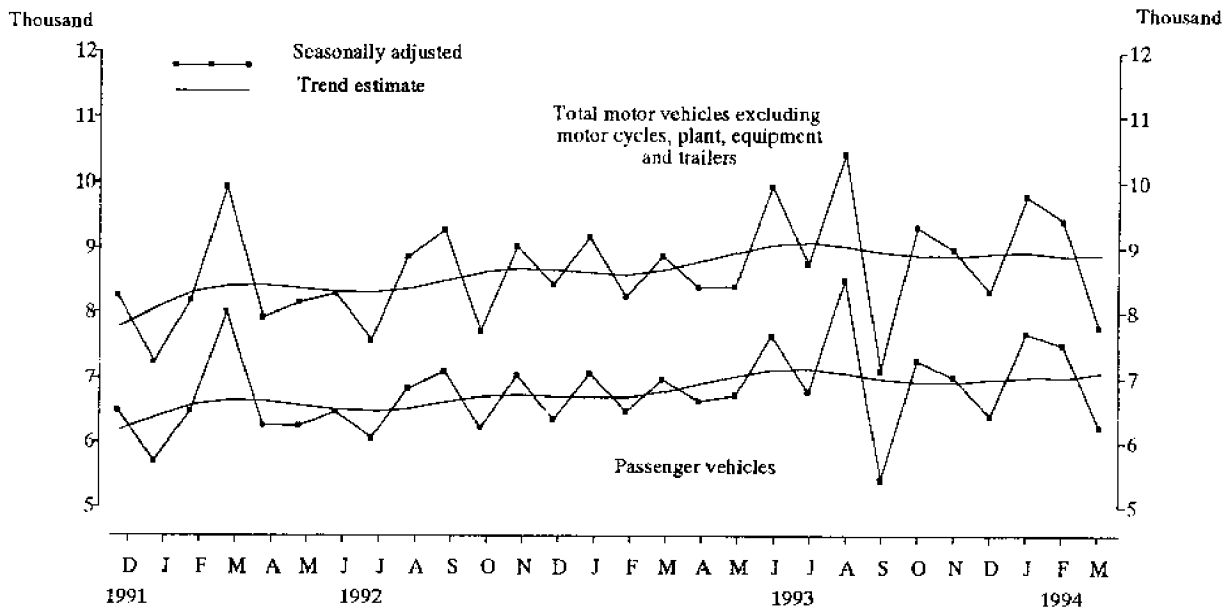


MOTOR VEHICLE REGISTRATIONS, QUEENSLAND, MARCH 1994
MAIN FEATURES

- In seasonally adjusted terms, total new motor vehicle registrations (excluding motor cycles, plant, equipment and trailers) for March 1994 fell by 17.4 per cent when compared with the figure for February 1994. The unadjusted figure for registrations in March 1994 showed an increase of 8.4 per cent for the same period.
- Registrations of new passenger vehicles for the month of March 1994 showed that the Holden Commodore/Calais model (1,083) led the market, followed by Ford Falcon/Fairmont (1,017), Toyota Camry (565), Mitsubishi Magna (494) and Toyota Corolla (365).

DIAGRAM 1 - REGISTRATIONS OF NEW MOTOR VEHICLES, QUEENSLAND

NOTES

New motor vehicle registration statistics 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 later months become available. Explanatory Notes are located on page 7 of this publication.

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 6 May 1994

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INQUIRIES

- for further information about statistics in this publication and the availability of related unpublished statistics, contact Information Inquiries on Brisbane (07) 222 6351 (fax (07) 229 6042) or any ABS State office.
- for information about other ABS statistics and services, telephone, fax or write to Information Inquiries, Australian Bureau of Statistics (ABS), GPO Box 9817, Brisbane Q 4001.

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

Period	Passenger vehicles	Light commercial vehicles	Trucks			Buses	Total vehicles (a)	Motor cycles	Plant, equipment and trailers
			Rigid	Articulated	Non-freight-carrying				
1987-88	59,355	11,029	2,085	515	260	620	73,864	3,841	14,863
1988-89	74,731	17,555	2,640	706	304	729	96,665	3,922	17,205
1989-90	79,824	18,751	2,780	838	478	660	103,331	4,066	16,706
1990-91 (b)	78,040	17,680	2,208	406	321	675	99,330	4,023	14,540
1991-92	76,493	16,481	2,187	400	115	810	96,486	3,667	15,345
1992-93	81,656	18,916	2,316	524	91	899	104,402	3,865	16,923
1993—									
January	5,483	1,338	114	28	5	78	7,046	334	1,083
February	5,796	1,335	183	15	3	82	7,414	398	1,165
March	8,054	1,962	202	53	9	82	10,362	403	1,554
April	5,866	1,152	160	35	5	54	7,272	280	1,349
May	6,404	1,396	189	69	6	57	8,121	305	1,291
June	8,532	2,270	262	79	12	79	11,234	322	1,622
July	6,938	1,867	186	44	11	77	9,123	272	1,523
August	8,372	1,415	218	69	17	78	10,169	342	1,507
September	6,224	1,363	202	69	13	50	7,921	251	1,699
October	7,230	1,792	236	47	10	82	9,397	254	1,602
November	6,608	1,628	216	59	16	58	8,585	282	1,618
December	7,495	1,628	172	51	8	67	9,421	266	1,867
1994—									
January	5,779	1,343	162	40	3	46	7,373	326	1,292
February	r 6,703	r 1,478	169	38	r 8	r 60	8,456	311	1,399
March	7,313	1,535	199	60	7	53	9,167	341	1,633

(a) Excluding motor cycles, plant, equipment and trailers. (b) 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)	
	Passenger vehicles	Total (b)	Passenger vehicles	Total (b)	Passenger vehicles	Total (b)
1993—						
January	5,483	7,046	7,075	9,166	6,709	8,626
February	5,796	7,414	6,491	8,245	6,705	8,589
March	8,054	10,362	6,980	8,872	6,791	8,665
April	5,866	7,272	6,646	8,392	6,917	8,792
May	6,404	8,121	6,731	8,404	7,038	8,926
June	8,532	11,234	7,646	9,942	7,137	9,057
July	6,938	9,123	6,786	8,760	7,146	9,089
August	8,372	10,169	8,501	10,434	7,075	9,022
September	6,224	7,921	5,411	7,114	6,986	8,933
October	7,230	9,397	7,278	9,324	6,933	8,880
November	6,608	8,585	7,017	8,971	6,932	8,876
December	7,495	9,421	6,420	8,318	6,980	8,920
1994—						
January	5,779	7,373	7,687	9,788	7,020	8,932
February	r 6,703	8,456	r 7,510	9,416	7,008	8,871
March	7,313	9,167	6,235	7,774	7,086	8,895

(a) Trend estimate (smoothed seasonally adjusted) series are revised as additional observations become available. See paragraph 7 of the Explanatory Notes. (b) Excluding motor cycles, plant, equipment and trailers.

TABLE 3 — REGISTRATIONS OF NEW PASSENGER VEHICLES BY SELECTED MAKE AND MODEL, QUEENSLAND

Make and model	March 1994		3 months ended March 1994		Make and model	March 1994		3 months ended March 1994	
	No.	Per cent (a)	No.	Per cent (a)		No.	Per cent (a)	No.	Per cent (a)
Ford					Mitsubishi				
Falcon/Fairmont	1,017	13.9	2,636	13.3	Magna	494	6.8	1,388	7.0
Laser	161	2.2	520	2.6	Lancer	177	2.4	519	2.6
Festiva	95	1.3	457	2.3	Pajero	148	2.0	484	2.4
Other	158	2.2	506	2.6	Other	65	0.9	218	1.1
Total	1,431	19.6	4,119	20.8	Total	884	12.1	2,609	13.2
Holden					Nissan				
Commodore/Calais	1,083	14.8	2,671	13.5	Pulsar	174	2.4	475	2.4
Barina	161	2.2	567	2.9	Patrol	75	1.0	261	1.3
Apollo	84	1.1	240	1.2	Bluebird	73	1.0	214	1.1
Other	104	1.4	221	1.1	Other	47	0.6	133	0.7
Total	1,432	19.6	3,699	18.7	Total	369	5.0	1,083	5.5
Hyundai					Toyota				
Excel	284	3.9	731	3.7	Camry	565	7.7	1,140	5.8
Lantra	37	0.5	90	0.5	Corolla	365	5.0	1,014	5.1
Sonata	34	0.5	93	0.5	Landeruise	235	3.2	626	3.2
Other	10	0.1	31	0.2	Other	345	4.7	930	4.7
Total	365	5.0	945	4.8	Total	1,510	20.6	3,710	18.7

(a) Of total registrations of passenger vehicles.

DIAGRAM 2 - REGISTRATIONS OF NEW MOTOR VEHICLES:
TOP TEN MODELS OF PASSENGER VEHICLES, QUEENSLAND,
THREE MONTHS ENDED MARCH 1994

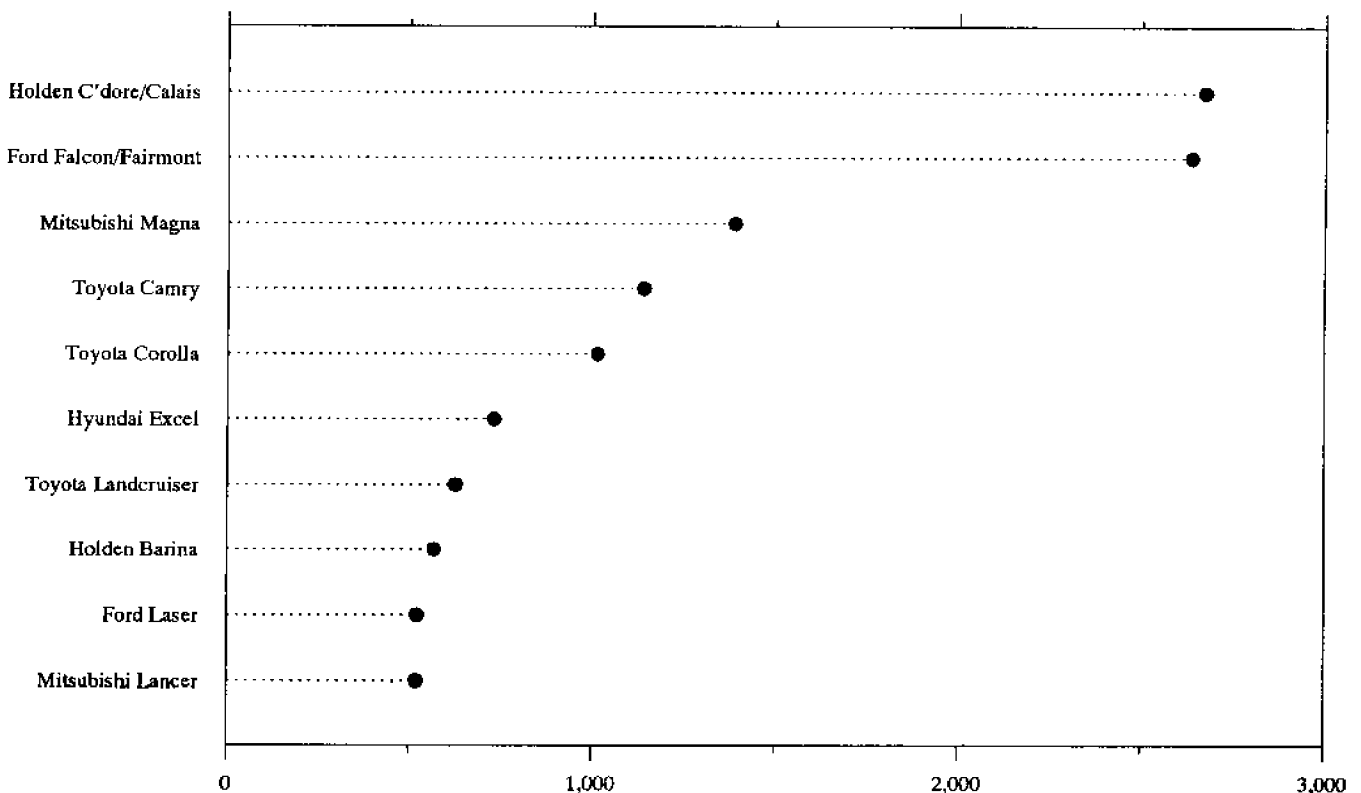


TABLE 4 — REGISTRATIONS OF NEW MOTOR VEHICLES (a): VEHICLE TYPE BY NUMBER OF CYLINDERS, QUEENSLAND, MARCH 1994

Vehicle type	Number of cylinders				Total	Per cent	Brisbane Statistical Division
	4	6	8	Other and unknown			
Passenger vehicles	3,815	3,153	192	153	7,313	76.9	4,260
Light commercial vehicles	1,117	394	14	10	1,535	16.1	631
Rigid trucks	92	107	—	—	199	2.1	123
Articulated trucks	—	55	4	1	60	0.6	29
Non-freight-carrying trucks	2	5	—	—	7	0.1	5
Buses	24	28	—	1	53	0.6	28
Motor cycles	—	—	—	341	341	3.6	122
Total	5,050	3,742	210	506	9,508	100.0	5,198

(a) Excluding plant, equipment, trailers and tractors.

TABLE 5 — REGISTRATIONS OF NEW MOTOR VEHICLES (a): FUEL TYPE BY VEHICLE TYPE, QUEENSLAND, MARCH 1994

Fuel type	Passenger vehicles	Light commercial vehicles	Trucks			Buses	Total vehicles (b)	Motor cycles
			Rigid	Articulated	Non-freight-carrying			
Petrol	7,080	996	6	2	—	9	8,093	341
Diesel	196	523	193	58	7	44	1,021	—
Electric	—	—	—	—	—	—	—	—
Gas	3	3	—	—	—	—	6	—
Other (including dual fuel)	34	13	—	—	—	—	47	—
Total	7,313	1,535	199	60	7	53	9,167	341

(a) Excluding plant, equipment and trailers. (b) Excluding motor cycles.

TABLE 6 — REGISTRATIONS OF NEW MOTOR VEHICLES (a): AREA OF REGISTRATION BY VEHICLE TYPE, QUEENSLAND, MARCH 1994

Area	Passenger vehicles	Light commercial vehicles	Trucks			Buses	Total vehicles (b)	Motor cycles
			Rigid	Articulated	Non-freight-carrying			
Brisbane Statistical Division	4,260	631	123	29	5	28	5,076	122
Rest of State	3,053	904	76	31	2	25	4,091	219
Total	7,313	1,535	199	60	7	53	9,167	341

(a) Excluding plant, equipment and trailers. (b) Excluding motor cycles.

TABLE 7 — REGISTRATIONS OF NEW PLANT, EQUIPMENT AND TRAILERS: AREA OF REGISTRATION BY TYPE, QUEENSLAND, MARCH 1994

Area	Caravans	Plant and equipment (a)	Trailers			Total	Total
			Box	Boat	Other		
Brisbane Statistical Division	40	15	401	122	118	641	696
Rest of State	39	88	462	242	106	810	937
Total	79	103	863	364	224	1,451	1,633

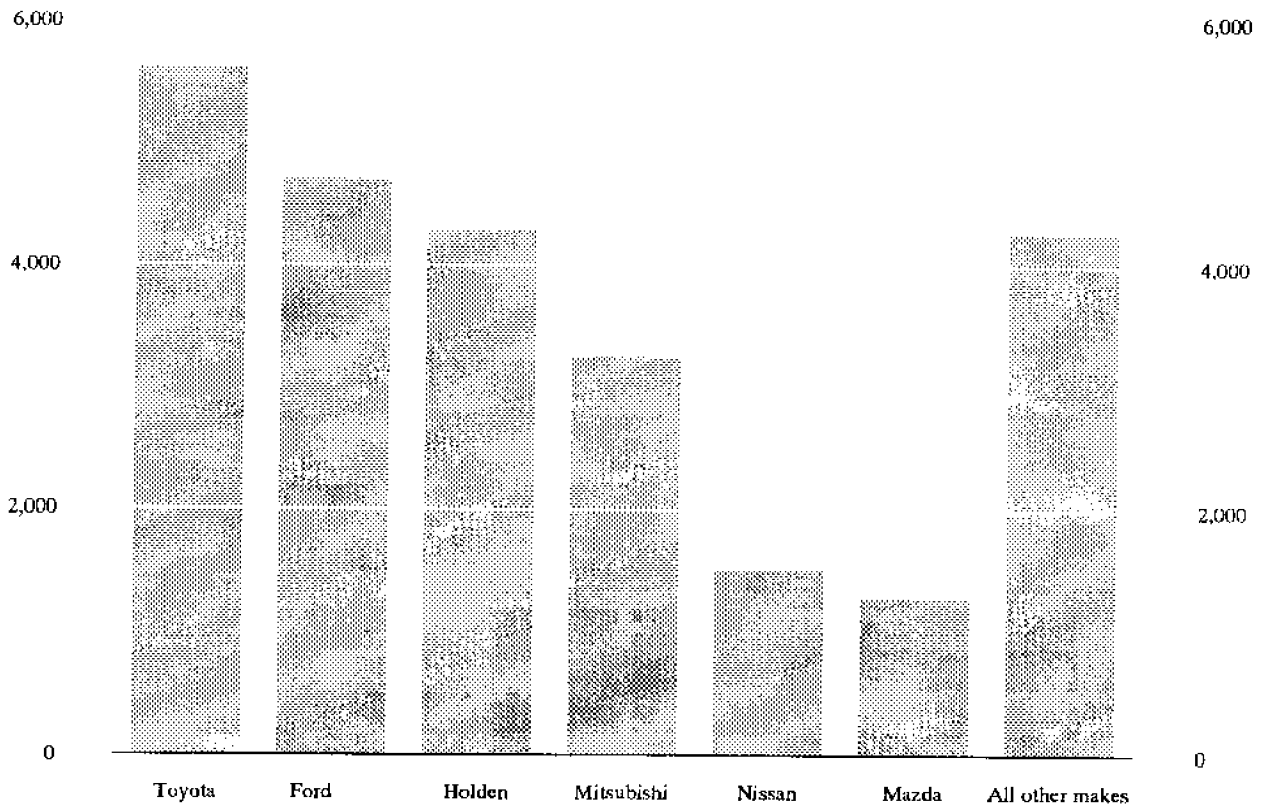
(a) Including tractors.

TABLE 8 — REGISTRATIONS OF NEW MOTOR VEHICLES (a): SELECTED MAKES BY VEHICLE TYPE, QUEENSLAND, THREE MONTHS ENDED MARCH 1994

Make	Passenger vehicles	Light commercial vehicles	Trucks			Buses	Total vehicles
			Rigid	Articulated	Non-freight-carrying		
BMW	259	—	—	—	—	—	259
Daibatsu	562	34	10	—	—	—	606
Ford	4,119	585	79	6	1	—	4,790
Hino	—	—	45	1	1	6	53
Holden	3,699	593	—	—	—	—	4,292
Honda	664	—	—	—	—	—	664
Hyundai	945	31	—	—	—	—	976
Isuzu	—	—	116	1	3	—	120
Kenworth	—	—	—	37	—	—	37
Land Rover	168	31	—	—	—	—	199
Mack	—	—	5	18	1	—	24
Mazda	861	379	36	—	—	5	1,281
Mercedes-Benz	121	—	3	6	1	5	136
Mitsubishi	2,609	562	80	1	2	—	3,254
Nissan	1,083	420	—	—	—	5	1,508
Subaru	292	5	—	—	—	—	297
Suzuki	264	12	—	—	—	—	276
Toyota	3,710	1,681	78	—	4	133	5,606
Volvo	99	—	13	10	—	3	125
Other	340	23	65	58	5	2	493
Total	19,795	4,356	530	138	18	159	24,996

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

DIAGRAM 3 - REGISTRATIONS OF NEW MOTOR VEHICLES BY SELECTED MAKES, QUEENSLAND, THREE MONTHS ENDED MARCH 1994 (a)



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

TABLE 9 — REGISTRATIONS OF NEW MOTOR CYCLES BY MAKE (a), QUEENSLAND, MARCH 1994

Make	Number Make		Number Make		Number
Harley-Davidson	55	Kawasaki	51	Yamaha	71
Honda	97	Suzuki	31	Other and unknown	36
			Total		341

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

TABLE 10 — REGISTRATIONS OF NEW RIGID TRUCKS: MAKE BY GROSS VEHICLE MASS (a), QUEENSLAND, MARCH 1994

Make (b)	Gross vehicle mass (tonnes)								Total
	3.5 to 5	Over 5 to 8	Over 8 to 12	Over 12 to 16	Over 16 to 20	Over 20 to 30	Over 30	Not stated	
Ford	7	9	—	—	—	5	—	—	21
Hino	—	—	15	5	—	9	—	—	29
International	—	—	—	5	2	5	2	—	14
Isuzu	5	7	6	10	—	2	1	1	32
Mazda	8	7	1	—	—	—	—	—	16
Mitsubishi	16	6	4	13	—	5	—	—	44
Toyota	18	4	—	—	—	—	—	1	23
Other and unknown	1	2	2	3	2	8	2	—	20
Total	55	35	28	36	4	34	5	2	199

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

TABLE 11 — REGISTRATIONS OF NEW ARTICULATED TRUCKS: MAKE BY GROSS COMBINATION MASS (a), QUEENSLAND, MARCH 1994

Make (b)	Gross combination mass (tonnes)				Total
	Under 41.0	41.0 to 42.5	Over 42.5	Not stated	
Kenworth	—	15	2	—	17
Mack	—	7	1	—	8
Mercedes-Benz	—	3	1	—	4
Scania	1	3	—	—	4
UD Nissan	—	4	—	—	4
Western Star	—	8	1	—	9
Other and unknown	2	11	—	—	13
Total	3	51	5	—	59

(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 semitrailer or trailer. In Queensland, however, the prime mover and trailer or semitrailer are not registered 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 12 — NUMBER OF MOTOR VEHICLES ON REGISTER AT 30 JUNE: YEAR BY VEHICLE TYPE, QUEENSLAND ('000)

At 30 June	Passenger vehicles	Light commercial vehicles	Trucks			Buses	Total vehicles (a)	Motor cycles	Plant, equipment and trailers
			Rigid	Articulated	Non-freight-carrying				
1988	1,159.2	307.6	55.2	9.8	6.7	10.0	1,548.5	67.7	366.8
1989	1,222.3	319.7	56.7	10.2	7.6	10.5	1,627.0	66.4	382.1
1990	1,272.1	329.0	55.6	10.6	9.3	10.7	1,687.3	64.6	393.6
1991	1,304.9	333.1	54.2	10.3	8.3	11.0	1,721.8	65.1	400.6
1992	1,343.8	338.7	54.4	10.4	8.7	11.1	1,767.1	65.7	408.8
1993	1,393.6	348.0	55.2	10.7	8.8	11.5	1,827.6	67.3	423.9

(a) Excluding motor cycles, plant, 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. 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.

2. The statistics include vehicles with diplomatic and consular plates and government owned vehicles (other than defence service vehicles). Although registration of recreation vehicles intended for use in public places other than roads is compulsory, particulars of such vehicles are excluded from this publication. New motor vehicle registrations apply to factory-new vehicles registered for the first time.

Seasonal adjustment and trend estimates

3. Original, seasonally adjusted and trend estimate series for registrations of new motor vehicles are shown in Table 2. The two component series 'passenger vehicles' 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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

9. 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 utilities and cab-chassis, which were sometimes classified to small trucks, are now consistently classified to light commercial vehicles. 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.

10. *Passenger vehicles.* Vehicles constructed primarily for the carriage of fewer than 10 passengers (including the driver). Included are cars, station wagons, 4WD passenger vehicles and forward control passenger vehicles.

11. *Light commercial vehicles.* Vehicles constructed primarily for the carriage of goods and weighing less than 3.5 tonnes (prior to January 1991, 4 tonnes) gross vehicle mass (GVM). Included are utilities, panel vans, cab-chassis and forward control vehicles (whether 4WD or not).

12. *Rigid trucks.* Vehicles constructed primarily for the carriage of goods with a gross vehicle mass (GVM) of 3.5 tonnes or more (prior to January 1991, 4 tonnes). Included are normal rigid trucks with a tow bar, draw bar or other non-articulated coupling on the rear for use with a trailer or dolly.

13. *Articulated trucks.* Vehicles constructed primarily for the carriage of goods consisting of a prime mover having no significant load carrying area but with a turn table device which can be linked to a trailer. With or without a trailer the gross combination mass (GCM) will be 3.5 tonnes or more (prior to January 1991, 4 tonnes).

14. *Non-freight-carrying trucks.* Includes specialist vehicles such as ambulances or mobile cranes or vehicles fitted with special purpose equipment and having no goods carrying capacity.

15. *Omnibuses.* Includes all passenger vehicles having more than nine seats, including the driver.

Related publications

16. 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 1991 (\$19.00)
Motor Vehicle Census (9309.0) - Three-yearly
- Latest issue: 30 September 1991 (\$16.00)

17. Current publications produced by the ABS are listed in the *Catalogue of Publications and Products* (1101.0). The ABS also issues the *Publications Advice*

EXPLANATORY NOTES — *continued*

(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

18. 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

