

Indigenous males accounted for two-thirds (68%; n=3,241) of Indigenous land transport serious injury in 1999–00 to 2003–04 with a M:F rate ratio of 2.2:1.0.

Figure 4.2 shows that for both males and females, Indigenous serious injury rates were fairly similar to non-Indigenous rates over the age band from 5–29 years and above age 60 (women) or 65 years (men); but Indigenous people had a substantially higher serious injury rate in infancy, and in the age bands from 30–59 years.

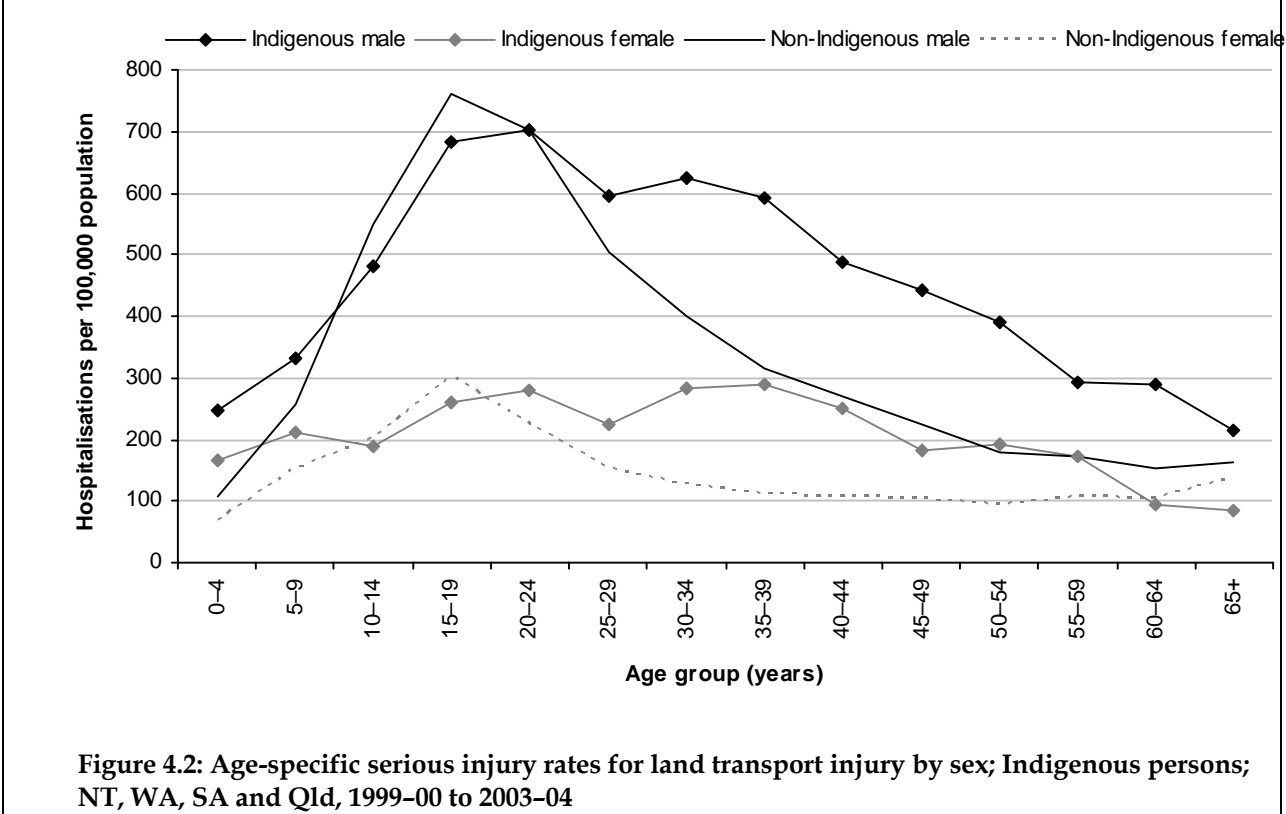


Figure 4.2: Age-specific serious injury rates for land transport injury by sex; Indigenous persons; NT, WA, SA and Qld, 1999–00 to 2003–04

The land transport fatal and serious injury rates differed by gender for both Indigenous and non-Indigenous persons (Table 4.2). The age-standardised rates of fatal injury for Indigenous and non-Indigenous males were two times and three times greater, respectively, than the corresponding rates for females. The age-standardised rates of serious injury for Indigenous and non-Indigenous males were over two times greater than the corresponding rates for females.

For fatal injury, the age-specific rate for Indigenous males peaked at ages 20–24 years at 60 deaths per 100,000 and at ages 35–39 years with 63 deaths per 100,000. Indigenous female rates peaked at 35–39 years at 35 deaths per 100,000 and at 45–49 years with 36 deaths per 100,000. For non-Indigenous males and females, fatality rates were high at ages 15–24 years (males: 31 per 100,000 among 15–19 years olds and 32 per 100,000 among 20–24 year olds, females: 10 per 100,000 among 15–19 years olds and 9 per 100,000 among 20–24 year olds).

For serious injury, the age-specific rate for Indigenous males was high at ages 15–24 years (682 per 100,000 among 15–19 years olds and 704 per 100,000 among 20–24 year olds). For Indigenous females, the age-specific rate of serious injury was high at ages 30–39 years (282 per 100,000 among 30–34 year olds and 289 per 100,000 among 35–39 year olds). For non-Indigenous males and females, rates were high at ages 15–24 years (males: 762 per 100,000 among 15–19 year olds and 703 per 100,000 among 20–24 year olds, females: 302 per 100,000 among 15–19 years olds and 225 per 100,000 among 20–24 year olds).

Table 4.2: Age-specific and age-standardised rates due to fatal and serious land transport injury; NT, WA, SA and Qld, 1999–00 to 2003–04

Indicator	Age group (years)														All ages (crude)	Age Std*
	0–4	5–9	10–14	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60–64	65+		
Fatal injury																
Indigenous male	5.5	7.4	10.4	48.6	59.7	37.4	41.3	63.4	35.8	48.9	18.3	28.6	30.0	41.5	31.6	36.5
Non-Indigenous male	3.6	2.8	5.0	30.6	32.1	21.9	20.6	16.9	12.2	11.8	10.9	8.3	12.6	17.5	15.1	15.1
<i>Male rate ratio: Indigenous: non-Indigenous</i>	1.6	2.7	2.1	1.6	1.9	1.7	2.0	3.8	2.9	4.2	1.7	3.4	2.4	2.4	2.1	2.4
Indigenous female	13.6	4.5	3.7	11.6	27.0	15.0	21.4	35.1	20.8	35.5	12.8	0.0	7.9	18.1	15.6	17.0
Non-Indigenous female	2.7	1.9	2.3	10.1	8.7	5.8	3.1	4.3	4.6	4.5	3.9	5.2	5.5	7.7	5.2	5.1
<i>Female rate ratio: Indigenous: non-Indigenous</i>	5.0	2.4	1.6	1.1	3.1	2.6	7.0	8.2	4.5	7.8	3.3	0.0	1.4	2.4	3.0	3.3
<i>Rate ratio: Indigenous: non-Indigenous</i>	3.1	2.6	1.9	1.5	2.1	1.9	2.7	4.6	3.4	5.1	2.1	2.2	2.1	2.4	2.3	2.6
Serious injury																
Indigenous male	248.0	332.3	481.9	682.0	703.6	594.6	624.1	591.4	486.9	443.4	389.3	292.8	289.6	213.3	478.4	452.0
Non-Indigenous male	106.9	257.9	548.0	762.0	702.6	504.3	398.4	314.5	270.0	223.1	179.1	170.9	153.1	162.8	341.2	338.3
<i>Male rate ratio: Indigenous: non-Indigenous</i>	2.3	1.3	0.9	0.9	1.0	1.2	1.6	1.9	1.8	2.0	2.2	1.7	1.9	1.3	1.4	1.3
Indigenous female	166.8	210.9	188.7	260.2	279.8	224.4	282.1	289.3	249.8	180.7	191.7	171.2	95.2	86.0	219.1	203.8
Non-Indigenous female	66.8	151.4	201.9	302.1	224.8	154.3	125.3	111.4	108.0	104.4	95.2	107.4	103.2	137.9	143.2	143.5
<i>Female rate ratio: Indigenous: non-Indigenous</i>	2.5	1.4	0.9	0.9	1.2	1.5	2.3	2.6	2.3	1.7	2.0	1.6	0.9	0.6	1.5	1.4
<i>Rate ratio: Indigenous: Non-Indigenous</i>	2.4	1.3	0.9	0.9	1.0	1.2	1.7	2.0	1.9	1.9	2.1	1.6	1.4	0.9	1.4	1.3

Rates are averages of annual rates over the five years 1999–00 to 2003–04.
 * Adjusted by direct standardisation to the Australian population in June 2001.

Car occupants and pedestrians were the two modes of transport resulting in the largest number of cases of death or serious injury for Indigenous people (Tables 3.2 and 3.3).

Table 4.3 depicts age-standardised rates of fatal and serious injury, by gender, and according to mode of transport. Fatal injury among car occupants was 2.3 times higher among Indigenous compared to non-Indigenous persons. Indigenous male drivers had nearly twice the fatality rate of non-Indigenous male drivers. Both male and female Indigenous car passengers had fatality rates that were more than three times higher than fatality rates for non-Indigenous car passengers of the same sex. Likewise, serious injury among car occupants was 1.9 times higher among Indigenous compared to non-Indigenous persons. Female Indigenous car passengers had serious injury rates more than twice that of female non-Indigenous car passengers and male Indigenous car passengers had serious injury rates nearly four times that of male non-Indigenous car passengers.

The fatality rate for male Indigenous pedestrians was over six times that for male non-Indigenous pedestrians while the fatality rate for female Indigenous pedestrians was nearly ten times that for female non-Indigenous pedestrians. The serious injury rates for male and female Indigenous pedestrians were nearly four times higher than serious injury rates for non-Indigenous pedestrians of the same sex.

Figure 4.3 depicts age-specific death rates in traffic conditions and by mode of transport. Non-traffic death rates for non-Indigenous males and females scarcely left the zero line (Appendix A5), and therefore data were too sparse to be charted. Figures 4.4 and 4.5 depict age-specific serious injury rates by traffic and non-traffic conditions and by mode of transport. Tabulations of the age-specific and all-ages rates by mode of transport for Figures 4.3 to 4.5 are included as Tables A4, A6 and A7 in the Appendix.

Fatal and serious injury rates for Indigenous people in traffic conditions do not follow the pattern of peak in early adulthood, and decline thereafter as is observed for non-Indigenous people. Instead, Indigenous rates for pedestrians, car passengers and car drivers in particular, tend to rise in early adulthood and remain elevated through middle age.

For traffic accidents (i.e. occurring on a public road), the fatality rate for Indigenous pedestrians peaked in the 35–39 year age group for males (age-specific rate of 25 per 100,000) and for females in the 35–39 year (17 per 100,000) and 45–49 year age groups (16 per 100,000) (Figure 4.3). For male and female Indigenous car drivers, multiple peaks in fatality rates were evident, with various age groups from 20–24 years to 60–64 years affected (Figure 4.3). The car passenger fatality rate among Indigenous males peaked in the 20–24 year age group (23 per 100,000). The car passenger fatality rate for Indigenous females peaked in the 45–49 year age group (10 per 100,000).

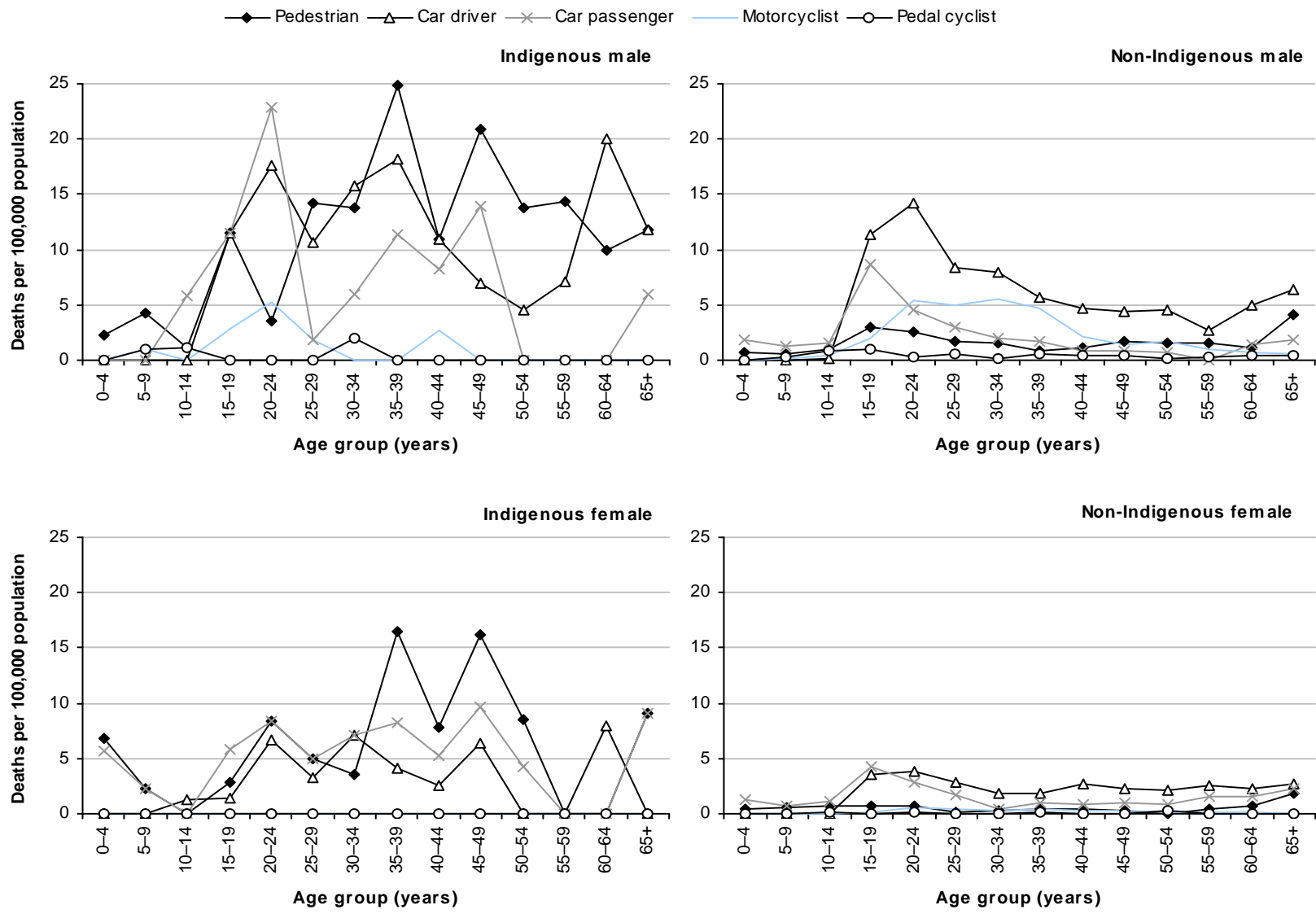


Figure 4.3: Traffic deaths – age-specific death rates by mode of transport; NT, WA, SA and Qld, 1999-00 to 2003-04

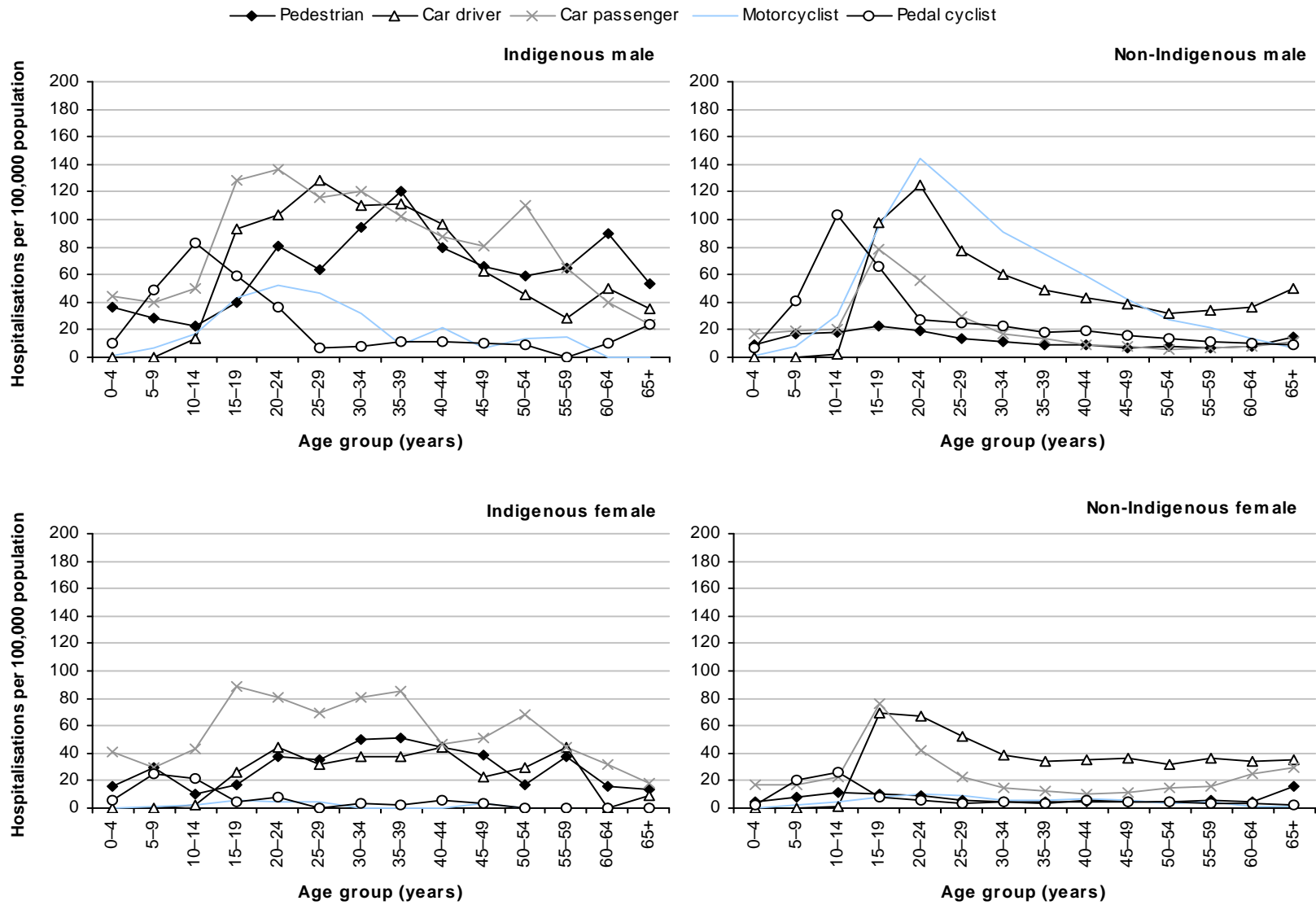


Figure 4.4: Traffic serious injury – age-specific serious injury rates by mode of transport; NT, WA, SA and Qld, 1999-00 to 2003-04

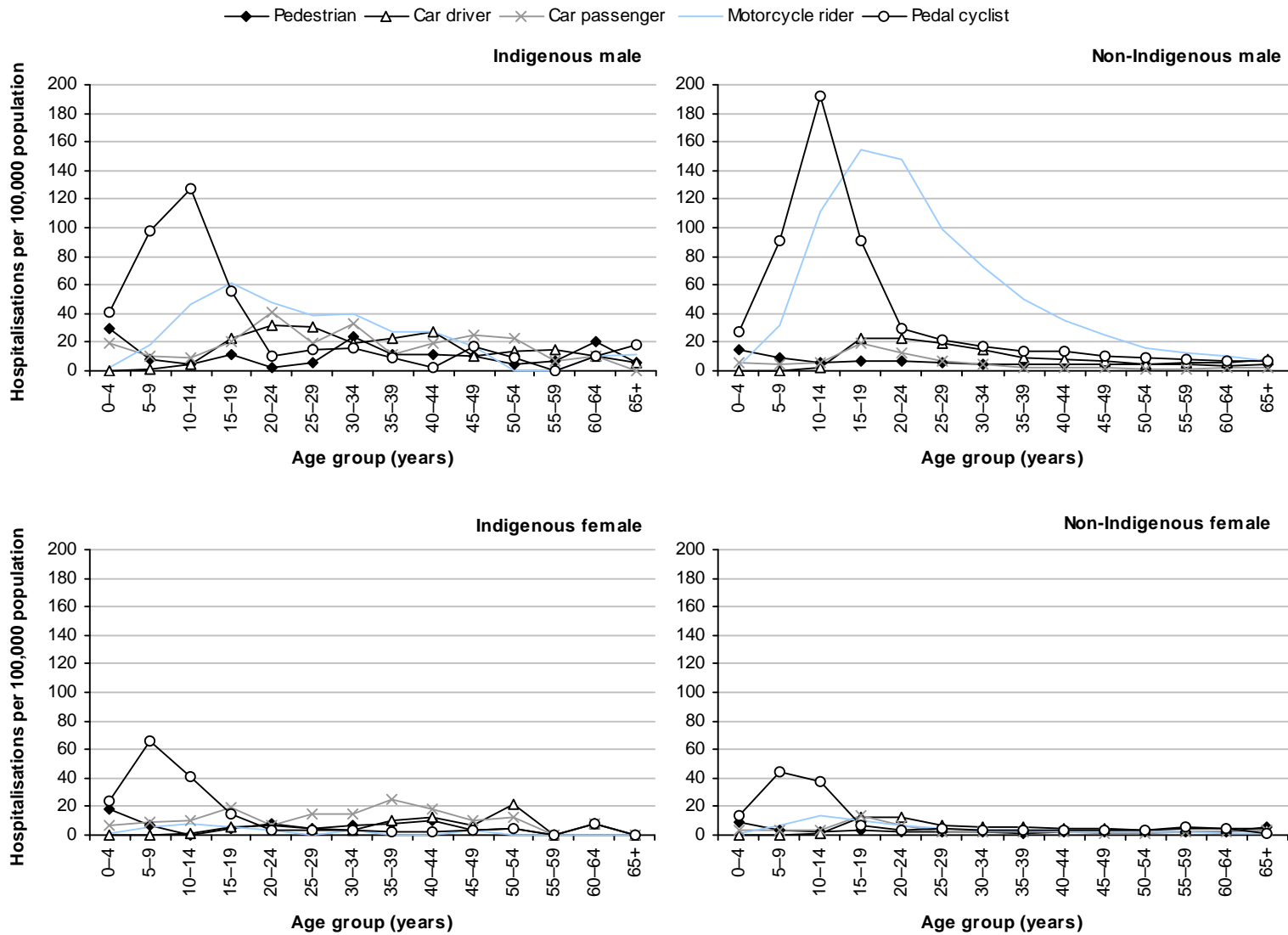


Figure 4.5: Non-traffic serious injury – age-specific serious injury rates by mode of transport; NT, WA, SA and Qld, 1999-00 to 2003-04

Figures 4.4 and 4.5 depict age-specific serious injury rates by traffic and non-traffic conditions and by mode of transport. For traffic accidents (i.e. occurring on a public road) (Figure 4.4), car passengers were most commonly injured among Indigenous people – the serious injury rate peaked in the 20–24 year age group for males (age-specific rate of 137 per 100,000) and in the 15–19 year age group for females (88 per 100,000). Car drivers were the second most commonly injured for Indigenous males, with the injury rate peaking in the 25–29 year age group (128 per 100,000). For Indigenous females, the second most commonly injured group was pedestrians with the highest injury rates occurring at ages 30–34 and 35–39 years (50 per 100,000 and 52 per 100,000, respectively).

For non-Indigenous males, motorcyclists were most commonly injured in traffic conditions with the serious injury rate peaking in the 20–24 year age group (144 serious injury cases per 100,000), followed by car drivers, with the highest rate occurring in the 20–24 year age group (125 per 100,000 for car drivers). For non-Indigenous females, the group most commonly injured in traffic conditions was car drivers, with the highest rate occurring in the 15–19 year age group (69 per 100,000), followed by car passengers with the highest rate also occurring in the 15–19 year age group (77 per 100,000).

For non-traffic accidents (Figure 4.5), pedal cyclists were most commonly injured among Indigenous people – serious injury rates peaked in 10–14 year age group for males (age-specific rate of 127 per 100,000) and in the 5–9 year age group for females (65 per 100,000). For Indigenous males, the second group most commonly injured was motorcyclists, with the highest rate occurring in the 15–19 year age group (62 per 100,000). For Indigenous females, the second group most commonly injured was car passengers, with the highest rate occurring in the 35–39 year age group (25 per 100,000).

For non-Indigenous males, motorcyclists were most commonly injured in non-traffic conditions with the serious injury rate peaking in the 15–19 year age group (155 serious injury cases per 100,000), followed by pedal cyclists, with the highest rate occurring in the 10–14 year age group (193 per 100,000). For non-Indigenous females, the most commonly injured group in non-traffic conditions was pedal cyclists with the highest rate occurring in the 5–9 year age group (44 per 100,000), followed by car drivers with a rate of 12 per 100,000 occurring in both the 15–19 year age and the 20–24 year age group.

Remoteness zones

Remoteness zones in this report refer to the place of usual residence of the person who died or was admitted to hospital. The remoteness zones reported here are as specified in the ABS Australian Standard Geographical Classification (ASGC) (ABS 2001). Remoteness is defined in a manner based on the Accessibility/Remoteness Index of Australia (ARIA), which was developed for the Commonwealth Department of Health and Aged Care by the National Key Centre for Social Applications of Geographic Information Systems (GISCA), Adelaide University. According to this method, remoteness is an index applicable to any point in Australia, based on road distance from urban centres of five sizes. The ABS has provided tables that specify the proportion of the population of each Statistical Local Area (SLA) in Australia whose place of residence is in each of five segments of the remoteness index. These segments are:

- Major cities, with ARIA index value of 0 to 0.2
- Inner regional, with ARIA index value of >0.2 and ≤2.4
- Outer regional, with ARIA index value of >2.4 and ≤5.92
- Remote, with ARIA index value of >5.92 and ≤10.53
- Very remote, with average ARIA index value of >10.53

These tables were used to assign records to the five zones, on the basis of the SLA of usual residence of the person.

Most SLAs lie entirely within one of the five zones. If this was so for all SLAs, then each record could simply be assigned to the zone in which its SLA lies. However, some SLAs include areas in two or more of the zones. Records with these SLAs were assigned to remoteness zones in proportion to the zone-specific distribution of the resident population of the SLA according to the 2001 census. Following usual AIHW practice, different methods were used to assign records in the two data sources.

For deaths, a proportion of each record was assigned to each remoteness zone represented in the SLA. The sum of the proportions for one of the zones is the overall estimate of cases in that zone. Note that the resulting value is not normally an integer. For purposes of this report, these values have been rounded to integers for tabulation. However, the unrounded values have been used to calculate other statistics, such as column percentages.

For hospitalisations, each record in the set having a particular SLA code was assigned to one or other of the zones probabilistically, in proportion to the resident population of that SLA. The resulting values are integers.

In this report, fatal injury cases by remoteness of a person's usual residence are presented for the five-year period of 1999–00 to 2003–04 (Tables 4.4 and 4.5). Remoteness of a person's usual residence was not available for hospital records for 1999–00 (Indigenous n=958, non-Indigenous n=17,401). Therefore, serious injury cases by remoteness of a person's usual residence are presented for the four-year period of 2001–02 to 2003–04 (Tables 4.4 and 4.5).

The deaths and hospital datasets used in this report do not contain information on the crash location; therefore it is not possible to determine if the injury was sustained also in a remote and very remote area. However, it is likely that people who reside in remote and very remote areas are injured in transport crashes that occur in the vicinity of where they live or work.

Age-standardised rates of fatal and serious injury increased according to remoteness of the person's usual residence from an urban centre for Indigenous and non-Indigenous persons (Table 4.5 and Figure 4.6). About three-quarters of Indigenous persons fatally (76%) and seriously (74%) injured in road crashes (traffic and non-traffic) resided in outer regional, remote or very remote areas (Table 4.4). By contrast, over two-thirds of non-Indigenous persons fatally (69%) and seriously injured (68%) resided in major cities or inner regional areas.

Taking into account the Indigenous and non-Indigenous populations in each of the remoteness zones, Indigenous persons living in major cities had fatal injury rates that were 2.3 times greater than for non-Indigenous persons. In inner and outer regional Australia, the rates of fatal injury were similar for Indigenous and non-Indigenous persons. In remote and very remote zones, the fatality rates for Indigenous persons were 2.1 times and 2.3 times greater, respectively, than for non-Indigenous persons.

Indigenous persons living in major cities had serious injury rates that were 1.4 times greater than for non-Indigenous persons. In inner regional Australia, the rates of serious injury were similar for Indigenous and non-Indigenous persons. Non-Indigenous persons had higher rates of serious injury than Indigenous persons in outer regional Australia (1.2 times) and in very remote zones (1.3 times). This latter observation is largely due to the fact that non-Indigenous persons had higher rates of serious injury in land transport accidents in non-traffic conditions (see Figure 4.7), many of them off-road motorcycle accidents, and motorcyclist serious injury rates increased according to remoteness of usual residence from an urban centre (see Tables A8 to A11).

Indigenous male rates of fatal and serious injury were (at least) twice the rate observed for Indigenous females in each remoteness zone (with one exception: only 1.3 times more males than females dwelling in a remote area died in a land transport crash), and non-Indigenous male rates were also (at least) twice the rate observed for non-Indigenous females in each remoteness zone.

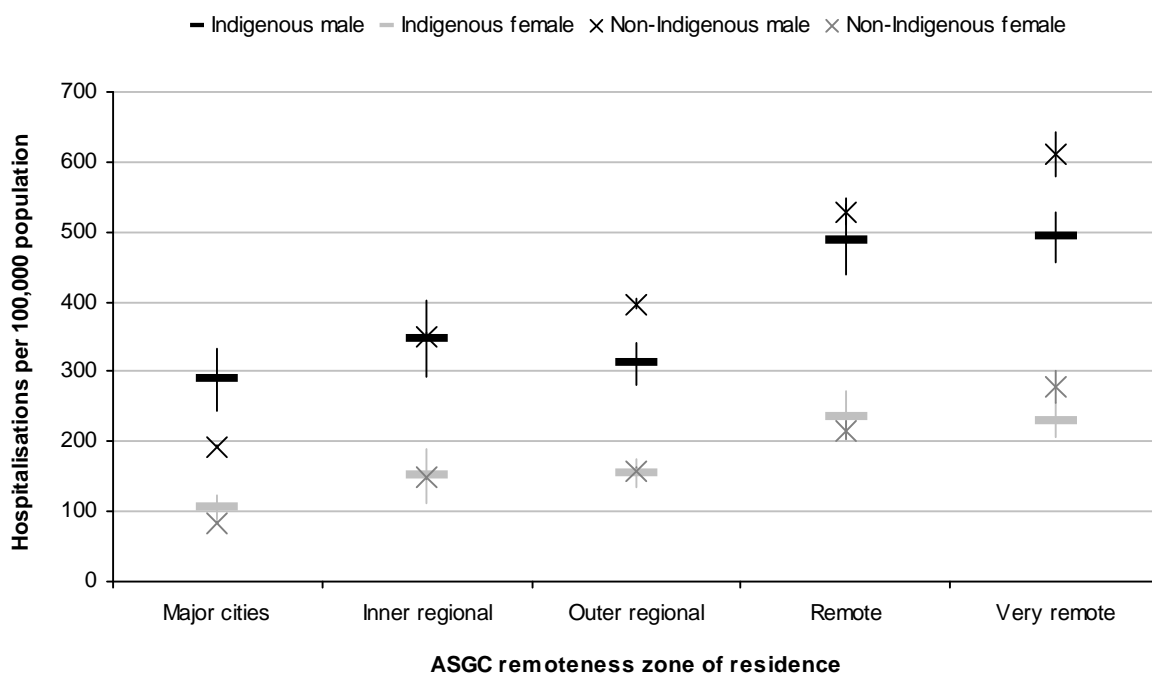
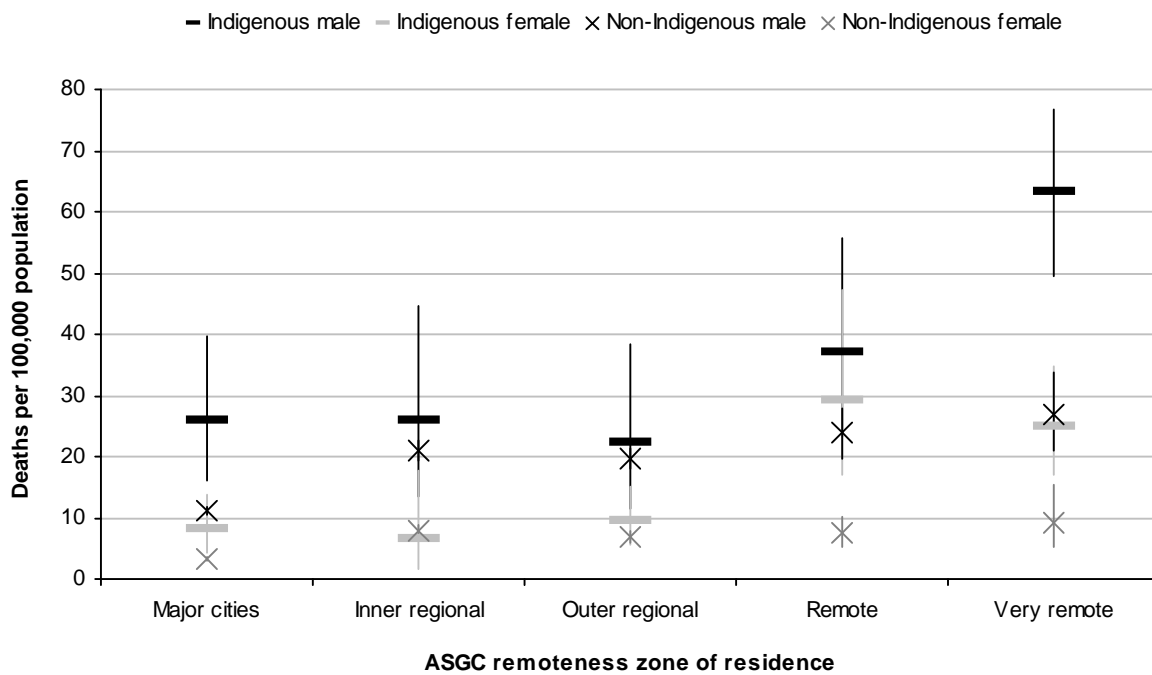


Figure 4.6: Age-standardised death and hospitalisation rates for land transport injury by remoteness zone and Indigenous status for persons involved in land transport accidents; NT, WA, SA and Qld, 1999-00 to 2003-04

The numbers of deaths stratified by remoteness zone are sparse and therefore preclude a more detailed examination of the nature and circumstances of land transport deaths by remoteness zone. The following analyses are therefore restricted to hospitalisation data only.

A pattern emerges when hospitalisation rates are distinguished by whether they resulted from traffic or non-traffic conditions (Table 4.6 and Figure 4.7). In traffic conditions, Indigenous males and females had higher rates of hospitalisation (based on age-standardised rates) across all remoteness zones, compared to non-Indigenous persons of the same sex. For Indigenous and non-Indigenous males and females, the hospitalisation rate from traffic injury increased by remoteness of the person's usual residence. In each remoteness zone, hospitalisation rates for traffic injury for Indigenous males ranged from almost twice to three times the rate observed for Indigenous females, and a similar finding was observed for non-Indigenous males compared to non-Indigenous females.

In non-traffic conditions, hospitalisation rates for Indigenous males and non-Indigenous males were similar for major cities. However, rates of hospitalisation for non-Indigenous and Indigenous males diverged from each other as the location of the person's usual residence became more remote. There was a four-fold increase in the hospitalisation rate for non-Indigenous males in very remote zones compared to major cities. This increase by remoteness did not occur to the same extent for Indigenous males, which resulted in rates for non-Indigenous males between two and three times higher than for Indigenous males in outer regional, remote and very remote zones. A similar pattern occurred for females, with a five-fold increase in the hospitalisation rate for non-Indigenous females in very remote zones compared to major cities. This increase by remoteness did not occur to the same extent for Indigenous females, which resulted in rates for non-Indigenous females 1.8 times higher than for Indigenous females in very remote zones. In each remoteness zone, hospitalisation rates for non-traffic injury for Indigenous males range from twice to almost five times the rate observed for Indigenous females and a similar finding was observed for non-Indigenous males compared non-Indigenous females.

Table 4.6: Age-standardised hospitalisation rates by remoteness zone of residence and Indigenous status for persons involved in land transport accidents; NT, WA, SA and Qld, 2000–01 to 2003–04

ASGC remoteness zone of residence	Age-standardised rate per 100,000 population (95% CI)			
	Indigenous male	Non-Indigenous male	Indigenous female	Non-Indigenous female
Traffic				
Major cities	207 (165–249)	116 (114–118)	73 (58–89)	57 (55–58)
Inner regional	213 (172–253)	186 (181–191)	103 (79–133)	85 (82–88)
Outer regional	204 (179–228)	193 (187–198)	108 (90–126)	87 (83–91)
Remote	279 (240–318)	191 (180–202)	153 (123–182)	93 (85–102)
Very remote	342 (312–373)	232 (213–252)	157 (137–178)	110 (95–125)
Non-traffic				
Major cities	64 (52–77)	65 (63–66)	22 (15–30)	15 (15–16)
Inner regional	107 (81–138)	132 (127–136)	23 (14–36)	27 (25–28)
Outer regional	72 (58–87)	163 (159–168)	35 (26–44)	34 (33–37)
Remote	139 (114–164)	265 (252–278)	60 (44–79)	60 (54–67)
Very remote	96 (82–111)	276 (255–297)	45 (36–57)	82 (69–94)

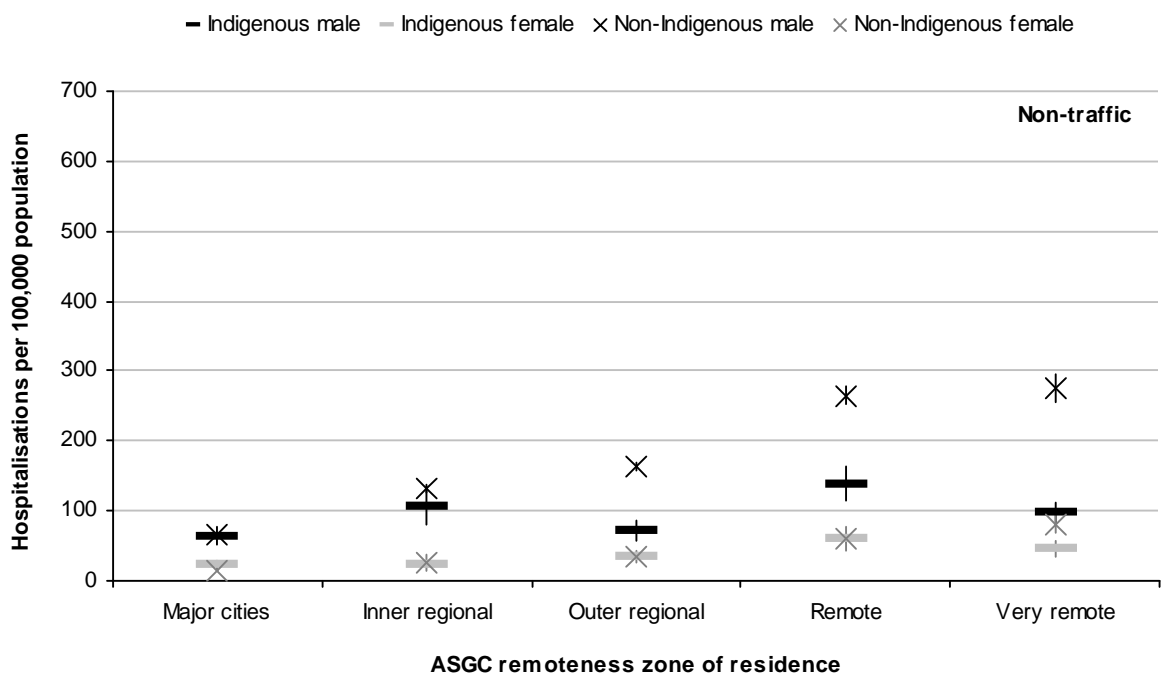
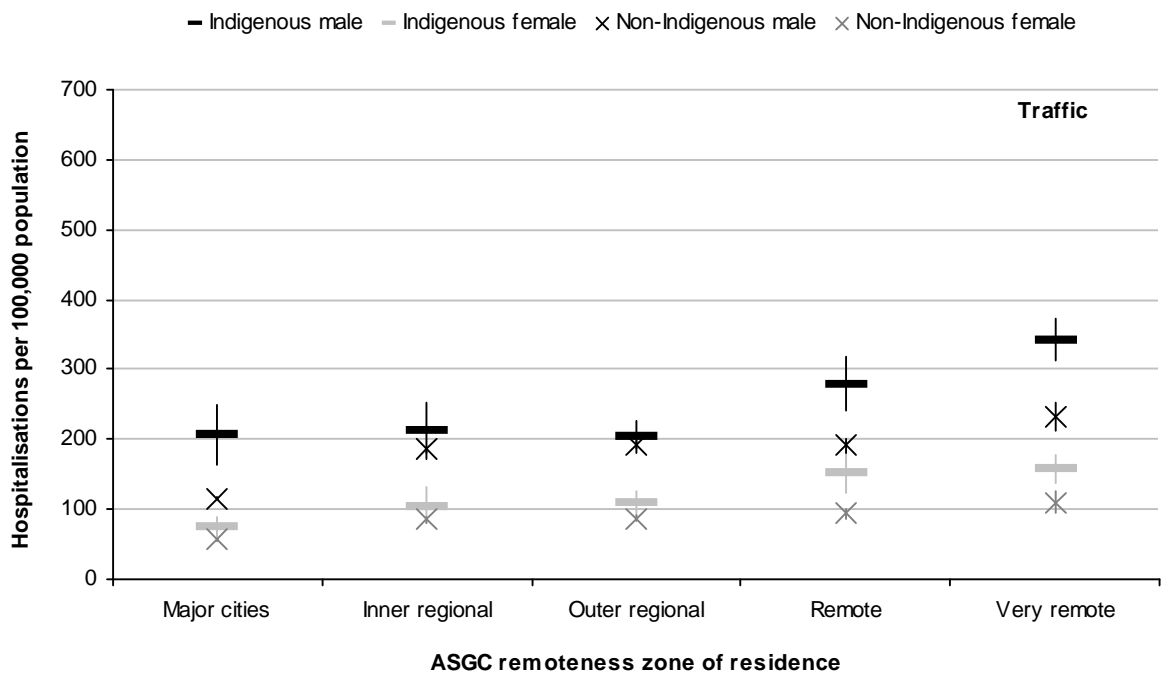


Figure 4.7: Age-standardised hospitalisation rates by remoteness zone and Indigenous status for persons involved in land transport accidents; NT, WA, SA and Qld, 2000-01 to 2003-04

Remoteness zones by injured person's vehicle and Indigenous status

Figures 4.8 to 4.10 depict age-specific injury rates (traffic and non-traffic combined) by the remoteness of the injured person's usual place of residence. Data are stratified by remoteness of residence, gender, age and mode of transport. As a result of stratification, case numbers for Indigenous persons are often small and susceptible to chance variation. While broad patterns are likely to be meaningful, little weight should be put on fluctuations in age-specific rates from one age-group to the next. Most serious injury for pedal cyclists and motorcyclists occurred in non-traffic conditions. This is shown for one remoteness zone – Figures 4.11 and 4.12 depict age-specific injury rates for traffic and non-traffic conditions in remote and very remote locations. Tabulations of the age-specific rates and all-ages rates by mode of transport for Figures 4.8 to 4.12 are included as Tables A8 to A12 in the Appendix.

Major cities

In major cities, the highest all-ages rate among Indigenous males was for pedal cyclists, with the highest rate observed in the 10–14 year age group (189 per 100,000), followed by injuries to Indigenous male pedestrians aged 40–44 (174 per 100,000). Overall, in major cities, injury rates for most types of transport were higher for Indigenous males than for non-Indigenous males, with one exception; more non-Indigenous males were injured while riding motorcycles in major cities than Indigenous males. For non-Indigenous males, motorcyclists were most commonly injured with the highest rate observed for those aged 20–24 years (145 per 100,000). The second most commonly injured group was pedal cyclists, for which non-Indigenous males aged 10–14 years had the highest injury rate (180 per 100,000).

For Indigenous females, pedestrians were most commonly injured with the serious injury rate peaking in the 40–44 year age group (119 per 100,000), followed by car passengers with the highest rates observed for females aged 0–4 years (64 per 100,000) and 15–19 years (63 per 100,000). Car drivers were the most commonly injured for non-Indigenous females and rates were high at ages 15–24 years (45 per 100,000 for 15–19 year olds and 46 per 100,000 for 20–24 year olds). High injury rates were also observed for non-Indigenous female car passengers, with the highest rate in the 15–19 year age group (56 per 100,000).

Inner and outer regional

Indigenous males in this region were most commonly injured as pedal cyclists, with the highest rate occurring in the 10–14 year age group (265 per 100,000). Pedestrians were the second most commonly injured and rates were high for males at ages 30–39 years (112 per 100,000 for 30–34 year olds and 106 per 100,000 for 35–39 year olds). For non-Indigenous males, motorcyclists were the most commonly injured with the highest rate in the 15–19 year age group (411 per 100,000). Although the serious injury rate was also the highest in this age group for Indigenous male motorcyclists (119 per 100,000 among 15–19 year olds), the non-Indigenous rates was over three times higher than that observed for Indigenous motorcyclists. The second most commonly injured group for non-Indigenous males was pedal cyclists, with the highest rate occurring in those aged 10–14 years (323 per 100,000). For Indigenous and non-Indigenous males living in inner and outer regional areas, the pattern of injury for pedal cyclists is similar to that observed for those living in major cities, but with one major difference. Although the injury rates in both zones are highest at ages 10–14 years, in inner and outer regional zones it is non-Indigenous males who have the higher overall rate compared with Indigenous males.

For Indigenous females, car passengers were most commonly injured, with the highest rate in those aged 35–39 years (109 per 100,000). Pedal cyclists also had high rates of injury, with the highest rate in those aged 5–9 years (101 per 100,000). For non-Indigenous females, car drivers were most commonly injured, with the highest rate at ages 15–19 years (114 per 100,000). The second most commonly injured group was car passengers, with the highest rate in those aged 15–19 years (113 per 100,000).

Remote and very remote

In remote and very remote regions, the highest all-ages rate for Indigenous males was for car passengers, with the highest rate observed in the 30–34 year age group (259 per 100,000), followed by car drivers, with the highest rate at ages 40–44 years (210 per 100,000). For non-Indigenous males, motorcyclists were most commonly injured, with the highest rate occurring in those aged 15–19 years (755 per 100,000). The injuries to non-Indigenous male motorcyclists aged 15–19 years in this region, were eight times greater than those recorded for Indigenous male motorcyclists of the same age, and were far higher than injuries observed for any other vehicle type. The second most commonly injured group for non-Indigenous males was car drivers and rates were high at ages 15–24 years (151 per 100,000 for 15–19 year olds and 143 per 100,000 for those aged 20–24 years).

As for Indigenous males, car passengers were most commonly injured for Indigenous females, with the highest rate observed in the 35–39 year age group (173 per 100,000). The second most commonly injured group was pedestrians, with the highest rate at ages 40–44 years (90 per 100,000). For non-Indigenous females, car drivers were most commonly injured, with the highest rate observed in the 15–19 year age group (147 per 100,000), followed by car passengers, with the highest rate at ages 15–19 years (109 per 100,000) and motorcyclists with the highest rate at ages 15–19 years (104 per 100,000).

In remote and very remote regions, the majority of serious injury cases for car drivers and car passengers occurred in traffic conditions for both Indigenous and non-Indigenous males and females. The majority of Indigenous male and female pedestrians sustained their injuries on public roads. Serious injury rates were particularly high for Indigenous pedestrians aged in the 30s. Half of non-Indigenous pedestrians sustained their injuries in non-traffic conditions, and serious injury rates were highest among teenagers and young adults. Fifty-five per cent of Indigenous motorcyclists and 65% of non-Indigenous motorcyclists sustained their injuries in non-traffic conditions, and about 90% of those injured were male. About two-thirds of pedal cyclists sustained their injuries in non-traffic conditions for both Indigenous and non-Indigenous males and females.

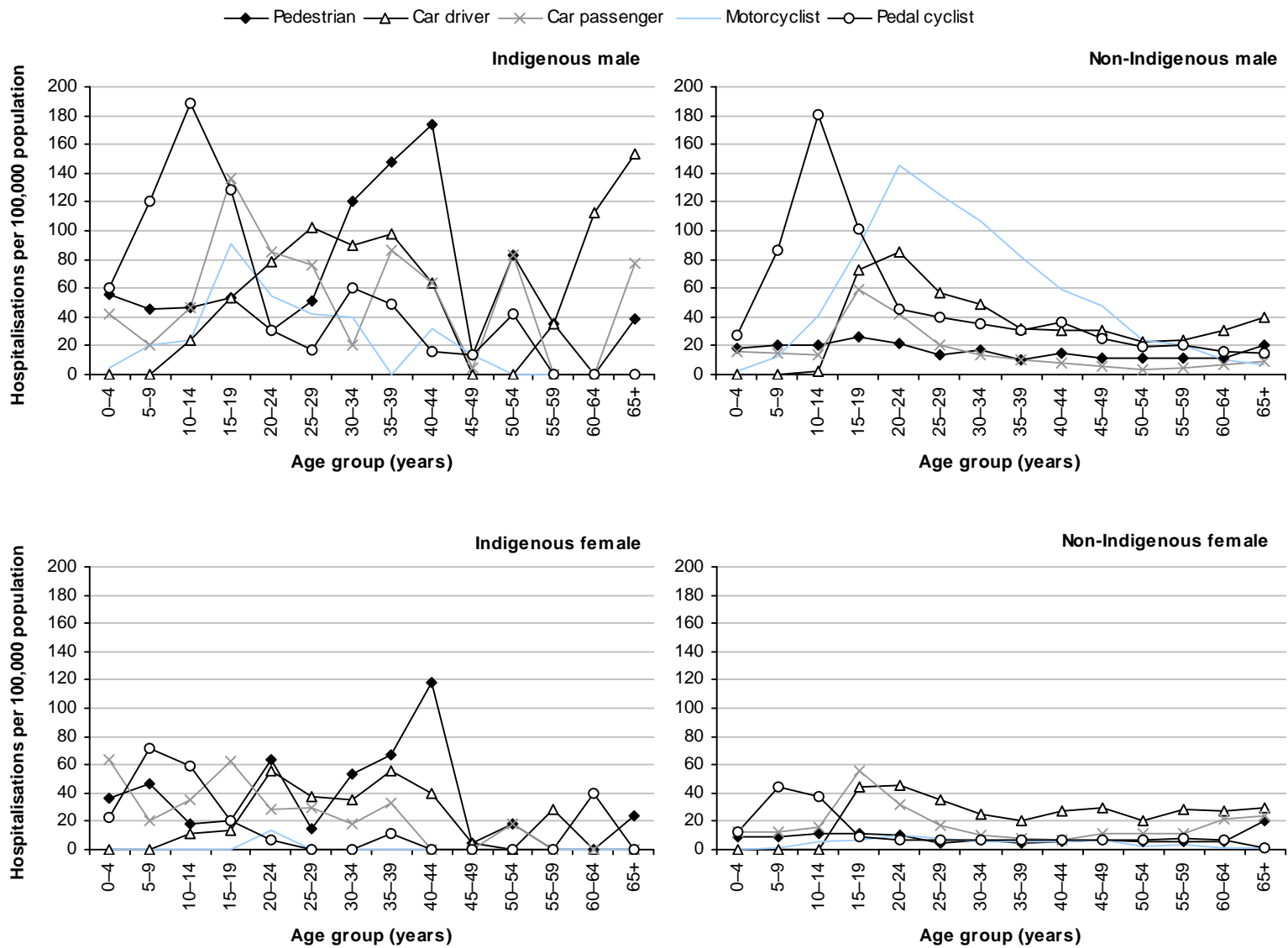


Figure 4.8: Remoteness zones by seriously injured person's vehicle and age: Major cities; NT, WA, SA and Qld, 2000-01 to 2003-04

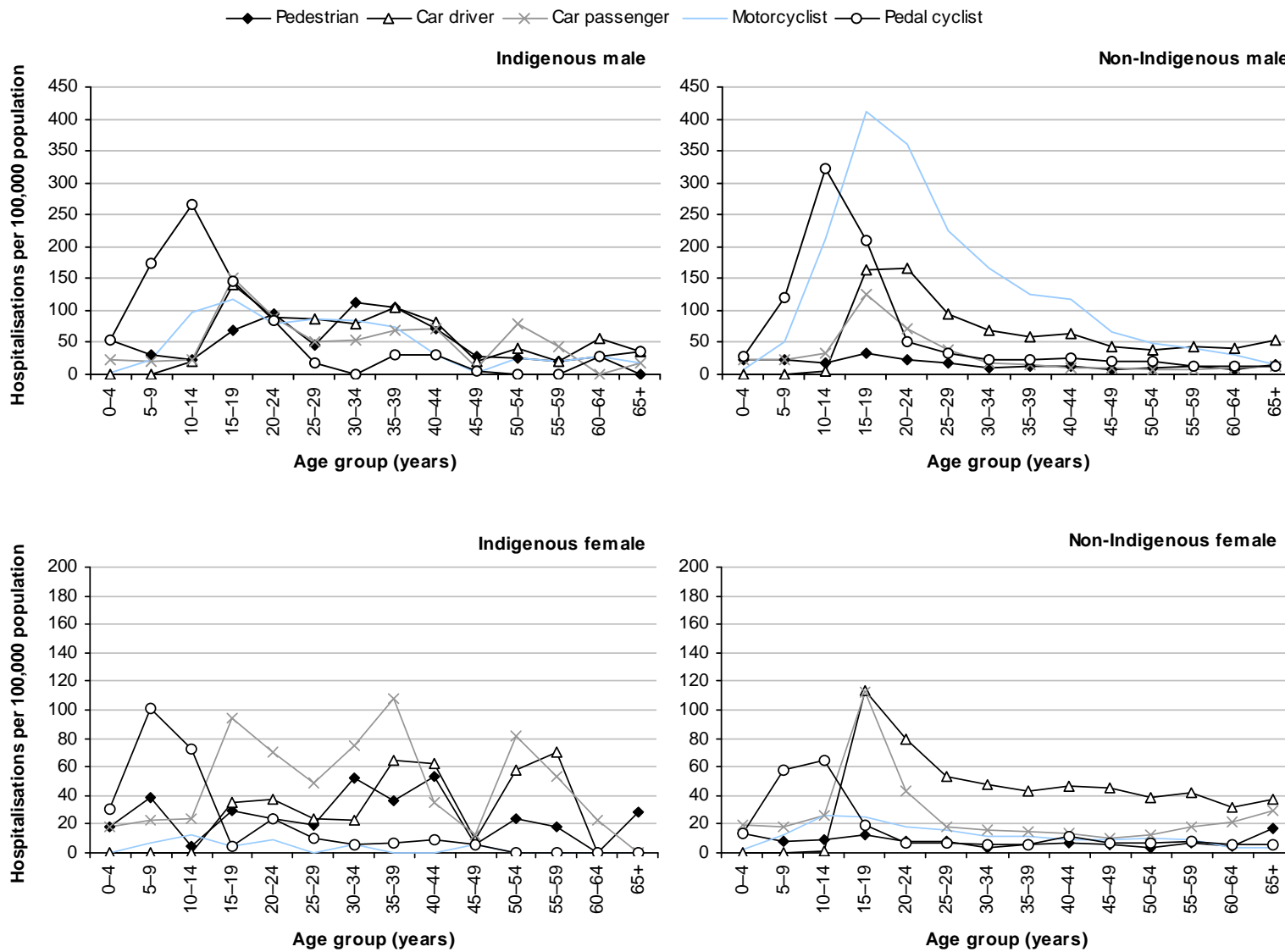


Figure 4.9: Remoteness zones by seriously injured person's vehicle and age: Inner and outer regional; NT, WA, SA and Qld, 2000-01 to 2003-04

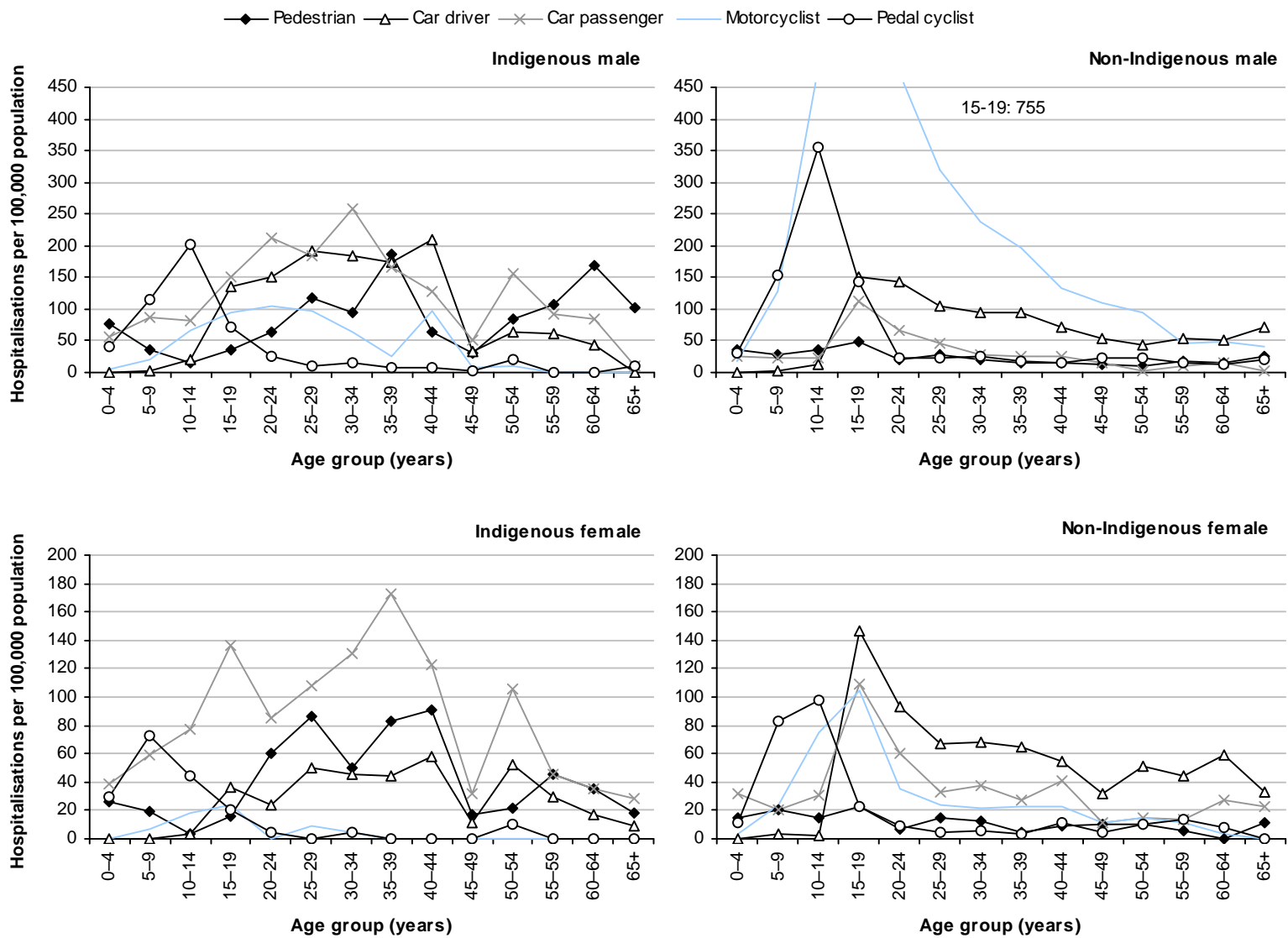


Figure 4.10: Remoteness zones by injured person's vehicle: Remote and very remote; NT, WA, SA and Qld, 2000-01 to 2003-04

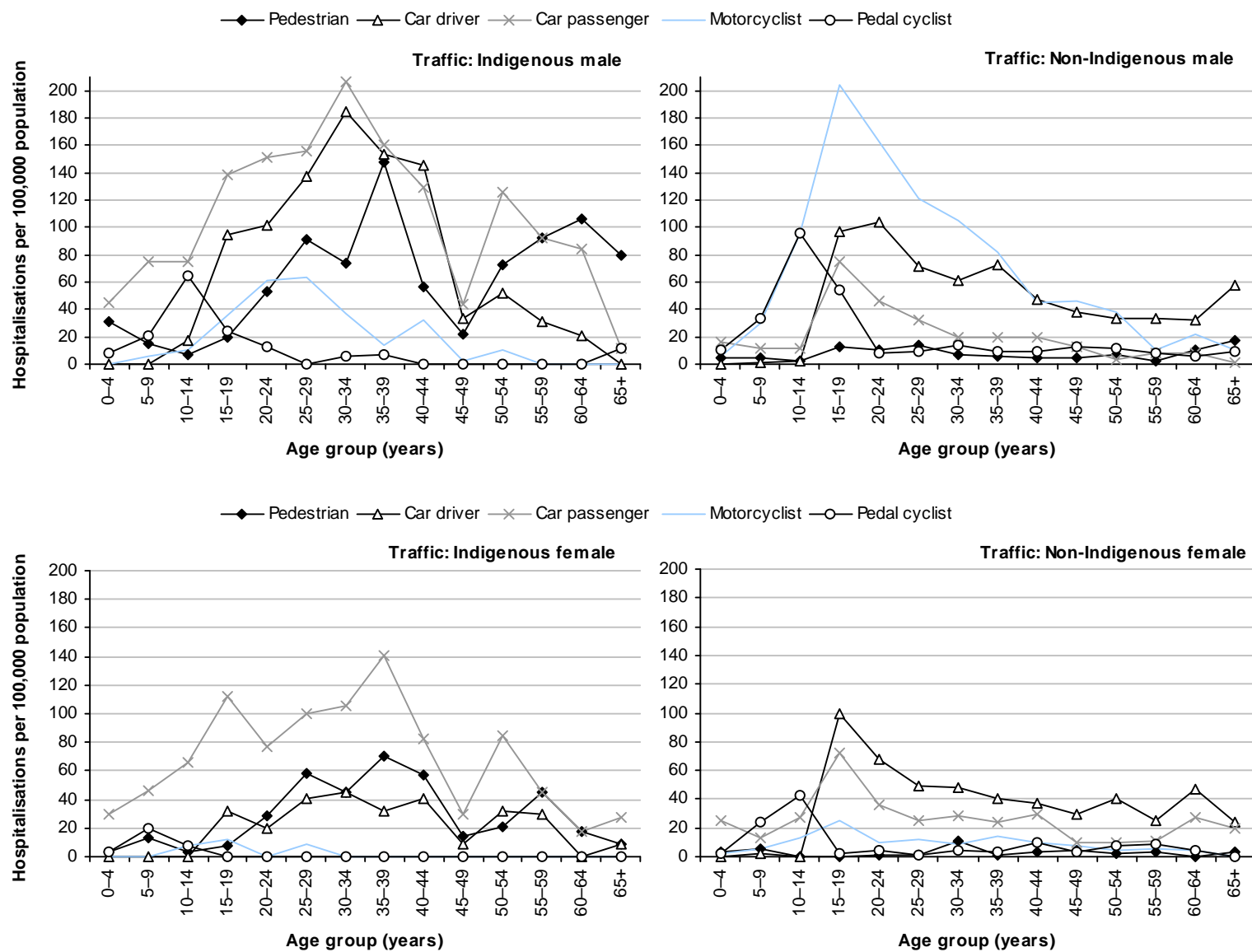


Figure 4.11: Traffic serious injury – remoteness zones by injured person’s vehicle: Remote and very remote; NT, WA, SA and Qld, 2000–01 to 2003–04

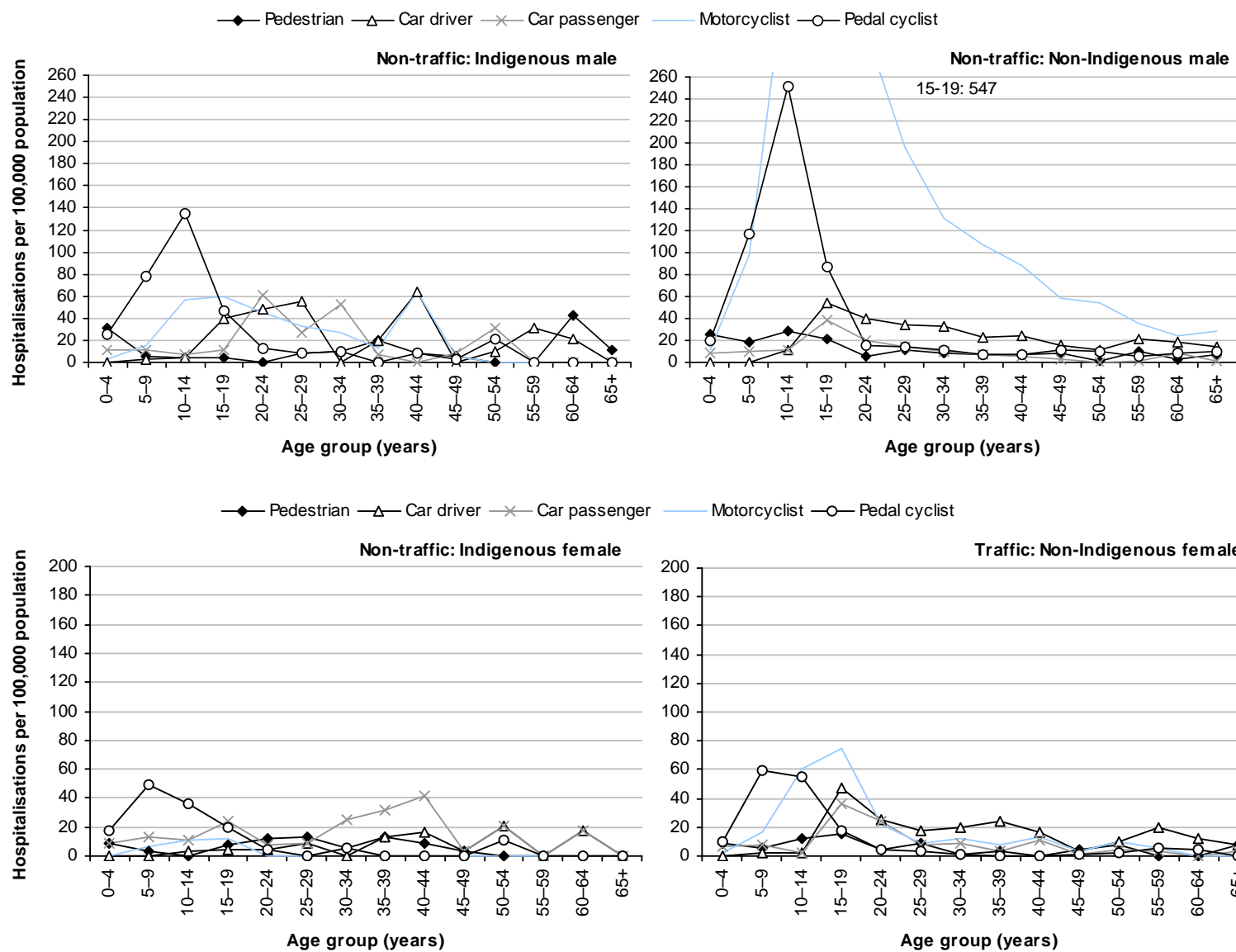


Figure 4.12: Non-traffic serious injury – remoteness zones by injured person’s vehicle: Remote and very remote; NT, WA, SA and Qld, 2000-01 to 2003-04

The three most common mechanisms (Table 4.9) accounting for almost 70% of fatal injuries in Indigenous land transport crashes were 1) a pedestrian injured in a collision with a car, pick-up truck or van (26%), 2) a car occupant injured in a non-collision transport accident (25%), and 3) a car occupant injured in a collision of the car with a fixed or stationary object (16%).

The four most common mechanisms accounting for almost 60% of serious injury in Indigenous land transport crashes were 1) a car occupant injured in a non-collision transport accident (25%), 2) a pedestrian injured in a collision with a car, pick-up truck or van (14%), 3) a pedal cyclist injured in a non-collision transport accident (10%), and 4) a car occupant injured in a collision of the car with a fixed or stationary object (9%).

The five most common mechanisms accounting for 65% of fatal injuries in non-Indigenous land transport crashes are shown in Table 4.9. The three most common involved a car occupant injured 1) in a collision with a fixed or stationary object (22%), 2) in a collision with a car, pick-up truck or van (16%), and 3) in a non-collision car accident (11%). Pedestrians hit by a car, pick-up truck or van constituted only 9% of fatalities.

The five most common mechanisms accounting for over a half of serious injury in non-Indigenous land transport crashes were 1) a motorcyclist injured in a non-collision transport accident (12%), 2) a car occupant injured in a collision with a car, pick-up truck or van (12%), 3) a pedal cyclist injured in a non-collision transport accident (10%), 4) a car occupant injured in a non-collision transport accident (10%), and 5) a car occupant injured in a collision with a fixed or stationary object (8%).

In most fatal (87%) and serious injury (78%) cases involving Indigenous car occupants, the person was reported to be positioned inside the vehicle at the time of the accident. Riding on the outside of the car accounted for only 5% of fatal and 2% of serious injuries (though location was unknown for 8% of the fatally injured car occupants and 18% of those seriously injured) (Tables 4.10 and 4.11). For Indigenous occupants of a pick-up truck or van or a heavy transport vehicle, there were 9 fatalities and 102 serious injury cases in total; however, no fatalities and only 20 serious injury cases were from riding on the outside of the vehicle (though occupant position was unknown for one fatality and 22 persons seriously injured). Most non-Indigenous car occupants were positioned inside the vehicle at the time of the accident for both fatal (96%) and serious (86%) injury.

For non-Indigenous persons, about twice as many drivers compared with passengers were fatally and seriously injured (Tables 4.11 and 4.12). Only a few more car passengers than car drivers were killed among Indigenous persons, but nearly twice as many passengers were seriously injured compared to car drivers. The higher proportion of car passengers relative to car drivers being killed or seriously injured among Indigenous persons, suggests a higher average number of passengers per vehicle compared to non-Indigenous persons, resulting in more persons injured per crash.

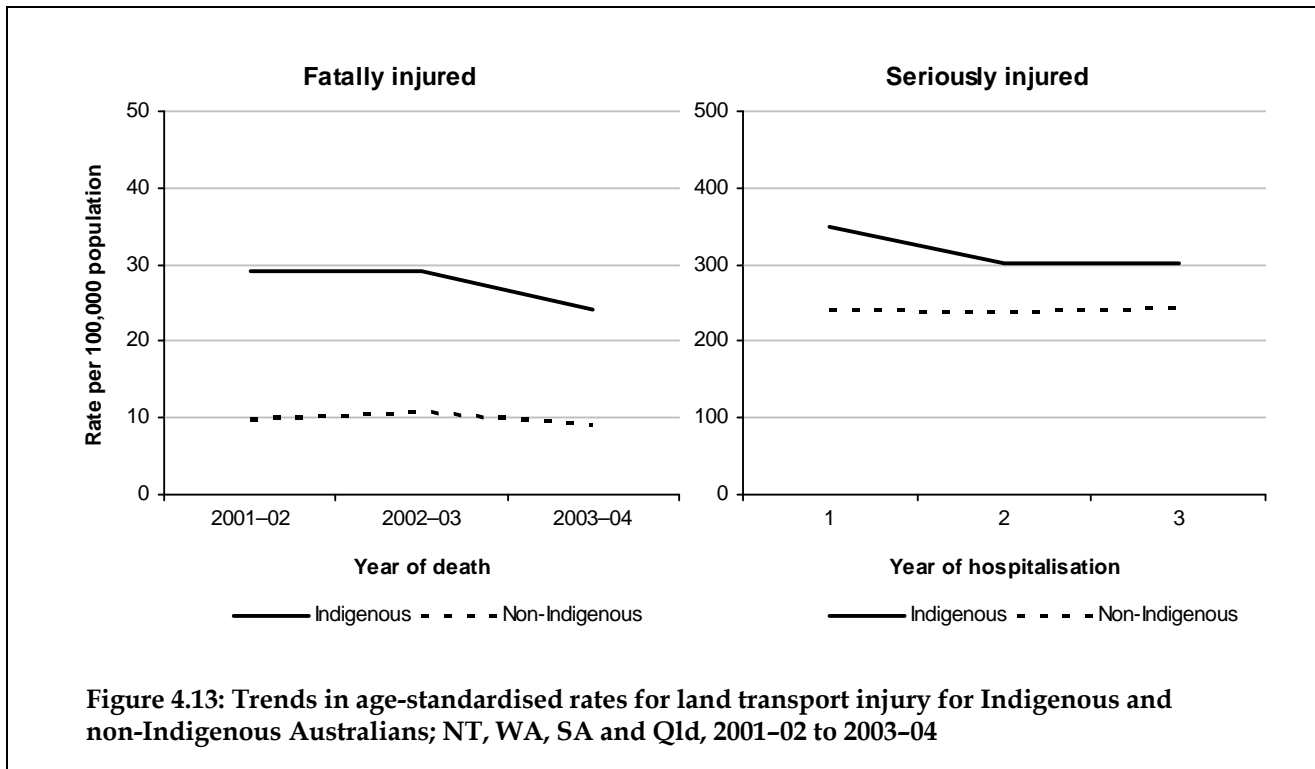
Time trends

Table 4.12 and Figure 4.13 depict age-standardised rates of serious and fatal injury over three years (2001–02 to 2003–04) for which both injury case numbers and population numbers were available by age and gender. Results must be interpreted with caution as it is possible that any trends in fatal or serious injury rates for Indigenous people may be influenced by changing levels of ascertainment of Indigenous status or injury deaths over time. This issue is discussed in 'Data issues' in the Appendix.

Table 4.12: Trends in age-standardised rates of fatal and serious injury by Indigenous status; NT, WA, SA and Qld, 2001–02 to 2003–04

	Age-standardised rate per 100,000 population (95% CI)					
	Fatally injured			Seriously injured		
	2001–02	2002–03	2003–04	2001–02	2002–03	2003–04
Indigenous						
Males	33 (22–48)	37 (27–51)	39 (25–59)	495 (452–538)	433 (394–471)	402 (362–442)
Females	26 (17–38)	21 (13–33)	11 (6–18)	211 (185–238)	177 (154–201)	210 (184–236)
Persons	29 (22–38)	29 (22–38)	24 (17–33)	344 (325–374)	301 (279–324)	302 (279–325)
Non-Indigenous						
Males	15 (13–16)	16 (15–17)	13 (12–15)	139 (135–143)	143 (139–147)	141 (137–145)
Females	5 (4–6)	6 (5–6)	5 (4–5)	342 (335–348)	334 (327–340)	345 (339–352)
Persons	10 (9–10)	11 (10–12)	9 (8–10)	241 (237–245)	239 (236–243)	244 (240–248)

Age-standardised rates of fatal injury due to land transport crashes declined among Indigenous people from 29 per 100,000 in 2001–02 to 24 per 100,000 in 2003–04. Rates of serious injury due to land transport crashes declined among Indigenous people from 344 per 100,000 in 2001–02, to 302 per 100,000 in 2003–04. The 95% confidence intervals overlap for both fatal and serious injury when comparing 2001–02 with 2003–04, so the difference is unlikely to be statistically significant. Fatal injury rates for Indigenous males increased, whereas serious injury rates for Indigenous males declined from 2001–02 to 2003–04 (Table 4.12). Fatal injury rates for Indigenous females declined, whereas serious injury rates for Indigenous females stayed relatively constant. Non-Indigenous rates of fatal and serious injury due to land transport crashes were constant over the three year period (Table 4.12).



Trends in the age-standardised rates of fatal and serious injury over three years and by mode of transport are shown in Figure 4.14. The different profiles of land transport injury for Indigenous people compared with non-Indigenous people are depicted. Small numbers for Indigenous people meant that confidence intervals were wide for each mode of transport, with the implication being that sample sizes were not large enough to determine whether a trend was statistically significant or influenced by random variation. However, although caution must be taken in interpretation, there appeared to be a decreasing trend in the rate of fatal and serious injury for Indigenous pedestrians since 2001-02. Furthermore, there did not appear to be an increase in the rate of serious injury among Indigenous people for any mode of transport since 2001-02. As further years of data become available, it will be possible to see whether these trends continue or whether they are in fact, chance fluctuations or effects of data issues. For non-Indigenous people during the period 2001-02 to 2003-04, there appeared to be a slight increase in the age-standardised rate of serious injury for motorcyclists.

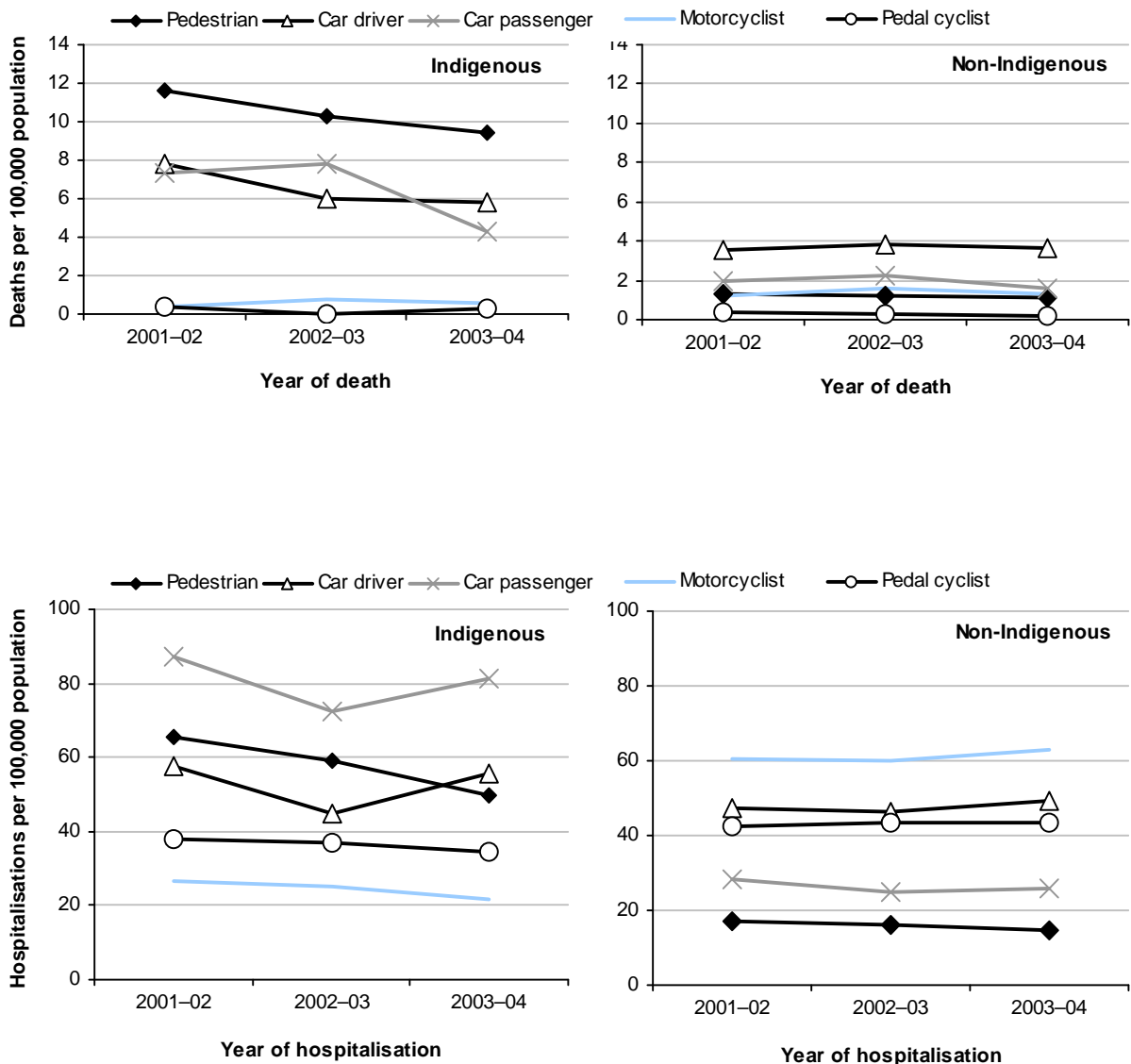


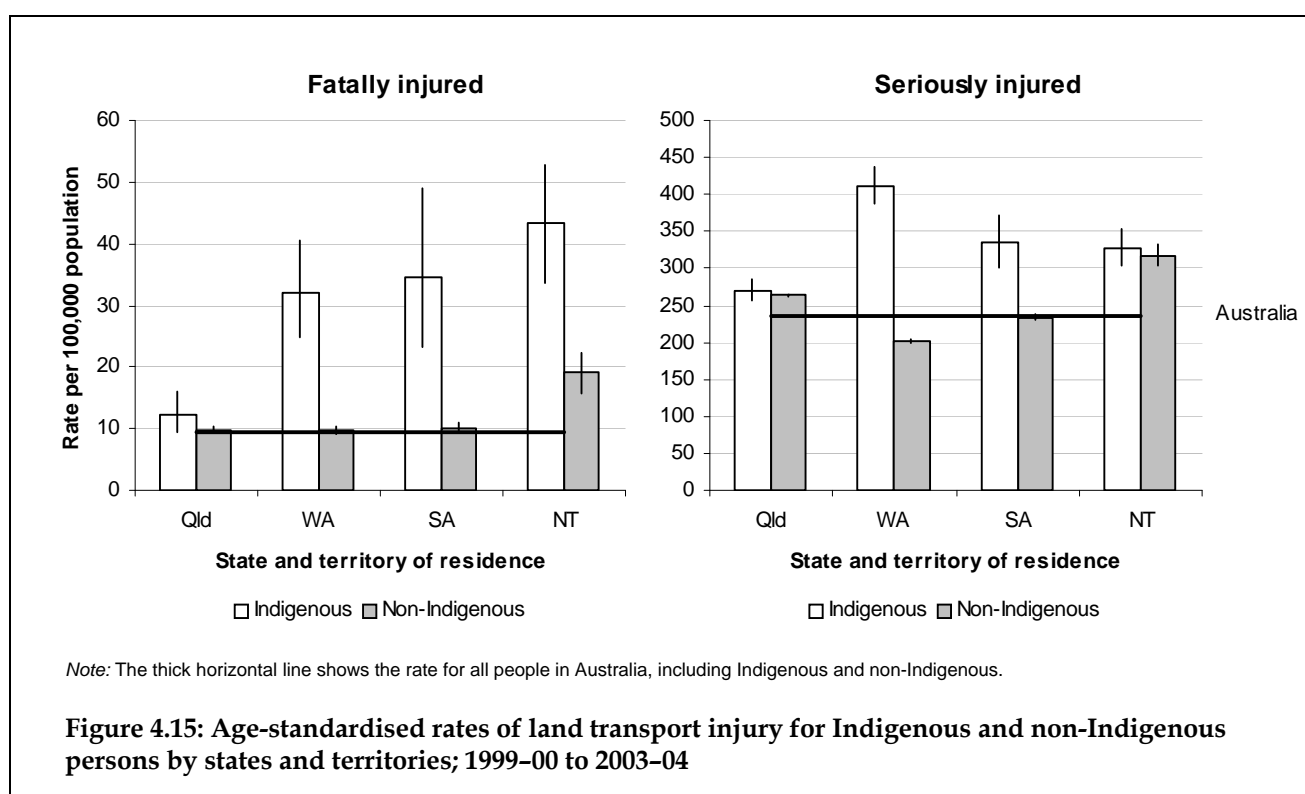
Figure 4.14: Trends in age-standardised rates of fatal and serious injury by mode of transport; NT, WA, SA and Qld, 2001-02 to 2003-04

State and territory differences

In Western Australia, South Australia and the Northern Territory, the Indigenous age-standardised rate of fatal injury due to land transport crashes was significantly higher than the national rate (the rate for all people in Australia) (Figure 4.15). In Queensland, the Indigenous rate of fatal injury was 32% higher than the national rate but the 95% confidence intervals overlap those of the national rate. The rate of fatal injury among non-Indigenous persons in Queensland was similar to the national rate. In Western Australia and South Australia, the Indigenous rates of fatal injury were 3.4 and 3.7 times greater than the national rate, respectively. The rates of fatal injury among non-Indigenous persons in Western Australia and South Australia were similar to the national rate. In the Northern Territory, the Indigenous rate of fatal injury was 4.6 times greater than the national rate and the rate of fatal injury among non-Indigenous persons was twice the national rate.

The Indigenous age-standardised rates of serious injury due to land transport crashes were significantly higher than the national rate for all four jurisdictions (Figure 4.15). In Queensland, the age-standardised rates of serious injury were similar for Indigenous and non-Indigenous persons and were 14% and 12% above the national rate, respectively. In Western Australia, the Indigenous rate was 74% higher than the national rate, whereas the non-Indigenous rate was 15% below the national rate. In South Australia, the Indigenous rate of serious injury was 42% above the national rate whereas the rate of serious injury among non-Indigenous persons was similar to the national rate. In the Northern Territory, the age-standardised rates of serious injury were similar for Indigenous and non-Indigenous persons and were 39% and 35% above the national rate, respectively.

The Indigenous rates of fatal and serious injury appear to be lower in Queensland compared to Western Australia, South Australia and the Northern Territory. However, there is evidence that completeness of ascertainment of Indigenous status in deaths and hospitalisation data differs between the four jurisdictions and is lowest in Queensland (see 'Data issues' in the Appendix). This may partly explain the apparently much lower fatality and serious injury rates in Queensland.



Other literature

The 2002 National Aboriginal and Torres Strait Islander Social Survey (ABS 2004a) is a survey of 9,400 Indigenous people aged 15 years and over. On the subject of motor vehicle access and difficulties with transport, the survey revealed that Indigenous people were more likely than non-Indigenous people to have difficulty getting to the places that they needed to get to. Whilst 85% of non-Indigenous Australians aged 18 years and above had access to a motor vehicle to drive, only around 60% of Indigenous Australians had such access. Only 4% of non-Indigenous Australians reported that they couldn't get around, or had trouble doing so, whereas the percentage of Indigenous Australians with such transport difficulties was 12%. Transport difficulties were a larger problem for Indigenous persons compared to non-Indigenous persons, irrespective of the state or territory of residence in Australia.

A joint report by the Australian Bureau of Statistics (ABS) and the Australian Institute of Health and Welfare (AIHW) presented data for the 2001 Census which revealed that 23% of Indigenous households were without a motor vehicle in 2001, whereas only 10% of non-Indigenous households had no vehicle (ABS and AIHW 2005). In terms of remoteness of residence, the Indigenous households most likely to be without a vehicle were those in remote and very remote areas. The ABS/AIHW report surmised that the greater access of non-Indigenous people to personal transport and the assistance provided by public transport in certain areas, placed them at an advantage for obtaining health services. Given the information from the National Aboriginal and Torres Strait Islander Social Survey and the ABS/AIHW report, it is likely that transport difficulties arising from the lack of access to a motor vehicle for Indigenous Australians in remote and very remote areas, may be further exacerbated by a lack of public transport in such regions.

Appendix: Data issues

Comparability with other ATSB reports

National cause of death data (mortality data) are collected in Australia by the Australian Bureau of Statistics (ABS) and classified in accordance with an international standard classification called the International Statistical Classification of Diseases (ICD). Australian hospitals also use ICD when compiling data on persons injured and subsequently admitted to hospital (morbidity data). This conjuncture provides a basis for consolidation of mortality and morbidity data.

ICD provides a nationally consistent basis for looking at mortality and morbidity due to transport accidents of all kinds (road, rail, water and air) taken together. However, it is not necessarily consistent with the approach taken by the Australian Transport Safety Bureau (ATSB) or others in looking at safety in each transport mode individually. For example, road safety statistics compiled by the ATSB are focused on crashes on public roads, whereas ICD covers road crashes both on and off public roads. Aviation statistics compiled by the ATSB do not cover hang-gliders, gliders and other forms of non-powered aircraft, whereas ICD does. For national road deaths, therefore, readers should refer to the 'road safety/statistics' part of the ATSB website at <www.atsb.gov.au>, where road death statistics are published on a monthly basis. Similarly, for details on marine, rail and air safety (aviation death statistics are published monthly), the relevant part of the ATSB website should be consulted. The purpose here is to provide a general overview rather than to focus on each mode in detail.

Deaths

Deaths data in this report are from the ABS mortality unit record data collection. Data are presented according to the year in which the deaths occurred (this is different from previous reports that have reported deaths according to year of registration).

Records that met the following criteria are included in this report:

- Date of death occurring 1 July 1999 to 30 June 2004 and registered by 31 December 2004 (received from the ABS in March 2006);
- The Underlying Cause of Death (UCoD) is classified to ICD-10 (WHO, 1992) external cause codes in the range V01-V99 (i.e. the 'Transport Accidents' section of Chapter XX *External causes of morbidity and mortality*); and
- Place of usual residence is recorded as the Northern Territory (NT), Western Australia (WA), South Australia (SA) or Queensland (Qld).

The ICD-10 classification system excludes any death from being coded in the V01-V99 range if the death is attributable to injuries sustained during a transport accident, but the death occurred one year or more after the originating event. Such cases are coded as Y85 '*Sequelae* ['late effects'] *of transport accidents*'.

Deaths were defined as being due to transportation if they contained a Chapter 20 underlying cause of death code for 'Transport Accidents' (ICD-10 range V01-V99). Cases in which a code in this range appears only as a multiple cause of death (2nd or subsequent codes) were excluded on the grounds that transport was not recorded as the main reason for death (Table A1). Almost all records (99%) contained an injury code (S00-T98) as a multiple cause of death in the 2nd or subsequent codes. Deaths were included regardless of whether or not they had a multiple cause of death of injury (S00-T98), resulting in a starting file of 4,056 records.

For most deaths, this process results in a record in an annual ABS mortality data file that summarises characteristics of the person (e.g. age, sex and Indigenous status) and his or her death (e.g. date, jurisdiction, causes). There are some circumstances in which this does not occur, and this can result in some deaths being recorded in a way that leads to under- or over-estimation of deaths from a particular cause, such as transport injury, and perhaps to omission of some deaths. Since the ABS practice is not to update mortality data files once released, such cases will remain missing or misclassified.

The main type of problem that has been identified occurs when the ABS is aware of a death, but does not have complete and final information on its causes by the time of the ABS processing cut-off date for the relevant annual data file. This can occur if a coroner is still investigating the death, or if information about it has not been entered into the NCIS. Under these circumstances, the ABS applies ICD-10 coding rules to the limited information on hand. If no information is available about the cause of death, then the case will be coded to R99, 'Other ill-defined and unspecified causes of death'. If a death is known to be due to an injury, but the cause of the injury is not known, then ICD-10 rules dictate that it should be coded to X59, 'Exposure to unspecified factor'.

Late in preparation of this project report, addition of certain data from the ABS to the NCIS made it possible for us to begin to assess these and related potential problems with deaths data for most of the study period. This development occurred too late to allow comprehensive assessment for this project. Limited analysis was undertaken, focusing on deaths coded to ICD-10 code R99, to check whether any of these are, on the basis of information available on the NCIS site in December 2006, in-scope for this project. We found 182 closed cases coded to R99 in NCIS with dates of notification up to the end of 2004, which occurred in the NT, WA, SA or Qld, and had been recorded in the NCIS as due to an external cause. After inspecting NCIS records, we concluded that 17 of these were due to transport injuries. Most of these (n=10) occurred in the latter part of 2004, after the end point for this project (deaths to 30 June 2004), but 7 were in-scope. We assigned appropriate ICD-10 codes to these cases, in place of R99, and conducted analysis on this basis.

Further work of this type will benefit future editions of this report and other reports based on mortality data. In particular, we anticipate finding deaths truly due to transport injury among cases coded to X59. Preliminary indications are that the number will be similar to the number of transport deaths coded to R99.

These preliminary investigations of mortality data quality provide a basis for concluding that while the data source provides an adequate basis for routine mortality statistics, there is room for improvement. Recent developments of the NCIS enable a new way to achieve such improvements, by reviewing and revising data supplied by the ABS to make use of information that comes available after the ABS cut-off dates. In addition, the ABS and the NCIS are engaged in collaborative efforts to improve the quality of the data initially released by the ABS.

Assessment of mortality data completeness

About 86% of cases in the file used for this project are recorded as being due to traffic accidents. The numbers of traffic fatalities in the project file should be similar to numbers of deaths reported in the ATSB Monthly Fatality Crash Database (MFCD).

Figure A1 shows counts from these two sources by financial year and jurisdiction. Note that there are differences in the definition of data from the two systems. 'Year' is year of crash in the MFCD and year of death in the project data. For the MFCD, jurisdiction is the one in which the crash occurred, while for project data it is the place of usual residence of the deceased person.

Despite these conceptual differences, counts of traffic fatalities according to the two sources are very similar.

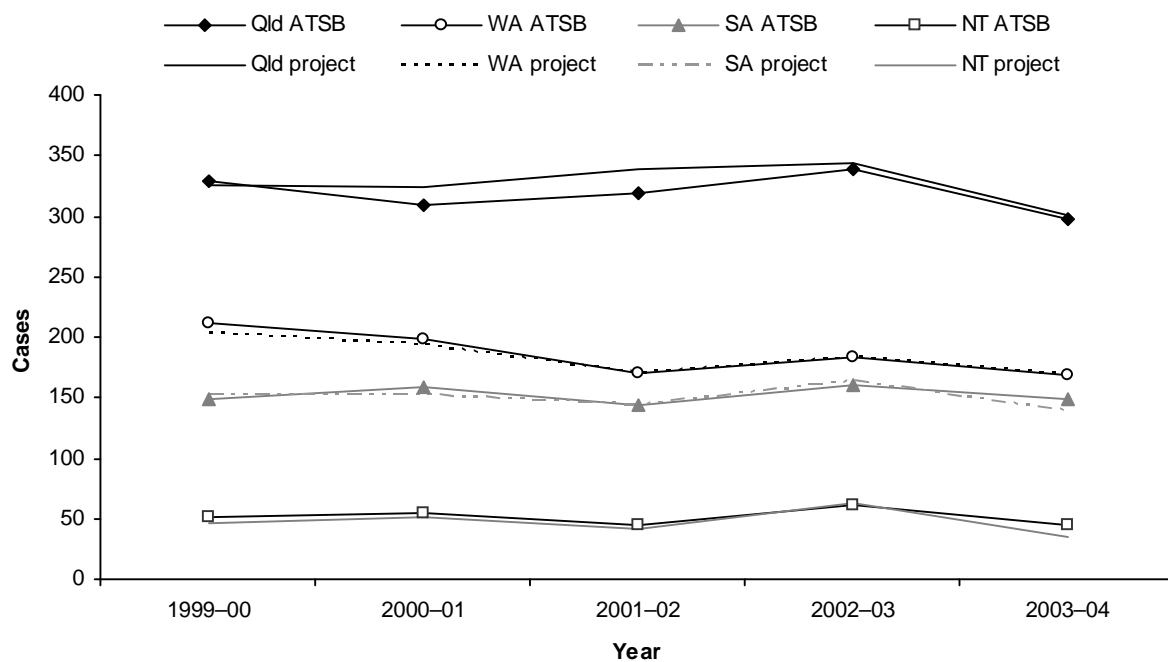


Figure A1: Road traffic fatality case numbers in the study jurisdictions according to ABS data and the ATSB Monthly Fatality Crash Database

Population and other denominators

All Indigenous rates in this report were calculated using, as the denominator, the 'low series' ABS experimental population projections of the Indigenous population in the NT, WA, SA and Qld and were based on the 2001 Census (ABS 2004b). Non-Indigenous rates were derived using, as the denominator, non-Indigenous population numbers that were calculated by subtracting Indigenous numbers from the total population for these jurisdictions (ABS 2005c).

Remoteness zones in this report refer to the place of usual residence of the person who died or was admitted to hospital (see p. 20). The remoteness zones were specified according to the ABS Australian Standard Geographical Classification (ASGC) (ABS, 2001). Population numbers by ASGC remoteness structure of Australia were obtained as an unpublished data file from the ABS. Indigenous and non-Indigenous rates for each remoteness zone were calculated using the respective population numbers for each remoteness zone. Direct standardisation was used to age-standardise rates, using the Australian population in 2001 as the standard (ABS 2003). Confidence intervals (95%; based on a Poisson distribution) were calculated using a method elsewhere described (Anderson & Rosenburg 1998).

ABS datasets such as the motor vehicle census (ABS 2005b) and the survey of motor vehicle use (ABS 2005d) did not contain any information on Indigenous status. Therefore it was not possible to report Indigenous injury rates using the kilometres travelled or number of vehicles registered as denominators.

Suppression of small cell counts in tables

Cell counts in tables that are three cases or fewer have been suppressed as have rates derived from them, to protect confidentiality and because values based on very small numbers are sometimes difficult to interpret. In the instances where only one cell in a row or column has a count three or less, counts of one or more other cells in the same row or column have generally also been suppressed.

Table A4: Age specific death rates by mode of transport for traffic conditions; NT, WA, SA and Qld, 1999–00 to 2003–04

Indigenous	Age-specific rate per 100,000 population					Non-Indigenous	Pedestrian	Car driver	Car passenger	Motorcyclist	Pedal cyclist
	Pedestrian	Car driver	Car passenger	Motorcyclist	Pedal cyclist						
Male						Male					
0–4	2.2	0.0	0.0	0.0	0.0	0–4	0.7	0.0	1.9	0.0	0.0
5–9	4.2	0.0	0.0	1.1	*	5–9	0.6	0.0	1.3	0.1	0.2
10–14	1.2	0.0	5.8	0.0	*	10–14	1.0	0.1	1.5	0.4	0.8
15–19	11.4	11.4	11.4	2.9	0.0	15–19	2.9	11.4	8.7	2.0	1.0
20–24	3.5	17.5	22.8	5.3	0.0	20–24	2.6	14.2	4.6	5.4	0.3
25–29	14.2	10.7	1.8	1.8	0.0	25–29	1.8	8.4	3.0	4.9	0.6
30–34	13.8	15.7	5.9	0.0	*	30–34	1.6	7.9	2.0	5.5	0.2
35–39	24.9	18.1	11.3	0.0	0.0	35–39	0.9	5.7	1.7	4.7	0.5
40–44	11.0	11.0	8.3	2.8	0.0	40–44	1.2	4.7	0.9	2.1	0.4
45–49	20.9	7.0	14.0	0.0	0.0	45–49	1.7	4.4	0.9	1.4	0.4
50–54	13.7	4.6	0.0	0.0	0.0	50–54	1.6	4.6	0.7	1.7	0.2
55–59	14.3	7.1	0.0	0.0	0.0	55–59	1.6	2.7	0.0	0.9	0.3
60–64	10.0	20.0	0.0	0.0	0.0	60–64	1.2	5.0	1.5	0.7	0.4
65+	11.8	11.8	5.9	0.0	0.0	65+	4.1	6.4	1.8	0.6	0.5
All ages	9.0	7.7	6.3	1.2	*	All ages	1.8	5.5	2.2	2.2	0.4
Female						Female					
0–4	6.8	0.0	5.7	0.0	0.0	0–4	0.4	0.0	1.3	0.0	0.0
5–9	2.3	0.0	2.3	0.0	0.0	5–9	0.6	0.0	0.8	0.0	0.0
10–14	0.0	1.2	0.0	0.0	0.0	10–14	0.7	0.0	1.2	0.0	0.1
15–19	2.9	1.4	5.8	0.0	0.0	15–19	0.7	3.5	4.2	0.1	0.0
20–24	8.4	6.7	8.4	0.0	0.0	20–24	0.7	3.8	2.8	0.5	0.1
25–29	5.0	3.3	5.0	0.0	0.0	25–29	0.2	2.8	1.7	0.5	0.0
30–34	3.6	7.1	7.1	0.0	0.0	30–34	0.2	1.8	0.5	0.3	0.0
35–39	16.5	4.1	8.3	0.0	0.0	35–39	0.4	1.9	1.0	0.4	0.1
40–44	7.8	2.6	5.2	0.0	0.0	40–44	0.4	2.7	0.8	0.2	0.0
45–49	16.1	6.5	9.7	0.0	0.0	45–49	0.3	2.3	1.0	0.3	0.0
50–54	8.5	0.0	4.3	0.0	0.0	50–54	0.0	2.2	0.8	0.1	0.3
55–59	0.0	0.0	0.0	0.0	0.0	55–59	0.4	2.5	1.5	0.1	0.0
60–64	0.0	7.9	0.0	0.0	0.0	60–64	0.7	2.3	1.5	0.1	0.0
65+	9.0	0.0	9.0	0.0	0.0	65+	1.8	2.7	2.3	0.0	0.0
All ages	5.8	2.6	5.0	0.0	0.0	All ages	0.6	2.1	1.6	0.2	0.0

*Small counts are omitted.

Table A5: Age specific death rates by mode of transport for non-traffic conditions; NT, WA, SA and Qld, 1999-00 to 2003-04

Indigenous	Age-specific rate per 100,000 population					Non-Indigenous	Age-specific rate per 100,000 population				
	Pedestrian	Car driver	Car passenger	Motorcyclist	Pedal cyclist		Pedestrian	Car driver	Car passenger	Motorcyclist	Pedal cyclist
Male						Male					
0-4	3.3	0.0	0.0	0.0	0.0	0-4	0.4	0.0	0.0	0.1	0.0
5-9	0.0	1.1	0.0	0.0	0.0	5-9	0.2	0.0	0.0	0.2	0.0
10-14	0.0	0.0	*	0.0	0.0	10-14	0.1	0.0	0.1	0.7	0.0
15-19	1.4	1.4	0.0	0.0	0.0	15-19	0.1	0.1	0.2	1.3	*
20-24	0.0	0.0	*	0.0	0.0	20-24	0.0	0.1	0.1	0.5	0.0
25-29	1.8	1.8	*	0.0	0.0	25-29	0.0	0.2	0.1	0.4	0.0
30-34	0.0	0.0	0.0	0.0	0.0	30-34	0.1	0.2	0.2	0.4	0.0
35-39	4.5	0.0	0.0	0.0	0.0	35-39	0.2	0.0	0.1	0.4	0.0
40-44	2.8	0.0	0.0	0.0	0.0	40-44	0.1	0.0	0.0	0.2	0.0
45-49	0.0	7.0	0.0	0.0	0.0	45-49	0.3	0.1	0.1	0.2	0.0
50-54	0.0	0.0	0.0	0.0	0.0	50-54	0.2	0.1	0.0	0.0	0.0
55-59	0.0	0.0	0.0	0.0	0.0	55-59	0.0	0.0	0.0	0.0	0.0
60-64	0.0	0.0	0.0	0.0	0.0	60-64	0.1	0.1	0.0	0.0	0.0
65+	5.9	0.0	0.0	0.0	0.0	65+	0.5	0.2	0.1	0.0	*
All ages	1.3	0.7	*	0.0	0.0	All ages	0.2	0.1	0.1	0.3	*
Female						Female					
0-4	*	0.0	0.0	0.0	0.0	0-4	0.7	0.0	0.0	0.0	0.0
5-9	0.0	0.0	0.0	0.0	0.0	5-9	0.0	0.0	*	0.0	0.0
10-14	0.0	0.0	0.0	0.0	0.0	10-14	0.0	0.0	0.0	0.0	0.0
15-19	0.0	0.0	0.0	0.0	0.0	15-19	0.0	0.0	*	0.0	0.0
20-24	0.0	0.0	0.0	0.0	0.0	20-24	0.0	0.0	0.0	0.0	0.0
25-29	*	0.0	0.0	0.0	0.0	25-29	0.0	0.0	0.0	0.0	0.0
30-34	0.0	0.0	0.0	0.0	0.0	30-34	0.0	0.0	0.0	0.0	0.0
35-39	0.0	0.0	0.0	0.0	0.0	35-39	0.0	0.0	0.0	0.0	0.0
40-44	*	0.0	0.0	0.0	0.0	40-44	0.0	*	0.0	0.0	0.0
45-49	0.0	0.0	0.0	0.0	0.0	45-49	0.1	0.0	0.0	0.0	0.0
50-54	0.0	0.0	0.0	0.0	0.0	50-54	0.0	*	0.0	0.0	0.0
55-59	0.0	0.0	0.0	0.0	0.0	55-59	0.2	0.0	0.0	0.0	0.0
60-64	0.0	0.0	0.0	0.0	0.0	60-64	0.0	0.0	0.0	0.0	0.0
65+	0.0	0.0	0.0	0.0	0.0	65+	0.1	0.0	0.0	0.0	0.0
All ages	*	0.0	0.0	0.0	0.0	All ages	0.1	*	*	0.0	0.0

*Small counts are omitted.

