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SURVEY OF MOTOR VEHICLE USAGE, AUSTRALIA TWELVE MONTHS ENDED 30 SEPTEMBER 1982 (PRELIMINARY)

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MAIN FEATURES

Average annual kilometres travelled by all vehicles for the 12 months ended 30 September 1982 was 15,800, an increase of 3% on the twelve months ended 30 September 1979 (15,300 kilometres).

This overall increase in average annual kilometres travelled between the two periods was attributable to an 11% increase for trucks (to 23,000 kilometres) and a 3% increase for cars and station wagons (to 15,600 kilometres). However, utilities and panel vans (at 6,100 kilometres) showed a decrease of 3% between the two periods.

Total annual tonne-kilometres performed by load carrying vehicles for the twelve months ended 30 September 1982 was 59,961.7m, the majority being performed by trucks (57,547.2m tonne-kilometres).

The average rate of fuel consumption for cars and station wagons for the twelve months ended 30 September 1982 was 12.5 litres/100 kilometres. The corresponding figure for utilities and panel vans was 13.8 litres/100 kilometres, while the figure for trucks was 32.8 litres/100 kilometres.

EXPLANATORY NOTES

Introduction

This publication presents preliminary statistics of motor vehicle usage in Australia for the twelve months period ended 30 September 1982. The data were collected by means of a sample survey conducted by the ABS involving approximately 60,000 vehicles throughout Australia.

2. This is the fifth survey of motor vehicle usage to be conducted by the ABS. Previous surveys were conducted in 1963, 1971, 1976 and 1979. As in the previous surveys the information was collected by means of a mail recall survey with respondents being asked to provide information on the use of the selected motor vehicles for the relevant twelve month period, or that part for which they were the registered owners.

3. Where the selected owner had not owned the vehicle for the whole of the survey year, the usage details provided for the period of ownership were pro-rated to a twelve month equivalent. The statistics therefore relate to the annual rate of usage of vehicles registered at the survey date of 30 September 1982 rather than the actual usage of all vehicles registered at any time during the survey year.

4. Two further publications containing final statistics in more detail than is available at the present time will be published in the next few months.

Survey population

5. The population for the survey included all vehicles 'on register' in Australia at 30 September 1982, except for buses (commercial usage only excluded), caravans, trailers, tractors, plant and equipment, vehicles belonging to the defence services, vehicles with diplomatic or consular plates and Australian Government owned vehicles.

6. To identify the survey population, information was extracted from the registration systems of State and Territory motor vehicle registration authorities. An initial population of approximately 8.5 million motor vehicles 'on register' was used as a basis for the sample selection for the survey. For each State and Territory this population was then updated from the time the data were captured, to obtain a population of motor vehicles as at the survey reference date of 30 September 1982. This latter population was used to derive appropriate sample expansion factors.

Stratification

7. As in the 1979 survey, the vehicle population was stratified according to the body type recorded by the registration authority, with load carrying vehicles being further classified by tare weight. This further classification of the truck sector was considered necessary because of the markedly different usage patterns of trucks of various sizes. The following minor changes have been made to the vehicle classification used in 1979:

Cars and station wagons now include cars, station wagons, mic' buses (tabulated separately in 1979) and campervans (included in Other Truck Type Vehicles in 1979);

Utilities and panel vans now include utilities, panel vans and microvans (included as trucks in 1979);

Other truck type vehicles now include only those vehicles classified as non-freight carrying trucks with a fixed load e.g. crane, cherry-picker.

8. Prior to 1976 commercial vehicles were classified by carrying capacity. This classification caused a number of problems which resulted mainly from its reliance on a characteristic (carrying capacity) which was not recorded at all in some registry systems and in others only recorded for certain vehicles types. Tare weight, on the other hand, is readily available in nearly all registration documents and can therefore be expected to provide a more reliable and accurate basis for estimates of commercial motor vehicle usage.

Sample size

9. Of the survey sample of approximately 60,000 vehicles, eighty per cent were trucks, utilities, panel vans and microvans and twenty per cent cars, station wagons, motor cycles and microbuses. The emphasis on 'commercial' vehicles was necessary so that the survey results would reliably reflect the diverse usage characteristics of commercial vehicles, recognising the significant interest of users in road freight transport activity statistics.

Method of collection

10. Mail questionnaires were despatched in September/October 1982. A 'private' form was sent to owners of cars, station wagons and motor cycles and non-freight carrying trucks while a 'commercial' form was sent to owners of trucks. Owners of utilities, panel vans and microvans were sent both forms and asked to complete the form which was most relevant to the usage of their vehicle.

11. Separate forms were used for each State/Territory in order to obtain data on distances travelled within particular regions of each State/Territory.

Reliability of estimates

12. Since the statistics produced from the survey are based on a sample, they may differ from the figures which would have been obtained from a complete enumeration using the same questionnaire and procedures. One measure of the likely difference is given by the standard error, which provides a measure of the extent to which an estimate might have varied by chance because only a sample of vehicles and not the whole population was surveyed. In the statistics in this bulletin, the standard error is shown as a percentage of the associated estimate. There are about two chances in three that a sample estimate will differ by less than one standard error from the figures that would have been obtained from a comparable complete enumeration, and about 19 chances in 20 that the difference will be less than two standard errors.

13. Some of the standard errors associated with the estimates contained in this bulletin are relatively high.

However, any limit for publication purposes would have been arbitrary and it was therefore decided to publish the figures, leaving it to users to exercise the necessary caution in relation to the particular purposes for which they require the statistics. Users should also exercise caution when making comparisons between estimates for the 1982 survey and those for earlier surveys, because some movements, particularly at finer levels of detail, between survey periods may be due more to sampling variability than to an actual change.

14. The imprecision due to sampling variability, which is measured by the standard error, should not be confused with other inaccuracies such as those which may occur because of imperfections due to reporting by respondents. Inaccuracies of this latter kind are referred to as non-sampling errors and may occur in any enumeration whether it is a full count or a sample.

Purpose classification

15. The 'purpose' classification is derived from information collected from the 'distance travelled' characteristics and where appropriate the 'load carried' sections of the questionnaires.

16. 'Business kilometres' includes distance travelled for hire and reward, or charged to a business expense or for which allowance was received. All distances travelled for business purposes, of vehicles classified as cars, station wagons and motor cycles and of utilities and panel vans predominantly used for private purposes, are included in 'total business kilometres'. The 'laden-unladen' dissection of distance travelled for business purposes was collected for all remaining vehicle types.

17. Travel to and from work includes only travel between place of residence and place of work at the beginning and end of each work day.

Area of operation

18. Definitions of area of operation which apply for this survey are set out below:

(i) **Capital City: Sydney**—The Sydney Statistical Division, containing the area with the outer boundaries comprising the local government areas of Gosford and Wyong in the north, Baulkham Hills, Windsor, Colo and Blue Mountains in the west and Camden, Campbelltown, Wollondilly and Sutherland in the south west and south.

Melbourne—The Melbourne Statistical Division, including the towns of Werribee, Sunbury, Craigieburn, Whittlesea, Healesville, Berwick and the whole of the Mornington Peninsula.

Brisbane—The Brisbane Statistical Division, extending from and including the town of Caboolture in the north to the town of Beenleigh in the south, all of the Redland Shire in the east, and west to include the City of Ipswich and eastern part of the Pine Rivers Shire. It also includes the City of Redcliffe.

Adelaide—This is defined as the Adelaide Statistical Division and is bounded on the west by the Gulf of St Vincent, on the north by the Gawler River and on the east and south by the Mount Lofty Ranges from Gawler to Bridgewater through Kangarilla and Willunga to Selkies Beach.

Perth—The Perth Statistical Division, which is approximately the area bounded by Yanchep and Bullsbrook in the north, Warnbro and Jarrahdale in the south and Wooroloo in the east.

Hobart—The Hobart Statistical Division, extending from New Norfolk in the west to Sorell and Carlton Creek in the east and from Brighton in the north to Snug in the south.

Darwin—This is defined as all the area before the Howard Springs turn-off and encompasses Darwin, Nightcliff, Casuarina, Sanderson, Berrimah and that area extending to the Howard Springs turn-off.

(ii) **Provincial Urban**—This classification was adopted in the 1967-1968 Australian Roads Survey undertaken by the State main road and local government authorities in conjunction with the Commonwealth Bureau of Roads and the National Association of State Road Authorities. It includes centres apart from those already included in the capital city urban classification having populations greater than 40,000 in the 1966 Population and Housing Census, i.e.

N.S.W.: Newcastle, Wollongong and Port Kembla
VIC.: Geelong, Ballarat and Bendigo
QLD.: Gold Coast, Toowoomba,
Rockhampton and Townsville
TAS.: Launceston

Concepts of averages

19. For some tables showing data expressed as averages (namely those classified by purpose or area of operation) two concepts of an average may be adopted, depending on the type of denominator used.

The 'broad' average is defined as the average obtained by using as the denominator the estimated number of vehicles in the population of the relevant vehicle type and, in the case of State dissections, registered in the relevant State.

The 'narrow' average is defined as the average obtained by using as the denominator the estimated number of vehicles in the population which contributed to a particular cell.

20. Although previous issues of this publication used only the 'broad' average, both concepts have been used in this issue. In Tables 3 and 6 both concepts are used and in other tables only the 'narrow' average is used. For example, in Table 3B the measure of average annual kilometres for each purpose was calculated by dividing total kilometres travelled for each purpose by the total number of vehicles in the relevant type (a broad average). In Table 3A, the denominator used for each purpose was the estimate of the number of vehicles reporting travel for that purpose. As the denominators used to calculate each cell of a table of narrow averages are different, the sum of each of the averages along a row will not equal the average shown in the final column entry for that row. They would be equal in tables of broad averages.

Other terms used

21. **Total annual tonne-kilometres**: This is the product of reported average load and total business kilometres travelled while laden (laden business kilometres) for each vehicle.

Related publications

22. Two further publications, which will be released later this year, are to be produced from this survey. They are:

Survey of Motor Vehicle Usage, Twelve Months Ended 30 September 1982 (9208.0)

Survey of Motor Vehicle Usage-Commercial Vehicle Usage, Twelve Months Ended 30 September 1982 (9209.0)

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

Symbols and other usages

... not applicable
S.E. standard error
n.a. not available
p preliminary figures

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

R.J. CAMERON
Australian Statistician

TABLE 1. AVERAGE ANNUAL KILOMETRES BY TYPE OF VEHICLE(a): AUSTRALIA
TWELVE MONTHS ENDED DECEMBER 1963, SEPTEMBER 1971, SEPTEMBER 1976, SEPTEMBER 1979
AND SEPTEMBER 1982(b)

Type of vehicle	Year									
	1963		1971		1976		1979		1982p	
	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %
Cars and station wagons	13.7	n.a.	15.9 (1.0)		15.4 (1.2)		15.0 (1.1)		15.5 (1.3)	
Motor cycle	n.a.	n.a.	6.6 (3.2)		5.6 (5.4)		6.1 (3.6)		5.9 (3.8)	
Utilities and panel vans	13.4	n.a.	16.2 (1.1)		16.9 (2.5)		16.8 (2.6)		16.7 (3.4)	
Trucks	14.2	n.a.	18.3 (0.9)		18.5 (1.0)		20.4 (1.1)		22.8 (2.8)	
Total	13.7	n.a.	15.9 (0.8)		15.3 (1.0)		15.2 (0.9)		15.7 (1.1)	

(a) In Queensland, a major change in vehicle classification was introduced by the registration authority in October 1976 resulting in all commercial vehicles registered with a gross vehicle mass of four tonnes or less being recorded as either utilities or panel vans. Previously these vehicles had been recorded as trucks. (b) These averages are based on the total vehicle population, and therefore are slightly lower than those presented in other tables of this bulletin due to the effect of dealer and zero-use vehicles contributing to the vehicle population in this table only.

TABLE 2. TOTAL ANNUAL KILOMETRES BY TYPE OF VEHICLE(a): AUSTRALIA
TWELVE MONTHS ENDED DECEMBER 1963, SEPTEMBER 1971, SEPTEMBER 1976, SEPTEMBER 1979
AND SEPTEMBER 1982

Type of vehicle	Year									
	1963		1971		1976		1979		1982p	
	Million kilometres	S.E. %	Million kilometres	S.E. %	Million kilometres	S.E. %	Million kilometres	S.E. %	Million kilometres	S.E. %
Cars and station wagons	32,801.8	n.a.	63,801.9 (1.0)		78,531.0 (1.2)		84,871.5 (1.1)		97,250.9 (1.3)	
Motor cycles	n.a.	n.a.	1,013.7 (3.3)		1,641.3 (5.4)		1,768.2 (3.6)		2,151.7 (3.8)	
Utilities and panel vans	7,195.9	n.a.	8,567.3 (1.2)		12,289.9 (2.6)		15,928.0 (2.6)		16,897.9 (3.6)	
Trucks	4,021.0	n.a.	7,668.2 (0.9)		8,457.0 (1.1)		8,901.6 (1.4)		11,672.7 (3.9)	
Total	44,018.7	n.a.	81,051.2 (0.8)		100,919.2 (1.0)		111,469.2 (0.9)		127,973.2 (1.1)	

(a) See footnote (a) to Table 1.

**TABLE 3A. AVERAGE ANNUAL KILOMETRES (NARROW AVERAGE)(a) BY TYPE OF VEHICLE AND PURPOSE: AUSTRALIA
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p**

TWELVE MONTHS ENDED 30 SEPTEMBER 1962 P													
Type of vehicle	Purpose												
	Laden business		Unladen business		Total business(b)		Total to and from work		Private		Total		
	'000	S. E.	'000	S. E.	'000	S. E.	'000	S. E.	'000	S. E.	'000	S. E.	
	kilometres	%	kilometres	%	kilometres	%	kilometres	%	kilometres	%	kilometres	%	
Cars and station wagons	..	..	..	..	13.4	(2.6)	6.2	(1.7)	9.4	(2.0)	15.6	(1.3)	
Motor cycles	..	..	..	..	2.8	(7.2)	3.9	(4.8)	4.0	(4.8)	6.1	(3.8)	
Utilities and panel vans	12.7	(5.8)	7.6	(7.0)	15.7	(4.9)	7.0	(6.5)	7.2	(5.4)	16.9	(3.4)	
Rigid trucks	12.7	(5.3)	6.8	(3.9)	18.2	(4.4)	5.0	(6.6)	4.4	(7.7)	19.0	(4.0)	
Articulated trucks	47.0	(1.5)	20.3	(1.5)	64.9	(1.2)	5.8	(7.8)	4.6	(14.4)	65.4	(1.2)	
Other truck type vehicles	..	..	..	..	12.6	(10.9)	3.3	(17.9)	4.8	(38.4)	12.8	(10.6)	
All trucks	16.1	(3.6)	8.2	(2.8)	22.5	(3.0)	5.0	(6.1)	4.4	(7.5)	23.0	(2.8)	
Total	..	..	..	..	15.4	(2.0)	6.1	(1.6)	8.9	(1.9)	15.8	(1.1)	

(a) See Explanatory Notes (paragraph 19) on Average concept. (b) See Explanatory Notes (paragraphs 15-17) on Purpose classification.

**TABLE 3B. AVERAGE ANNUAL KILOMETRES (BROAD AVERAGE)(a) BY TYPE OF VEHICLE AND PURPOSE: AUSTRALIA
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p**

TWELVE MONTHS ENDED 30 SEPTEMBER 2002												
Type of vehicle	Purpose											
	Laden business		Unladen business		Total business(b)		Total to and from work		Private		Total	
	'000	S.E.	'000	S.E.	'000	S.E.	'000	S.E.	'000	S.E.	'000	S.E.
	kilometres	%	kilometres	%	kilometres	%	kilometres	%	kilometres	%	kilometres	%
Cars and station wagons	..	..	..	..	3.1	(3.4)	3.7	(2.0)	8.8	(2.0)	15.6	(1.3)
Motor cycles	..	..	..	..	0.4	(9.3)	2.5	(5.3)	3.2	(5.0)	6.1	(3.8)
Utilities and panel vans	6.5	(7.6)	2.9	(9.3)	9.4	(6.3)	3.1	(8.2)	4.4	(6.5)	16.9	(3.4)
Rigid trucks	12.0	(7.0)	5.4	(5.8)	17.4	(6.3)	0.9	(6.8)	0.7	(9.6)	19.0	(4.0)
Articulated trucks	46.7	(1.5)	18.0	(1.7)	64.7	(1.3)	0.5	(8.8)	0.1	(16.3)	65.4	(1.2)
Other truck type vehicles	..	..	..	..	12.4	(12.7)	0.3	(29.0)	0.1	(48.7)	12.8	(10.6)
All trucks	15.1	(5.2)	6.5	(4.5)	21.6	(4.6)	0.8	(6.3)	0.7	(9.4)	23.0	(2.8)
Total	..	..	..	..	4.9	(2.4)	3.4	(1.9)	7.5	(1.9)	15.8	(1.1)

(a) See Explanatory Notes (paragraph 19) on Average concept. (b) See Explanatory Notes (paragraphs 15-17) on Purpose classification.

TABLE 4. AVERAGE ANNUAL KILOMETRES, BY TYPE OF VEHICLE AND STATE/TERRITORY OF REGISTRATION: AUSTRALIA
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p

Type of vehicle	State of registration																	
	N.S.W.		VIC.		QLD		S.A.		W.A.		T.A.S.		N.T.		A.C.T.		Australia	
	'000 kms.	S.E. %	'000 kms.	S.E. %	'000 kms.	S.E. %	'000 kms.	S.E. %	'000 kms.	S.E. %	'000 kms.	S.E. %	'000 kms.	S.E. %	'000 kms.	S.E. %	'000 kms.	S.E. %
Cars and station wagons	15.8	(3.1)	15.2	(1.9)	16.1	(3.5)	15.0	(2.0)	15.6	(2.0)	14.4	(2.3)	14.9	(3.1)	17.1	(3.0)	15.6	(1.3)
Motor cycles	6.7	(8.7)	6.2	(5.4)	5.5	(7.0)	5.1	(6.2)	6.1	(6.4)	5.8	(7.3)	6.8	(7.2)	8.4	(8.9)	6.1	(3.8)
Utilities and panel vans	18.1	(7.2)	16.6	(6.6)	14.7	(7.8)	16.8	(8.5)	18.1	(7.8)	17.0	(8.3)	18.3	(7.2)	22.9	(8.5)	16.9	(3.4)
Rigid trucks	20.7	(8.9)	18.1	(2.0)	20.1	(11.4)	14.2	(2.4)	18.2	(4.0)	16.3	(2.5)	18.9	(4.4)	27.0	(9.9)	19.0	(4.0)
Articulated trucks	64.3	(2.5)	68.5	(2.5)	54.6	(2.2)	79.4	(3.7)	64.8	(2.4)	63.7	(3.5)	77.1	(3.7)	91.5	(3.4)	65.4	(1.2)
Other truck type vehicles	24.1	(20.0)	7.9	(13.9)	13.6	(12.4)	8.4	(15.1)	7.3	(32.7)	7.2	(15.4)	13.3	(11.5)	15.2	(28.4)	12.8	(10.6)
All trucks	24.7	(6.4)	22.3	(1.6)	23.7	(8.0)	20.2	(2.3)	21.1	(3.0)	20.5	(2.1)	26.0	(3.2)	32.6	(6.7)	23.0	(2.8)
Total	16.2	(2.6)	15.5	(1.7)	15.6	(2.9)	15.0	(1.9)	16.0	(1.9)	15.0	(2.2)	16.3	(2.6)	17.6	(2.7)	15.8	(1.1)

TABLE 5. AVERAGE ANNUAL KILOMETRES, BY PURPOSE: STATE/TERRITORY OF REGISTRATION
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p

State of registration	Purpose									
	Laden business		Unladen business		Total business(a)		Total to and from work		Private	
	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %
New South Wales	14.5	(7.3)	8.5	(6.9)	16.7	(4.2)	6.3	(3.5)	8.6	(4.6)
Victoria	14.5	(4.4)	6.5	(4.8)	14.8	(3.2)	6.2	(2.8)	8.9	(2.4)
Queensland	14.7	(8.8)	8.3	(9.2)	15.4	(4.7)	5.8	(4.0)	9.4	(4.8)
South Australia	13.2	(4.7)	7.5	(9.7)	13.4	(3.6)	5.7	(3.3)	8.7	(2.7)
Western Australia	14.1	(6.0)	8.0	(6.9)	15.2	(3.7)	6.4	(3.1)	8.7	(2.7)
Tasmania	12.3	(5.6)	7.8	(6.5)	13.2	(4.1)	6.1	(4.6)	9.2	(2.8)
Northern Territory	16.0	(5.5)	9.8	(5.8)	16.8	(4.3)	5.4	(4.2)	8.7	(4.5)
Australian Capital Territory	19.3	(7.9)	12.7	(22.9)	15.7	(9.3)	6.8	(3.6)	9.8	(3.5)
Australia	14.4	(3.3)	7.9	(3.5)	15.4	(2.0)	6.1	(1.6)	8.9	(1.9)

(a) See Explanatory Notes (paragraphs 15-17) on Purpose classification.

**TABLE 6A. AVERAGE ANNUAL KILOMETRES (NARROW AVERAGE)(a) BY TYPE OF VEHICLE AND AREA OF OPERATION: AUSTRALIA
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p**

Type of vehicle	Area of operation											
	Capital City(b)		Provincial Urban(c)		Other areas of State or Territory		Total within State of registration		Interstate		Australia	
	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %
Cars and station wagons	11.1	(1.6)	5.4	(3.6)	8.1	(3.2)	14.9	(1.4)	3.8	(3.7)	15.5	(1.3)
Motor cycles	5.3	(5.1)	3.6	(10.8)	3.8	(4.8)	5.8	(3.5)	3.8	(11.2)	6.1	(3.8)
Utilities and panel vans	12.8	(5.9)	8.1	(11.0)	11.7	(5.7)	16.4	(3.5)	5.7	(17.1)	16.9	(3.4)
Rigid trucks	18.1	(4.4)	11.0	(4.0)	14.1	(8.1)	18.5	(4.2)	7.5	(14.4)	19.0	(4.0)
Articulated trucks	21.4	(2.2)	22.8	(3.7)	40.6	(1.6)	49.6	(1.2)	51.4	(2.6)	65.3	(1.2)
Other truck type vehicles	12.9	(11.5)	17.3	(38.8)	7.0	(9.4)	12.7	(10.7)	2.5	(20.4)	12.8	(10.6)
All trucks	18.3	(3.7)	13.5	(3.6)	16.8	(5.7)	21.2	(3.1)	21.7	(9.0)	23.0	(2.8)
Total	11.3	(1.5)	5.9	(3.2)	9.0	(2.5)	15.1	(1.2)	4.5	(3.3)	15.8	(1.1)

(a) See Explanatory Notes (paragraph 19) on Average concept. (b) Includes A.C.T. for A.C.T. registered vehicles. (c) Includes travel on the Stuart and Barkly highways for Northern Territory registered vehicles.

**TABLE 6B. AVERAGE ANNUAL KILOMETRES (BROAD AVERAGE)(a) BY TYPE OF VEHICLE AND AREA OF OPERATION: AUSTRALIA
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p**

Type of vehicle	Area of operation											
	Capital City(b)		Provincial Urban(c)		Other areas of State or Territory		Total within State of registration		Interstate		Australia	
	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %
Cars and station wagons	8.7	(1.7)	1.6	(4.0)	4.6	(3.4)	14.9	(1.4)	0.7	(4.4)	15.5	(1.3)
Motor cycles	2.8	(5.7)	0.8	(12.2)	2.2	(5.4)	5.7	(3.8)	0.4	(14.1)	6.1	(3.8)
Utilities and panel vans	6.7	(7.3)	2.1	(13.2)	7.4	(6.8)	16.3	(4.0)	0.6	(20.7)	16.9	(3.4)
Rigid trucks	8.3	(7.2)	1.3	(5.4)	8.9	(10.1)	18.5	(6.0)	0.5	(8.8)	19.0	(4.0)
Articulated trucks	12.2	(2.6)	6.3	(4.3)	30.7	(1.8)	49.1	(1.3)	16.2	(3.2)	65.3	(1.2)
Other truck type vehicles	5.5	(15.1)	2.9	(42.7)	4.3	(12.1)	12.7	(12.5)	0.1	(25.2)	12.8	(10.6)
All trucks	8.5	(6.1)	1.8	(4.6)	10.7	(7.4)	21.1	(4.7)	1.9	(3.7)	23.0	(2.8)
Total	8.1	(1.6)	1.6	(3.7)	5.1	(2.7)	15.0	(1.2)	0.7	(3.8)	15.8	(1.1)

(a) See Explanatory Notes (paragraph 19) on Average concept. (b) Includes A.C.T. for A.C.T. registered vehicles. (c) Includes travel on the Stuart and Barkly highways for Northern Territory registered vehicles.

**TABLE 7. AVERAGE ANNUAL KILOMETRES, BY AREA OF OPERATION: STATE/TERRITORY OF REGISTRATION
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p**

State of registration	Area of operation											
	Capital City(a)		Provincial Urban(b)		Other areas of State or Territory		Total within State of registration		Interstate		Australia	
	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %	'000 kilometres	S.E. %
New South Wales	11.6	(3.2)	6.4	(6.3)	9.9	(6.1)	15.6	(2.7)	3.8	(8.1)	16.2	(2.6)
Victoria	11.5	(2.2)	4.7	(5.9)	7.4	(3.4)	14.7	(1.7)	4.5	(5.8)	15.5	(1.7)
Queensland	10.9	(6.1)	6.5	(4.5)	10.3	(4.3)	15.0	(3.1)	4.3	(7.2)	15.6	(2.9)
South Australia	10.6	(2.3)	..	..	7.7	(3.6)	14.1	(1.9)	5.8	(5.7)	15.0	(1.9)
Western Australia	11.7	(2.5)	..	..	9.7	(3.6)	15.7	(1.9)	10.7	(12.6)	16.0	(1.9)
Tasmania	8.6	(3.6)	5.4	(6.8)	9.2	(3.2)	14.7	(2.2)	3.1	(13.2)	14.9	(2.2)
Northern Territory	10.4	(3.9)	5.9	(4.3)	8.0	(5.1)	15.0	(2.7)	8.8	(8.0)	16.3	(2.6)
Australian Capital Territory	12.9	(2.7)	..	..	..	..	12.9	(2.7)	6.1	(5.5)	17.6	(2.7)
Australia	11.3	(1.5)	5.9	(3.2)	9.0	(2.5)	15.1	(1.2)	4.5	(3.3)	15.8	(1.1)

(a) Includes A.C.T. for A.C.T. registered vehicles. (b) Includes travel on the Stuart and Barkly highways for Northern Territory registered vehicles.

**TABLE 8. TOTAL ANNUAL TONNE KILOMETRES, BY VEHICLE TYPE: STATE/TERRITORY OF REGISTRATION
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p**

Type of vehicle	State of registration																	
	N.S.W.		VIC.		QLD.		S.A.		W.A.		T.A.S.		N.T.		A.C.T.		Australia	
	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %	Million tonne kms.	S.E. %
Utilities and panel vans	841.6	(17.9)	419.4	(12.6)	590.3	(27.0)	126.6	(16.9)	298.6	(19.5)	68.6	(22.7)	44.6	(23.5)	24.9	(17.6)	2,414.5	(9.7)
Rigid trucks	6,165.0	(8.8)	3,677.7	(3.5)	2,647.6	(5.1)	1,214.5	(4.5)	2,184.9	(6.0)	512.2	(5.6)	318.9	(7.6)	96.4	(11.2)	16,817.3	(3.5)
Articulated trucks	13,487.0	(3.4)	9,976.9	(3.4)	5,561.0	(3.0)	5,088.3	(4.9)	3,933.8	(4.2)	969.2	(5.1)	1,425.8	(5.5)	388.0	(5.9)	40,739.9	(1.7)
Total—trucks(a)	19,652.0	(3.6)	13,654.6	(2.7)	8,208.6	(2.6)	6,302.7	(4.1)	6,118.8	(3.4)	1,481.4	(3.8)	1,744.7	(4.6)	384.4	(5.0)	57,547.2	(1.6)
Total	20,493.6	(3.5)	14,074.0	(2.6)	8,798.9	(3.8)	6,429.3	(4.0)	6,417.4	(3.4)	1,550.0	(3.8)	1,789.3	(4.6)	409.2	(4.8)	59,961.7	(1.5)

(a) Excludes 'other truck type vehicles'.

TABLE 9. TOTAL ANNUAL FUEL CONSUMPTION, BY TYPE OF VEHICLE AND KIND OF FUEL: AUSTRALIA
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p

Type of vehicle	Kind of fuel									
	Petrol		Diesel or distillate		LPG		Not stated		Total	
	Million litres	S.E. %	Million litres	S.E. %	Million litres	S.E. %	Million litres	S.E. %	Million litres	S.E. %
Cars and station wagons	11,938.0	(1.6)	56.7	(17.4)	161.2	(15.5)	37.5	(34.0)	12,193.3	(1.6)
Motor cycles	119.3	(4.5)	..	..	..	..	1.5	(31.4)	120.7	(4.4)
Utilities and panel vans	2,151.7	(4.2)	130.6	(25.0)	48.3	(49.5)	5.1	(a)(96.3)	2,335.6	(4.0)
Rigid trucks	955.7	(6.1)	1,119.9	(6.9)	45.3	(11.4)	4.8	(42.6)	2,125.8	(4.5)
Articulated trucks	26.2	(10.8)	1,600.9	(1.5)	5.8	(22.7)	1.4	(a)(58.7)	1,634.2	(1.4)
Other truck type vehicles	55.4	(15.2)	16.0	(22.6)	..	..	..	..	71.3	(12.6)
All trucks	1,037.2	(5.7)	2,736.8	(3.0)	51.1	(10.5)	6.2	(35.5)	3,831.3	(2.6)
Total	15,245.6	(1.4)	2,924.5	(3.0)	266.6	(13.4)	50.2	(27.6)	18,481.0	(1.2)

(a) Published for completeness, note high standard error.

TABLE 10. AVERAGE RATE OF FUEL CONSUMPTION, BY TYPE OF VEHICLE AND KIND OF FUEL: AUSTRALIA
TWELVE MONTHS ENDED 30 SEPTEMBER 1982 p

Type of vehicle	Kind of fuel									
	Petrol		Diesel or distillate		LPG		Not stated		Total	
	Litres /100km	S.E. %	Litres /100km	S.E. %	Litres /100km	S.E. %	Litres /100km	S.E. %	Litres /100km	S.E. %
Cars and station wagons	12.5	(0.7)	10.4	(5.9)	17.6	(4.9)	11.9	(5.2)	12.5	(0.7)
Motor cycles	5.6	(1.5)	..	..	..	..	5.8	(10.1)	5.6	(1.5)
Utilities and panel vans	13.9	(1.6)	11.7	(5.0)	19.1	(9.5)	14.4	(5.1)	13.8	(1.6)
Rigid trucks	23.4	(3.7)	26.9	(3.1)	35.1	(6.2)	27.1	(12.9)	25.3	(2.2)
Articulated trucks	52.5	(2.2)	53.7	(0.6)	79.6	(9.7)	53.0	(4.1)	53.8	(0.6)
Other truck type vehicles	27.8	(4.1)	43.6	(16.1)	..	..	..	..	30.2	(4.8)
All trucks	24.0	(3.5)	38.1	(2.9)	37.4	(6.1)	30.4	(13.8)	32.8	(1.9)
Total	13.0	(0.7)	33.0	(3.2)	20.0	(3.9)	12.7	(5.3)	14.4	(0.6)