 

Figure 18 shows the estimates of injury severity by year of vehicle manufacture for each of the ten market groups considered. Estimates have again been smoothed to better identify the trends in the data.

**Figure 18:** *Estimated injury severity by year of vehicle manufacture and market group*
5.5.3 Crashworthiness by Year of Manufacture and Market Group

The crashworthiness estimates for each year of manufacture were obtained by multiplying the individual injury risk and injury severity estimates. Appendix 10 gives the crashworthiness estimates and the associated 95% confidence intervals for each of the years of manufacture from 1982 to 2017 by each of the ten vehicle market groups considered. Each estimate is expressed as a percentage, representing the number of drivers killed or admitted to hospital per 100 drivers involved in a tow-away crash. The crashworthiness estimates are plotted for each year of manufacture and vehicle market group in Figure 19. Again, the values in Figure 19 have been smoothed for reasons given above.

Figure 19: Estimated crashworthiness by year of vehicle manufacture and market group

Figure 19 clearly shows differential performance in crashworthiness between vehicle market groups, reflecting the same differences seen in average crashworthiness by market groups found in the make
and model specific ratings presented above (see Appendix 4). It is, however, difficult from Figure 19 to gauge differential improvements in crashworthiness over time. This is due to the complexity of the figure with ten market groups as well as the relatively high variance in some of the year to year estimates despite smoothing. To try and better measure differential time based safety improvements by market group, Figure 20 presents average crashworthiness by five year time blocks of manufacture for the periods 1982-1986, 1987-1991, 1992-1996, 1997-2001, 2002-2006 and 2007-2011 and by a six year time block of manufacture for the 2012-2017 period. In addition, estimates have been scaled to be relative to the first time block (1982-1986) for each market group. Whilst Figure 20 no longer reflects average differences in crashworthiness between market groups, it more clearly demonstrates differential performance between market groups in improving crashworthiness over time.

**Figure 20:** Average crashworthiness by year of manufacture and market group by year range relative to the 1982-1986 average

Figure 20 shows that certain vehicle market groups have experienced greater relative improvements in crashworthiness over the study period than others. The small and large SUV market groups have shown the greatest improvement in crashworthiness over the study period of between 73 and 74 percent. The large car, commercial utes and people mover market groups had the next greatest improvement in crashworthiness of between 65 and 66 percent over the study period. The small car, medium car, medium SUV and commercial vans market groups had the next greatest improvement in crashworthiness of between 57 and 62 percent, while the light car market group has shown the most modest gain over the study period of 50 percent.

**5.6 Vehicle Primary Safety Ratings**

Data as described in Section 2.8, Table 2 was analysed to estimate the primary safety ratings for all the make/model combinations for which crashworthiness estimates were published in 2019. This involved
580,000 crashes occurring during 117 million licensed vehicle-years for Australian states New South Wales and Victoria over the period 2007-2017, Western Australia over the period 2014-2017 and New Zealand over the period 2010-2017. Only vehicles manufactured in 1996 or later were rated. Estimates within each market group were generated relative to the average rating for that market group.Seven models were fitted, one for each market group (or combined market group in the case of commercial vehicles and sports utility vehicles). As such the primary safety indices were the resultant estimates within each market group relative to the average rating for that market group.

Primary safety ratings were estimated for 663 different makes and models of vehicles. Of these 307 were deemed to meet minimum accuracy criteria being:

- A 90% statistical confidence limit width of no more than 0.4;
- A coefficient of variation no larger than 1.0.

### 5.6.1 Comparisons with the Benchmark Rating

As for the crashworthiness and aggressivity ratings and total secondary safety index, a rating presentation was used for the primary safety which classifies vehicles into a performance band according to where their rating lies in relation to a ‘best performance’ benchmark. In the most recent update of Newstead et al (2017a), the benchmark rating was defined as the average (1.00). In this update the benchmark rating was .69.

Classification categories are defined where the rating and its 90% confidence limits lies in relation to this benchmark. For the primary safety index in the most recent update of Newstead et al (2017a) three categories were defined as follows:

- Better than the average (upper 90% confidence limit less than 1);
- Equal to the average (upper 90% confidence limit overlaps 1);
- Worse than the average (upper 90% confidence limit greater than 1).

In the current update, five categories were defined as follows:

- Equal to the benchmark;
- Worse than the benchmark;
- At least 25% worse than the benchmark;
- At least 50% worse than the benchmark;
- At least 75% worse than the benchmark.

The primary safety ratings with 90% confidence intervals are presented in Appendix 7. Vehicles are clas sed in the final column into five categories as described above. Vehicles were not given a rating if there was a poor level of statistical confidence in the rating and this is provided in the column headed “Passes accuracy criteria”. 
Note that the primary safety rating indicates a crash involvement rate relative to the average for the market group of the vehicle. However, due to statistical variation in the values of the primary safety rating, it is the last column that should be used to compare vehicles.

### 5.7 Presentation of Total Secondary Safety Index, Crashworthiness, Aggressivity and Primary Safety Ratings for Consumer Information

Discussion in the previous work of Cameron et al (1998) noted the need for simplicity of presentation and interpretation in providing consumer safety advice through employing methods that summarised the complex statistical information contained in the ratings into an easily understood summary. From the ratings of Newstead et al (2000), a method of presentation of the estimated crashworthiness ratings for Australian vehicles was devised that is similar in philosophy to the presentation method devised by Folksam Insurance for presentation of Swedish ratings. The method took into account both the rating point estimate and confidence limits, but removed the emphasis from the point estimate. The same method of presentation was also used for the aggressivity and total secondary safety ratings.

As a first step in providing clear consumer information, the ratings presented have been filtered to ensure a minimum level of statistical accuracy and hence a high degree of confidence in the information presented. For the update of Newstead et al (2010a, b) the total secondary safety, crashworthiness and aggressivity ratings presented for consumer information the presentation criteria were tightened further to ensure even greater accuracy. Ratings presented in the consumer information derived in this report excluded those models where:

- the vehicle was manufactured prior to 1996 (compliance with the frontal impact standard ADR69 was mandated for most cars sold from 1996) for the brochure presentation – web based presentation included all vehicles rated and manufactured from 1982 onwards; or

- the width of the 90% two-sided confidence interval was greater than 2.00%; or

- the ratio of the confidence interval width to the rating score (coefficient of variation) exceeded 1.6.

The presentation criteria used for the 2010, 2011 and 2012 updates were used for the updates of Newstead et al (2013a, b) and the most recent update of Newstead et al (2016a, b). For the updates of Newstead et al (2014a, b), Newstead et al (2015a, b), Newstead et al (2016a, b) and Newstead et al (2017a, b), the criteria related to the width of the 90% two-sided confidence interval was slightly modified to exclude those models where:

- the width of the 90% two-sided confidence interval was greater than 2.05%.

For the current update the criteria related to the year of manufacture was modified to exclude those models where:

- the vehicle was manufactured prior to 1998 for the brochure presentation.
For the update of Newstead et al (2009a, b), a new rating presentation classified vehicles according to where their rating lay in relation to a ‘best performance’ benchmark. The benchmark was set by choosing a percentile of the best (lowest) rating vehicles in the sample. The choice of percentile is arbitrary but should ideally be less than 15% - i.e. 15% of vehicles have a point estimate rating better than that value. The benchmark rating used in deriving the consumer presentation for the updates of Newstead et al (2013a, b) and Newstead et al (2014a, b) was defined as the value below which 11% of the rated vehicles’ rating point estimates lay (noting that a numerical lower rating indicates better safety performance). For the update of Newstead et al (2015a, b) it was defined as the value below which 10% of the rated vehicles’ rating point estimates lay for the crashworthiness ratings and total secondary safety index, and was defined as the value below which 5% of the rated vehicles’ rating point estimates lay for the aggressivity ratings (again noting that a numerical lower rating indicates better safety performance). For the update of Newstead et al (2016a, b) it was defined as the value below which 8% of the rated vehicles’ rating point estimates lay for the crashworthiness ratings, and was defined as the value below which 5% of the rated vehicles’ rating point estimates lay for both the aggressivity ratings and total secondary safety index. For the update of Newstead et al (2017a, b) it was defined as the value below which 7% of the rated vehicles’ rating point estimates lay for the crashworthiness ratings and was defined as the value below which 8% of the rated vehicles’ rating point estimates lay for both the aggressivity ratings and total secondary safety index. For the most recent update of Newstead et al (2018a, b) and the current update it was defined as the value below which 8% of the rated vehicles’ rating point estimates lay for the crashworthiness and aggressivity ratings and total secondary safety index. Classification categories were then defined by distance bands in which the lower confidence limit on each individual vehicle rating lie away from this benchmark. For both the crashworthiness and aggressivity ratings in the update of Newstead et al (2011a, b), for all of the ratings in the update of Newstead et al (2012a, b) and for the crashworthiness ratings in the updates of Newstead et al (2013a, b), Newstead et al (2014a, b), Newstead et al (2015a, b), Newstead et al (2016a, b), Newstead et al (2017a, b), Newstead et al (2018a, b) and for the current update, the five categories were defined as follows:

- Equal to the benchmark;
- Worse than the benchmark;
- At least 30% worse than the benchmark;
- At least 60% worse than the benchmark;
- At least 90% worse than the benchmark.

The separation gradients between categories are arbitrary but aimed to spread the vehicles relatively equally across the performance categories. Vehicles are classified into each category according to the band in which the lower confidence limit on the rating lies. Using only the lower confidence limit defines a true one-sided statistical test which is applied equally for each vehicle’s rating.

The five categories used in the update of Newstead et al (2011a, b) for the total secondary safety ratings and also used for both the aggressivity ratings and total secondary safety ratings in the updates of Newstead et al (2013a, b), Newstead et al (2014a, b) and for the total secondary safety ratings in the updates of Newstead et al (2015a, b) and Newstead et al (2016a, b) and for both the aggressivity ratings and total secondary safety ratings in the updates of Newstead et al (2017a, b), Newstead et al (2018a, b) and the current update, were defined as follows:

- Equal to the benchmark;
- Worse than the benchmark;
- At least 20% worse than the benchmark;
- At least 40% worse than the benchmark;
- At least 60% worse than the benchmark.

The five categories used for the aggressivity ratings in the update of Newstead et al (2015a, b) and for both the crashworthiness and aggressivity ratings in the update of Newstead et al (2016a, b), were defined as follows:

- Equal to the benchmark;
- Worse than the benchmark;
- At least 25% worse than the benchmark;
- At least 50% worse than the benchmark;
- At least 75% worse than the benchmark.

Presentation of the estimated crashworthiness ratings in this way is shown in Appendix 8. The benchmark crashworthiness rating above which 8% of the crashworthiness rating estimates were better is 2.14%. Colour coding of the categories has been used with green depicting that the rating is equivalent to the benchmark, blue depicting that the rating is worse than the benchmark through yellow and orange to red depicting at least 30%, 60% and 90% worse than the benchmark respectively.

This presentation style has the advantage that it combines information about both the rating point estimate and confidence limit to classify the safety performance of the vehicle. Like the previous presentation format, this method of presentation takes the potential emphasis of the consumer off comparison of only the point estimate ratings, an emphasis that can be potentially misleading from the point of view of statistical confidence. Rather, the presentation method categorises vehicles according to the statistical significance of the difference of their estimated safety rating from defined points. Colour coding of the categories would typically be used with green depicting the safest category through blue, yellow and orange to red depicting the least safe category. 90% two-sided confidence limits have been used to categorise the crashworthiness ratings in Appendix 8. These are equivalent to a 95% one-sided confidence limit for the directional hypothesis testing how much greater than a defined point the ratings is, as employed in the new rating presentation.

In previous updates of the rating, an additional column in the table in Appendix 8 has defined “best pick” vehicles by market group based on various criteria. In the ratings of Newstead et al (2016a), the “best pick” vehicles were defined as having crashworthiness and total secondary safety in the best rating category, aggressivity not in the two worst categories and the vehicle model being available with ESC. With the inclusion of the primary safety index in the update of Newstead et al (2017a) the requirement for ESC fitment was dropped as its impact was considered to be represented as part of the primary safety index. In the update of Newstead et al (2017a) the best pick vehicles, which were labelled “safer pick”, were defined as previously except the requirement for ESC was dropped and replaced with the requirement for having average or better primary safety. In the most recent update of Newstead et al (2018a) and the current update, the “safer pick” vehicles were defined as having crashworthiness in the best rating category and total safety, aggressivity and primary safety not worse than average and the vehicle model being available with ESC and a reversing technology (reversing sensors and / or camera). For the current update ratings will be excluded from publication if:
The vehicle is still available new and has an ANCAP rating;
The UCSR year range must overlap with the year range for which the ANCAP rating is applicable;
The date stamp on the ANCAP rating must not be more than six years old (i.e. from 2012 onwards only).
6. CONCLUSIONS

Crashworthiness ratings estimate the risk of a driver being killed or seriously injured when involved in a tow-away crash, to a degree of accuracy represented by the confidence limits of the rating in each case. Additional crash data has enabled the crashworthiness ratings to be obtained for a larger range of car models than in previous studies with the ratings now covering 712 different models of passenger cars, four-wheel drive vehicles, passenger vans and light commercial vehicles manufactured from 1982-2017 classified into one of ten market groups. The new data set has been able to produce more up-to-date and reliable estimates of the crashworthiness of individual car models than those published previously.

Vehicle aggressivity ratings were also updated. The aggressivity measure considers the injury outcome to both drivers of other vehicles and unprotected road users including pedestrians, bicyclists and motorcyclists. The aggressivity rating measures the risk of death or serious injury a vehicle poses to drivers of other cars or unprotected road users with which it impacts in a crash. The mix of other drivers and unprotected road users on which the rating for each vehicle was based was standardised along with various other non-vehicle related factors using logistic regression techniques. The aggressivity measure was calculated for 614 models of Australian and New Zealand passenger vehicles (passenger cars, four-wheel drive vehicles, passenger vans and light commercial vehicles) manufactured between the years 1982-2017. The degree of accuracy of the aggressivity ratings is represented by the confidence limits of the rating in each case. Estimated vehicle aggressivity towards drivers of other vehicles or unprotected road users was found to have little or no relationship with ratings of vehicle crashworthiness, demonstrating the independence of the two complementary measures. For this update, 611 or 86% of the vehicle models rated for crashworthiness were also able to be rated for aggressivity.

The total secondary safety index summarises the combined crashworthiness and aggressivity of a vehicle in a way that best reflects the relative importance of each component in real-world crash circumstances. Applied to the available Police-reported crash data it was possible to estimate statistically reliable ratings for 774 distinct makes and models of vehicles. Comparison of the total secondary safety index with the crashworthiness and aggressivity estimates shows the total vehicle secondary safety index is much more strongly associated with the crashworthiness measure than the aggressivity measure. This is as expected given that a vehicle’s crashworthiness performance is relevant in a wider range of crash types than its aggressivity.

This update of the vehicle safety ratings includes a calculation of the vehicle primary safety index. Primary safety ratings capture aspects of safety concerned with crash avoidance capacity of the vehicle such as braking, handling, visibility and the fitment of driver assistance technologies including as ESC and Autonomous Emergency Braking (AEB). The addition of the primary safety index means that both important dimensions of vehicle safety performance, being crash avoidance and injury mitigation in a crash, are captured by the ratings suite. Vehicle primary safety ratings were estimated for 663 makes and models of vehicle of which 307 met a minimum criteria for accuracy based on statistical confidence limit width.

For vehicle regulators and safety advocates, the total secondary safety index possibly represents the most relevant measure of vehicle secondary safety performance as it encapsulates the total performance of the vehicle in preventing serious injury outcomes for all road users. However, the crashworthiness and aggressivity components are still important separately to identify those characteristics of a vehicle leading to good performance in each dimension. Consumers are likely to be most interested in the crashworthiness of a vehicle as it has the most direct relevance for them. However, introducing a new presentation style identifying “best pick” vehicles, including those with that have excellent
crashworthiness as well as average or better total safety, aggressivity and primary safety will help to continue to focus consumers on the need for the vehicles they choose to protect other road users with which they collide and have technologies or design features, such as ESC, that reduce crash risk.

The crashworthiness of passenger vehicles in the Australian vehicle fleet (cars, station wagons, four-wheel drives, vans and taxis), has been estimated by year of vehicle manufacture for the years 1964 to 2017. It shows patterns of improvements in crashworthiness with the greatest gains over the years 1970 to 1979 during which time a number of new ADRs aimed at occupant protection took effect. Further significant gains in crashworthiness have also been observed over the years 1986 to 2008, with notable steady gains from 1986 to 1995 and since 1997. For vehicles manufactured from 2008 through to 2017, the crashworthiness estimates remain relatively static. Trends in crashworthiness by year of vehicle manufacture from 1982 to 2017 for each of the ten vehicle market groups were also estimated showing differential improvement in crashworthiness by market group by year of manufacture.
7. **ASSUMPTIONS AND QUALIFICATIONS**

The results and conclusions presented in this report are based on a number of assumptions and warrant a number of qualifications that the reader should note. These are listed in the following sections.

7.1 **Assumptions**

It has been assumed that:

- TAC claims records and, Victorian, New South Wales, South Australian, Western Australian, Queensland and New Zealand Police crash reports recorded driver injury, hospitalisation and death with the same degree of accuracy for each vehicle make and model.

- There was no bias in the merging of TAC claims and Victorian Police crash reports related to the model of car and factors affecting the severity of the crash.

- Crashed vehicle registration numbers were recorded accurately on Police crash reports and that they correctly identified the crashed vehicles in the Victorian, New South Wales, South Australian, Queensland, Western Australian and New Zealand vehicle registers.

- The adjustments for driver sex, age, speed zone, the number of vehicles involved and the state and year in which the crash occurred removed the influences of the other main factors available in the data that affected crash severity and injury susceptibility.

- The form of the logistic models used to relate injury risk and injury severity with the available factors influencing these outcomes (including the car model, market group or year of manufacture) was correct.

- Information contained in the Police crash records allowed accurate matching of both vehicles involved in crashes between two passenger cars and vehicles impacting unprotected road users for the purpose of calculating aggressivity and total secondary safety ratings.

7.2 **Qualifications**

The results and conclusions warrant at least the following qualifications:

- Only driver crash involvements and injuries have been considered. Passengers occupying the same model cars may have had different injury outcomes. In 95% of crashes, the driver of the vehicle is the most seriously injured occupant hence justifying the focus on driver protection.

- Some models with the same name through the 1982-2017 years of manufacture may have varied substantially in their construction, specification and mass. Although there should be few such
models in these updated results, the rating score calculated for these models represent an average across the variants aggregated. There may be significant variation in secondary safety performance across the aggregated models.

- Other factors not collected in the data (e.g. crash impact severity) may differ between the models and may affect the results. However, earlier analysis has suggested that the different rating scores are predominantly due to vehicle factors alone (Cameron et al 1992b).
REFERENCES


Research Centre, Melbourne, Australia.


Road Safety Council of Western Australia. (2001) Reported road crashes in Western Australia, 2000, Road Safety Council of Western Australia, Office of Road Safety, Perth, Australia.


APPENDIX 1

MAKES AND MODELS OF CARS INVOLVED IN
VICTORIAN AND NSW CRASHES DURING 1987-2017,
SOUTH AUSTRALIA CRASHES DURING 1995-2017,
QUEENSLAND DURING 1991-2017
AND
WESTERN AUSTRALIA AND NEW ZEALAND CRASHES
DURING 1991-2017
### FREQUENCY FOR EACH MODEL FOR ALL TYPES OF CRASHES (NSW/VIC/SA/QLD/WA/NZ)

Note: Only those models with a Market Group displayed were used in the crashworthiness analysis

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<th>MODEL CODE</th>
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<th>No. of uninsured drivers in NSW (87-2017) and QLD/Victoria/SA/WA/NZ (91-2017) and WA (91-2017) and SA (95-2017)</th>
<th>No. of involved drivers in NSW (87-2017) and QLD/Victoria/SA/WA/NZ (91-2017) and WA (91-2017) and SA (95-2017)</th>
<th>No. of severely injured drivers in NSW and QLD/Victoria (87-2017) and WA (91-2017) and SA (95-2017)</th>
<th>No. of severely injured drivers in NSW and QLD/Victoria (87-2017) and WA (91-2017) and SA (95-2017) and WA and NZ (91-2017) and SA (95-2017)</th>
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LOGISTIC REGRESSION ESTIMATES OF CRASHWORTHINESS INJURY RISK BY MODEL AND MARKET GROUP
### CRASHWORTHINESS INJURY RISK RATINGS


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**Large Sports Utility Vehicles**

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LOGISTIC REGRESSION ESTIMATES OF
CRASHWORTHINESS INJURY SEVERITY BY MODEL AND MARKET
GROUP
CRASHWORTHINESS INJURY SEVERITY RATINGS


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<th>Make Model of Car</th>
<th>Years of Manufacture</th>
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**Large Sports Utility Vehicles**

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CRASHWORTHINESS RATINGS OF 1982-2017 MODELS OF CARS INVOLVED IN CRASHES DURING 1987-2017 with

(1) 95% CONFIDENCE LIMITS
(2) 90% CONFIDENCE LIMITS
## Crashworthiness Ratings

### (With 95% Confidence Limits)


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<p>| Commercial - Vans          |                     | 4.33                | 4.15                                          | 4.51                       | 0.35                        |
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| Citroen                    | Berlingo            | 99-08                | 9.32                                          | 6.68                       | 13.01                       | 6.34                        |
| Daihatsu                   | Handivan            | 82-90                | 12.38                                         | 10.27                      | 14.93                       | 4.66                        |
| Daihatsu                   | Hi-Jet              | 82-90                | 17.10                                         | 12.15                      | 24.08                       | 11.93                       |
| Daihatsu                   | Handivan/Cuore      | 99-03                | 9.11                                          | 6.94                       | 11.96                       | 5.02                        |
| Fiat                       | Ducato              | 02-07                | 1.79                                          | 0.95                       | 3.35                        | 2.40                        |
| Ford                       | Falcon Panel Van    | 82-95                | 5.27                                          | 4.46                       | 6.22                        | 1.76                        |
| Ford                       | Falcon Panel Van    | 96-99                | 4.15                                          | 2.64                       | 6.51                        | 3.87                        |
| Ford                       | Transit             | 95-00                | 4.17                                          | 3.26                       | 5.33                        | 2.07                        |
| Ford                       | Transit             | 01-07                | 2.82                                          | 2.19                       | 3.64                        | 1.45                        |
| Ford                       | Transit             | 07-13                | 2.32                                          | 1.13                       | 4.76                        | 3.63                        |
| Holden                     | Shuttle / WFR Van   | 82-87                | 9.75                                          | 7.03                       | 13.50                       | 6.47                        |
| Honda                      | Acty                | 83-86                | 5.36                                          | 3.31                       | 8.68                        | 5.37                        |
| Hyundai                    | iLoad               | 08-17                | 1.78                                          | 1.29                       | 2.44                        | 1.15                        |
| Kia                        | Pregio              | 02-06                | 5.01                                          | 3.94                       | 6.38                        | 2.44                        |
| Mercedes Benz              | Sprinter            | 98-06                | 2.67                                          | 1.96                       | 3.85                        | 1.69                        |
| Mercedes Benz              | Sprinter            | 06-17                | 3.53                                          | 2.48                       | 5.04                        | 2.56                        |
| Mercedes Benz              | MB100/MB140         | 99-04                | 3.87                                          | 2.66                       | 5.63                        | 2.97                        |
| Mercedes Benz              | Vito                | 99-04                | 3.51                                          | 2.46                       | 5.00                        | 2.54                        |
| Mercedes Benz              | Vito/Viano/Valente  | 04-15                | 2.54                                          | 1.76                       | 3.66                        | 1.90                        |
| Mitsubishi                 | Express             | 94-13                | 4.17                                          | 3.45                       | 5.06                        | 1.61                        |
| Renault                    | Trafic              | 04-15                | 3.60                                          | 1.84                       | 7.03                        | 5.19                        |
| Renault                    | Master              | 04-10                | 4.19                                          | 2.29                       | 7.66                        | 5.37                        |
| Renault                    | Kangoo              | 04-11                | 8.50                                          | 3.79                       | 11.14                       | 7.35                        |
| Holden / Suzuki            | Scurry/Carry        | 82-00                | 13.50                                         | 10.62                      | 17.17                       | 6.55                        |
| Suzuki                     | Carry               | 99-05                | 4.14                                          | 2.04                       | 8.43                        | 6.39                        |
| Suzuki                     | APV                 | 05-17                | 2.74                                          | 1.56                       | 4.82                        | 3.25                        |
| Toyota                     | Hiace/Liteace       | 82-86                | 8.39                                          | 7.53                       | 9.34                        | 1.81                        |
| Toyota                     | Hiace/Liteace       | 87-89                | 7.10                                          | 6.18                       | 8.16                        | 1.98                        |
| Toyota                     | Hiace/Liteace       | 90-95                | 6.96                                          | 5.75                       | 7.03                        | 1.28                        |
| Toyota                     | Hiace/Liteace       | 96-04                | 4.71                                          | 4.31                       | 5.15                        | 0.84                        |
| Toyota                     | Hiace               | 05-17                | 3.38                                          | 3.03                       | 3.78                        | 0.75                        |
| Volkswagen                 | Caravelle/Transporter | 88-94          | 6.23                                          | 4.04                       | 9.60                        | 5.57                        |</p>
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<th>Years of Manufacture</th>
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**Medium Cars**

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## CRASHWORTHINESS RATINGS
(WITH 90% CONFIDENCE LIMITS)


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**Commercial - Utes**

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**Medium Cars**

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AGGRESSIVITY INJURY RISK
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| Alfa Romeo   | GTV/Spider                  | 98-11                | 23.92          | 12.67                       | 40.52                      | 27.85                       |
| Audi         | A4                          | 95-01                | 20.77          | 16.49                       | 25.81                      | 9.32                        |</p>
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AGGRESSIVITY RATINGS
(WITH 95% CONFIDENCE LIMITS)


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## AGGRESSIVITY RATINGS
(WITH 90% CONFIDENCE LIMITS)


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<th>Model of Car</th>
<th>Years of Manufacture</th>
<th>Serious injury rate per 100 drivers involved</th>
<th>Lower 90% Confidence Limit</th>
<th>Upper 90% Confidence Limit</th>
<th>Width of Confidence Interval</th>
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<td>Feroza/Rocky</td>
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<td>Cruze</td>
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<td>87-91</td>
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<td>10.41%</td>
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<tr>
<td>Nissan</td>
<td>Gazelle/Silvia</td>
<td>84-86</td>
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<td>3.29%</td>
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<tr>
<td>Holden/Nissan</td>
<td>Astra/Pulsar/Langley</td>
<td>84-86</td>
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<td>4.50%</td>
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<tr>
<td>Holden/Nissan</td>
<td>Astra/Pulsar/Vector/Sentra</td>
<td>88-90</td>
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<td>3.69%</td>
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</tr>
<tr>
<td>Nissan</td>
<td>Pulsar/Vector/Sentra</td>
<td>92-95</td>
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</tr>
<tr>
<td>Nissan</td>
<td>Pulsar/Vector/Sentra</td>
<td>96-99</td>
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<tr>
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<td>Pulsar/Bluebird Sylphy</td>
<td>00-05</td>
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<td>2.86%</td>
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<td>NX/NX-R</td>
<td>91-96</td>
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<td>5.01%</td>
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<td>3.09%</td>
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<td>Peugeot</td>
<td>306</td>
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<td>Peugeot</td>
<td>307</td>
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<tr>
<td>Peugeot</td>
<td>308</td>
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<tr>
<td>Proton</td>
<td>Wira</td>
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<tr>
<td>Proton</td>
<td>Gen 2</td>
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<tr>
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<td>19</td>
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<tr>
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<td>Megane II</td>
<td>03-10</td>
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<tr>
<td>Rover</td>
<td>Quintet</td>
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<td>3.54%</td>
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<tr>
<td>MG</td>
<td>MGF/MG</td>
<td>99-05</td>
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<tr>
<td>Subaru</td>
<td>1800/Leone/Omega/4WD Wagon</td>
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<td>Subaru</td>
<td>Impreza</td>
<td>93-00</td>
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<tr>
<td>Subaru</td>
<td>Impreza</td>
<td>01-07</td>
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<td>Subaru</td>
<td>Impreza</td>
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<td>Subaru</td>
<td>Impreza/XV</td>
<td>12-16</td>
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<td>3.60%</td>
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<tr>
<td>Subaru / Toyota</td>
<td>BRZ/86</td>
<td>12-17</td>
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<td>2.32%</td>
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<tr>
<td>Suzuki</td>
<td>Baleno/Cultus Crescent</td>
<td>95-02</td>
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<tr>
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<tr>
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<tr>
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<td>Serious injury rate per 100 drivers involved %</td>
<td>Lower 90% Confidence Limit</td>
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<td>Width of Confidence Interval</td>
</tr>
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<td>Serious injury rate per 100 drivers involved</td>
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APPENDIX 6

TOTAL SECONDARY SAFETY INDEX OF 1982-2017 MODELS OF CARS INVOLVED IN CRASHES DURING 1987-2017 with 90% CONFIDENCE LIMITS
## TOTAL SECONDARY SAFETY INDEX

(WITH 90% CONFIDENCE LIMITS)


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APPENDIX 7

PRIMARY SAFETY RATINGS OF
1996-2017 MODELS OF CARS INVOLVED IN
CRASHES DURING 2008-2017 FOR VICTORIA AND NEW SOUTH WALES, DURING 2011-
2017 FOR NEW ZEALAND AND DURING 2014-2017 FOR WESTERN AUSTRALIA

with

90% CONFIDENCE LIMITS
## Primary Safety Ratings

**(With 90% Confidence Limits)**

Victoria and New South Wales Data (2007-2017)
and New Zealand Data (2010-2017)

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**MEDIUM SPORTS UTILITY VEHICLES**

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**COMMERCIAL - UTES**

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**COMMERCIAL - VANS**

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PRESENTATION OF USED CAR SAFETY RATINGS FOR CONSUMER INFORMATION
# Used Car Safety Ratings Presentation


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| Audi       | A4/S4/RS4/AllRoad | 08-15            | 2.74 | 2.10 | 3.58 | 1.48 | 0.54 |                |              |                        |                        | ***** | Safer Pick
<p>| BMW        | 3 Series  | 92-98                | 4.54 | 4.17 | 4.95 | 0.78 | 0.17 |                |              |                        |                        | * |    |    |    |    |
| BMW        | 3 Series  | 99-06                | 3.80 | 3.46 | 4.18 | 0.72 | 0.19 |                |              |                        |                        | ** |    |    |    |    |
| BMW        | 3 Series  | 05-13                | 3.10 | 2.67 | 3.60 | 0.93 | 0.30 |                |              |                        |                        | **** |    |    |    |    |
| BMW        | 3 Series  | 12-17                | 3.46 | 2.76 | 4.34 | 1.58 | 0.46 |                |              |                        |                        | **** |    |    |    |    |
| Ford       | Mondeo    | 95-01                | 4.13 | 3.63 | 4.70 | 1.07 | 0.26 |                |              |                        |                        | ** |    |    |    |    |
| Ford       | Mondeo    | 07-15                | 2.46 | 2.00 | 3.04 | 1.04 | 0.42 |                |              |                        |                        | ***** |    |    |    |    |</p>
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Number of vehicles rated | 69 | 57 | 52 | 56 | 66 | 22
CRASHWORTHINESS, INJURY RISK AND INJURY SEVERITY ESTIMATES BY YEAR OF VEHICLE MANUFACTURE FOR THE AUSTRALIAN VEHICLE FLEET
## INJURY RISK BY YEAR OF VEHICLE MANUFACTURE

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## INJURY SEVERITY BY YEAR OF VEHICLE MANUFACTURE

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<th>Coefficient of Car Injury Severity by Year of Vehicle Manufacture</th>
<th>Pr(Severity)</th>
<th>Lower 95% Confidence Limit</th>
<th>Upper 95% Confidence Limit</th>
<th>Width of Confidence Interval</th>
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CRASHWORTHINESS BY YEAR OF VEHICLE MANUFACTURE
Year of Manufacture

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1966
1967
1968
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017

Pr(Risk)
%

Pr(Severity)
%

18.71
26.80
28.29
25.74
26.91
26.26
26.29
26.03
25.09
25.51
26.07
25.11
23.52
23.36
22.66
22.17
21.07
21.77
21.57
21.42
21.62
20.65
20.79
19.78
19.41
19.06
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12.84
13.03
13.52
13.72
13.55

24.53
31.45
27.28
29.04
29.54
28.37
33.74
30.88
30.33
30.50
30.97
28.74
29.88
28.10
28.38
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28.04
27.21
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27.09
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26.84
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23.98
23.10
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20.84
20.95
20.61
19.82
19.70
19.27
18.88
18.76
18.24
18.30
18.16
18.83
17.68
17.93
15.67

Serious injury Overall
rate per 100 rank order
drivers
involved
4.59
8.43
53
7.72
48
7.47
46
7.95
50
7.45
45
8.87
54
8.04
51
7.61
47
7.78
49
8.07
52
7.22
44
7.03
43
6.56
42
6.43
41
6.14
40
5.91
36
5.92
38
5.91
37
5.98
39
5.80
35
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34
5.59
33
5.32
32
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31
5.11
30
4.87
29
4.81
27
4.84
28
4.64
26
4.57
25
4.49
24
4.24
22
4.33
23
4.18
21
3.95
20
3.80
19
3.62
18
3.38
17
3.35
16
3.13
15
3.05
14
2.98
13
2.77
12
2.68
11
2.57
10
2.50
9
2.46
7
2.43
5
2.30
2
2.33
3
2.45
6
2.39
4
2.46
8
2.12
1

Lower 95%
Confidence
Limit

Upper 95%
Confidence
Limit

Width of
Confidence
Interval

7.38
6.63
6.57
7.16
6.77
8.21
7.55
7.19
7.37
7.69
6.92
6.75
6.32
6.18
5.93
5.72
5.74
5.74
5.82
5.63
5.45
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5.18
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1.76

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2.69
2.57

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0.16
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0.17
0.19
0.18
0.21
0.20
0.23
0.28
0.33
0.45
0.81


CRASHWORTHINESS, INJURY RISK AND INJURY SEVERITY ESTIMATES BY YEAR OF VEHICLE MANUFACTURE AND MARKET GROUP FOR THE AUSTRALIAN VEHICLE FLEET
## CRASHWORTHINESS BY YEAR OF VEHICLE MANUFACTURE AND MARKET GROUP

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<th>Year of Manufacture</th>
<th>Pr(Risk) %</th>
<th>Pr(Severity) %</th>
<th>Serious injury rate per 100 drivers involved %</th>
<th>Lower 95% Confidence Limit</th>
<th>Upper 95% Confidence Limit</th>
<th>Width of Confidence Interval</th>
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**Large Cars**

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