

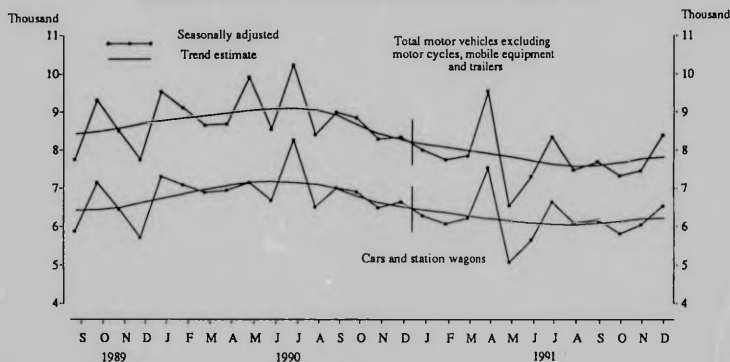
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MOTOR VEHICLE REGISTRATIONS, QUEENSLAND, DECEMBER 1991

MAIN FEATURES

- In seasonally adjusted terms there were 8,394 new motor vehicles (excluding motor cycles, mobile equipment and trailers) registered in December 1991. This was 12.5 per cent higher than the figure for the previous month.
- New registrations for the calendar year 1991 (93,305) were 12.5 per cent lower than those for the calendar year 1990 (106,623). Toyota leads the market with an increased share of 23.5 per cent. Mitsubishi increased its share to 11.7 per cent whereas Nissan decreased its share to 9.0 per cent.

DIAGRAM 1 - REGISTRATIONS OF NEW MOTOR VEHICLES, QUEENSLAND



NOTES

This publication contains data, from January 1991 onwards, based on the system of Vehicle Identification Numbers (VIN). The system allows more accurate identification and classification of newly registered vehicles and as a result there have been changes in the levels of the new vehicle registrations series. Detailed statistics from January to July 1991 are available on the old basis on request.

New motor vehicle registration statistics generally relate to the number of registrations processed by the motor vehicle registration authority in Queensland during the period. Due to delays in processing registrations and changes in the rate of processing, readers are advised to use caution in analysing the monthly original and seasonally adjusted series.

Readers are advised that the trend estimates for the most recent months are revised when data for future months are available. Explanatory Notes are located on page 7 of this publication.

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12 February 1992

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DEPUTY COMMONWEALTH STATISTICIAN

INQUIRIES

- for further information about statistics in this publication and the availability of related unpublished statistics, contact Terry Goater on Brisbane (07) 222 6245 or any ABS State office.
- for information about other ABS statistics and services please contact Information Services on Brisbane (07) 222 6351 or any ABS State office.

TABLE 1 — REGISTRATIONS OF NEW MOTOR VEHICLES BY BODY TYPE, QUEENSLAND

Period	Cars and station wagons	Util-ities (a)	Panel vans (a)	Trucks		Other truck types (b)	Buses	Total vehicles (c)	Motor cycles	Mobile equipment and trailers
				Rigid (a)	Artic-ulated					
1985-86	73,616	13,642	4,855	3,355	547	189	831	97,035	6,752	15,229
1986-87	55,552	9,183	2,818	2,136	498	123	636	70,946	4,228	13,744
1987-88	59,355	8,584	2,445	2,085	515	260	620	73,864	3,841	14,863
1988-89	74,731	13,807	3,748	2,640	706	304	729	96,665	3,922	17,205
1989-90	79,824	14,936	3,815	2,780	838	478	660	103,331	4,066	16,706
1990-91 (d)	78,060	14,276	3,405	2,209	406	322	675	99,353	4,112	14,540
1990—										
October	7,435	1,465	373	194	28	41	78	9,614	425	1,408
November	6,149	1,225	314	197	36	36	57	8,014	442	1,268
December	6,721	956	258	141	23	34	47	8,180	305	1,145
1991—										
January (d)	5,404	912	213	152	23	8	57	6,769	320	1,022
February	5,409	1,101	223	166	27	8	55	6,999	298	927
March	6,360	1,131	209	164	50	8	67	7,989	359	1,158
April	6,782	1,315	311	192	24	20	40	8,684	316	1,232
May	5,772	1,133	303	216	28	8	51	7,511	283	1,194
June	5,481	1,179	269	205	42	25	45	7,246	266	1,206
July	7,497	1,427	239	189	40	13	75	9,480	288	1,395
August	6,116	876	155	175	43	11	43	7,419	301	1,350
September	6,196	959	198	187	25	10	58	7,633	296	1,316
October	6,398	1,168	220	221	26	12	58	8,103	317	1,413
November	5,599	967	195	140	23	13	89	7,026	r 363	1,313
December	6,820	1,169	168	188	36	10	55	8,446	339	1,332

(a) See paragraph 1 of the Explanatory Notes. (b) Non freight-carrying vehicles. (c) Excluding motor cycles, mobile equipment and trailers. (d) From January 1991, data compiled via the new processing system, see Explanatory Notes.

TABLE 2 — REGISTRATIONS OF NEW MOTOR VEHICLES: ORIGINAL, SEASONALLY ADJUSTED AND TREND ESTIMATE SERIES, QUEENSLAND

Month	Original series		Seasonally adjusted series		Trend estimate series (a)	
	Cars and station wagons	Total (b)	Cars and station wagons	Total (b)	Cars and station wagons	Total (b)
1990—						
October	7,435	9,614	6,907	8,845	6,789	8,662
November	6,149	8,014	6,492	8,286	6,612	8,426
December	6,721	8,180	6,640	8,339	6,501	8,266
1991—						
January (c)	5,404	6,769	6,281	8,001	6,425	8,152
February	5,409	6,999	6,075	7,742	6,360	8,071
March	6,360	7,989	6,221	7,848	6,272	7,980
April	6,782	8,684	7,534	9,545	6,204	7,907
May	5,772	7,511	5,075	6,542	6,145	7,826
June	5,481	7,246	5,651	7,319	6,086	7,720
July	7,497	9,480	6,631	8,343	6,047	7,626
August	6,116	7,419	6,087	7,482	6,042	7,579
September	6,196	7,633	6,163	7,695	6,079	7,604
October	6,398	8,103	5,812	7,332	6,131	7,670
November	5,599	7,026	6,044	7,460	6,202	7,777
December	6,820	8,446	6,528	8,394	6,208	7,812

(a) Trend estimate (smoothed seasonally adjusted) series are revised as additional observations become available. See paragraph 6 of the Explanatory Notes. (b) Excluding motor cycles, mobile equipment and trailers. (c) From January 1991, data compiled via the new processing system, see Explanatory Notes.

TABLE 3 — NUMBER OF MOTOR VEHICLES ON REGISTER AT 30 JUNE: YEAR BY BODY TYPE, QUEENSLAND ('000)

At 30 June	Cars and station wagons	Utili- ties	Trucks		Other truck types (a)	Buses	Total vehicles (b)	Motor cycles	Mobile equipment and trailers	
			Panel vans	Rigid						Articulated
1986	1,105.0	214.6	87.3	58.1	9.1	5.2	9.6	1,488.9	78.5	349.6
1987	1,123.0	216.8	86.7	54.5	9.2	5.5	9.5	1,505.1	70.2	356.6
1988	1,159.2	220.7	86.9	55.2	9.8	6.7	10.0	1,548.5	67.7	366.8
1989	1,222.3	231.6	88.1	56.7	10.2	7.6	10.5	1,627.0	66.4	382.1
1990	1,272.1	240.3	88.7	55.6	10.6	9.3	10.7	1,687.3	64.6	393.6
1991	1,304.9	245.9	87.2	54.2	10.3	8.3	11.0	1,721.8	65.1	400.6

(a) Non-freight-carrying vehicles. (b) Excluding motor cycles, mobile equipment and trailers.

TABLE 4 — REGISTRATIONS OF NEW MOTOR VEHICLES (a): AREA OF REGISTRATION BY BODY TYPE, QUEENSLAND, DECEMBER 1991

Area	Cars and station wagons	Util-ities (b)	Panel vans (b)	Trucks		Other truck types (c)	Buses	Total vehicles (d)	Motor cycles
				Rigid (b)	Artic-ulated				
Brisbane Statistical Division	3,889	379	96	96	22	7	25	4,514	129
Rest of State	2,734	779	71	92	14	3	29	3,722	210
Not stated	197	11	1	—	—	—	1	210	—
Total	6,820	1,169	168	188	36	10	55	8,446	339

(a) Excluding mobile equipment and trailers. (b) See paragraph 1 of the Explanatory Notes. (c) Non-freight-carrying vehicles. (d) Excluding motor cycles.

DIAGRAM 2 - REGISTRATIONS OF SELECTED NEW MOTOR CARS AND STATION WAGONS BY NUMBER OF CYLINDERS, QUEENSLAND, DECEMBER 1991

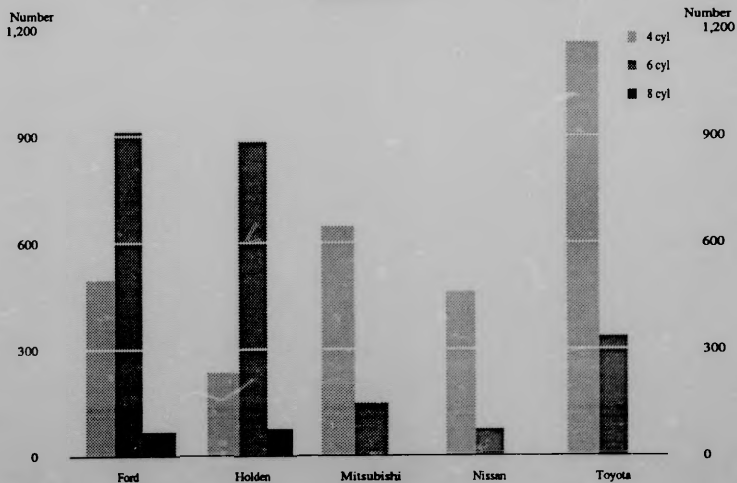


TABLE 5 — REGISTRATIONS OF NEW MOTOR VEHICLES (a): FUEL TYPE BY BODY TYPE, QUEENSLAND, DECEMBER 1991

Fuel type	Cars and station wagons	Utilities (b)	Panel vans (b)	Trucks		Other truck types (c)	Buses	Total vehicles (d)	Motor cycles
				Rigid (b)	Articulated				
Petrol	6,593	762	130	4	—	4	9	7,502	339
Diesel	220	406	34	184	36	6	46	932	—
Electric	—	—	—	—	—	—	—	—	—
Gas	—	—	1	—	—	—	—	1	—
Other (including dual fuel)	7	1	3	—	—	—	—	11	—
Total	6,820	1,169	168	188	36	10	55	8,446	339

(a) Excluding mobile equipment and trailers. (b) See paragraph 1 of the Explanatory Notes. (c) Non-freight-carrying vehicles. (d) Excluding motor cycles.

TABLE 6 — REGISTRATIONS OF NEW MOTOR CARS AND STATION WAGONS, UTILITIES AND PANEL VANS: MAKE BY NUMBER OF CYLINDERS, QUEENSLAND, DECEMBER 1991

Make (a)	Number of cylinders				Total	Per cent	Brisbane Statistical Division
	4	6	8	Other and unknown			
CARS AND STATION WAGONS							
Ford	497	911	70	1	1,479	21.7	880
Holden	234	882	79	—	1,195	17.5	746
Mitsubishi	645	147	—	—	792	11.6	426
Nissan	462	76	—	2	540	7.9	216
Toyota	1,163	336	—	2	1,501	22.0	960
Other and unknown	1,080	63	28	142	1,313	19.3	661
Total	4,081	2,415	177	147	6,820	100.0	3,889
UTILITIES (b)							
Ford	80	68	3	—	151	12.9	63
Holden	153	49	1	—	203	17.4	85
Mitsubishi	108	10	—	—	118	10.1	26
Nissan	100	12	—	1	113	9.7	31
Toyota	305	192	—	—	497	42.5	157
Other and unknown	87	—	—	—	87	7.4	17
Total	833	331	4	1	1,169	100.0	379
PANEL VANS (b)							
Ford	37	11	—	—	48	28.6	26
Mazda	20	—	—	—	20	11.9	7
Mitsubishi	57	—	—	—	57	33.9	32
Toyota	32	—	—	—	32	19.0	22
Other and unknown	11	—	—	—	11	6.5	9
Total	157	11	—	—	168	100.0	96

(a) Only those makes which account for at least 5 per cent of the total are specified. (b) See paragraph 1 of the Explanatory Notes.

TABLE 7 — REGISTRATIONS OF NEW MOBILE EQUIPMENT AND TRAILERS: AREA OF REGISTRATION BY BODY TYPE, QUEENSLAND, DECEMBER 1991

Area	Caravans	Plant and machinery (a)	Trailers				Total
			Box	Boat	Other	Total	
Brisbane Statistical Division	23	23	395	129	58	582	628
Rest of State	24	53	383	189	47	619	696
Not stated	5	—	2	1	—	3	8
Total	52	76	780	319	105	1,204	1,332

(a) Including tractors.

TABLE 8 — REGISTRATIONS OF NEW MOTOR CYCLES BY MAKE (a), QUEENSLAND, DECEMBER 1991

Make	Number Make		Number Make		Number
Harley-Davidson	40	Kawasaki	53	Yamaha	116
Honda	80	Suzuki	45	Other and unknown	5
			Total		339

(a) Only those makes which account for at least 5 per cent of the total are specified.

TABLE 9 — REGISTRATIONS OF NEW RIGID TRUCKS (a): MAKE BY GROSS VEHICLE MASS (b), QUEENSLAND, DECEMBER 1991

Make (c)	Gross vehicle mass (tonnes)						Total
	Over 3.5 to 8	Over 8 to 12	Over 12 to 16	Over 16 to 20	Over 20 to 30	Over 30	
Ford	17	—	—	—	—	1	18
Hino	—	12	4	1	2	1	20
International	—	—	2	—	4	—	10
Isuzu	21	8	6	—	—	—	39
Mazda	12	1	—	—	—	—	13
Mitsubishi	17	13	10	—	2	1	43
Toyota	15	—	—	—	—	—	17
Other and unknown	3	2	5	—	5	11	27
Total	85	36	27	1	13	18	187

(a) See paragraph 1 of the Explanatory Notes. (b) The Gross Vehicle Mass (GVM) is the maximum laden mass at which the vehicle should be operated as recommended by the manufacturer. (c) Only those makes which account for at least 5 per cent of the total are specified.

TABLE 10 — REGISTRATIONS OF NEW ARTICULATED TRUCKS: MAKE BY GROSS COMBINATION MASS (a), QUEENSLAND, DECEMBER 1991

Make (b)	Gross combination mass (tonnes)			Total
	Under 40	Over 40	Not stated	
Ford	—	2	—	2
Freightliner	—	2	—	2
International	4	4	—	8
Kenworth	—	4	—	4
Mack	1	5	—	6
Scania	—	2	—	2
Volvo	2	9	—	11
Other and unknown	—	1	—	1
Total	7	29	—	36

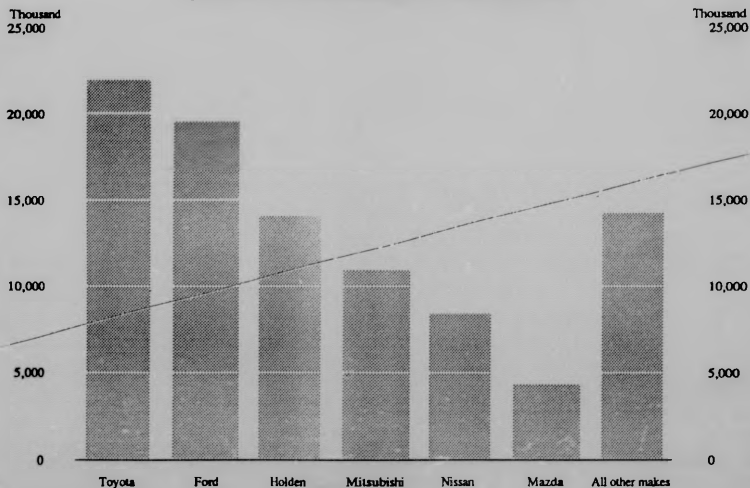
(a) The Gross Combination Mass (GCM) is the amount specified for the vehicle by the manufacturer as being the maximum of the sum of the laden mass of the vehicle plus the maximum laden mass of any vehicle which might be towed as a semi-trailer or trailer. In Queensland, however, the gross mass of the vehicle and trailer or semi-trailer are not signified as one unit and an estimate of the GCM has been made. (b) Only those makes which account for at least 5 per cent of the total are specified.

TABLE 11 — REGISTRATIONS OF NEW MOTOR CARS AND STATION WAGONS, UTILITIES, PANEL VANS, TRUCKS AND BUSES: SELECTED MAKES BY BODY TYPE, QUEENSLAND, TWELVE MONTHS ENDED DECEMBER 1991

Make	Cars and station wagons	Utilities (a)	Panel vans (a)	Trucks		Other truck types (b)	Buses	Total vehicles (c)
				Rigid (a)	Articulated			
B.M.W.	606	—	—	—	—	—	—	606
Daihatsu	2,840	45	4	50	—	—	—	2,939
Ford	16,501	1,739	912	275	26	82	—	19,535
Holden	11,797	2,245	—	—	—	3	—	14,045
Honda	1,956	—	—	—	—	—	—	1,956
Hyundai	1,580	—	5	—	—	—	—	1,585
Lada	316	—	—	—	—	—	—	316
Mazda	3,315	573	222	199	—	1	7	4,317
Mercedes-Benz	206	—	—	50	21	4	8	289
Mitsubishi	8,461	1,295	748	397	2	5	1	10,909
Nissan	6,747	1,407	191	20	—	1	31	8,397
Subaru	1,685	416	1	—	—	—	—	2,102
Suzuki	1,789	82	5	—	—	—	—	1,876
Toyota	15,053	5,481	583	196	—	22	578	21,913
Volvo	298	—	—	93	83	1	31	506
Other	684	54	42	915	255	27	37	2,014
Total	73,834	13,337	2,713	2,195	387	146	693	93,305

(a) See paragraph 1 of the Explanatory Notes. (b) Non-freight-carrying vehicles. (c) Excluding motor cycles, mobile equipment and trailers.

DIAGRAM 3 - REGISTRATIONS OF NEW MOTOR VEHICLES:
TOTAL MOTOR VEHICLES REGISTERED BY SELECTED MAKES,
QUEENSLAND, TWELVE MONTHS ENDED DECEMBER 1991 (a)



(a) Excluding motor cycles, mobile equipment and trailers.

EXPLANATORY NOTES

Source and scope

Motor vehicle registration statistics are obtained from data made available by both the Queensland Department of Transport and the Commonwealth Department of Administrative Services (DAS). These data reflect the information recorded in registration documents. The statistics in this publication are based, from January 1991 onwards, on new processing procedures using the new Vehicle Identification Number (VIN) system which allows more accurate classification of vehicles. As a result data processed on this system are not strictly comparable with those processed on the old system. From January 1991 to July 1991, detailed statistics have been compiled on the old system and are available on request. Minor discrepancies may exist between data presented in this publication and in the national publication *Motor Vehicle Registrations* (9303.0). After January 1991, data has been amended by Central Office and data in the Queensland publication will be revised as soon as possible. Prior to January 1991, the Queensland Department of Transport classified rigid trucks with a gross vehicle mass (GVM) of 4 tonnes or less as either utilities or panel vans, whereas the DAS classified such vehicles as rigid trucks. To maintain the consistency of Queensland data, figures obtained from the DAS for rigid trucks with a GVM of 4 tonnes or less were reclassified by the Queensland Office of the ABS to either utilities or panel vans.

Seasonal adjustment and trend estimates

2. Original, seasonally adjusted and trend estimate series for registrations of new motor vehicles are shown in Table 2. The two component series 'motor cars and station wagons' and 'other vehicles' are each adjusted separately, and the adjusted figures for total registrations are obtained by adding together the two component series. In the seasonally adjusted series, account has been taken of normal seasonal factors and 'trading day' effects (arising from the varying numbers of Sundays, Mondays, Tuesdays, etc. in the month) and the effect of movement in the date of Easter which may, in successive years, affect figures for different months.

3. Seasonally adjusted statistics should not be regarded as in any way definitive. In interpreting particular seasonally adjusted statistics it is important to bear in mind the methods by which they have been derived and the limitations to which the methods used are subject.

4. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series may be more clearly recognised. Seasonal adjustment procedures do not aim to remove the irregular or non-seasonal influences which may be present in any particular month, such as the effect of introducing new models or of industrial disputes. Irregular influences that are highly volatile can make it difficult to interpret the movement of the series even after adjustment for seasonal variation.

5. The seasonally adjusted series can, however, be smoothed to reduce the impact of the irregular component in the adjusted series. This smoothed seasonally adjusted series is called a trend estimate series and is shown in Table 2. The trend estimate has been derived by applying a 13-term Henderson-weighted moving average to the series.

6. While this technique enables smoothed data for the latest period to be produced, it does result in revisions to

the smoothed series for the most recent months as additional observations become available. Similarly, the seasonally adjusted series is subject to revision.

7. For more information on seasonal adjustment of this series, users should refer to the ABS publication *Seasonally Adjusted Indicators* (1308.0) and for information on smoothing of time series generally, users should refer to the ABS Information Paper *A Guide to Smoothing Time Series - Estimates of 'Trend'* (1316.0).

Classification of vehicles

8. Decoding of the VIN has resulted in better identification of each vehicle body code and consequently consistent classification of vehicles to particular categories between different States and Territories. Vehicles such as micro-buses which, in the old system, had been classified to cars and station wagons in some States but to buses in other States, are now consistently classified. Similarly, in the old system utilities and cab-chassis, which were sometimes classified to small trucks, are now consistently classified to utilities. In addition, duplicate records, out of scope vehicles and those vehicles not registered for the first time can now be more accurately identified and therefore excluded from the statistics.

9. Other truck types include non-freight-carrying trucks, ambulances, hearses and motorised caravans.

10. Although registration of recreation vehicles intended for use in public places other than roads is compulsory, particulars of such vehicles are excluded from statistics contained in this publication.

11. Particulars of vehicles with diplomatic and consular plates and government-owned new vehicles (other than defence service vehicles) are included in this publication.

Related publications

12. Users may also wish to refer to the following publications which are available on request:

Survey of Motor Vehicle Use (9208.0) - Three-yearly - Latest issue: 30 September 1988 (\$18.00)
Motor Vehicle Census (9309.0) - Three-yearly - Latest issue: 30 September 1988 (\$15.00)

13. Current publications produced by the ABS are listed in the *Catalogue of Publications and Products* (1101.0). The ABS also issues the *Publications Advice* (1105.0) on Tuesdays and Fridays which lists publications to be released in the next few days. Both the *Catalogue* and the *Publications Advice* are available from any ABS office.

Unpublished statistics

14. As well as the statistics included in this and related publications, the ABS may have other relevant unpublished data available. Inquiries should be made to the contact shown at the front of this publication.

Symbols and other usages

r figures or series revised since previous issue
 — nil or rounded to zero (including null cells)
 — break in continuity of series

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