



No. K 014496



QUEENSLAND POLICE SERVICE
STATEMENT OF WITNESS



Occurrence #: QP1401603833

Statement no.: _____ Date: 24/08/2015

Statement of

Name of witness: PRICE, Gregory Shane

Date of birth: _____ Age: _____ Occupation: Police Officer

Police officer taking statement

Name of police officer: PRICE, Gregory Shane

Rank: Sergeant

Reg. no.: 8233

Region/Command/Division: Road Policing Unit

Station: Burpengary FCU

Statement:

I, Gregory Shane PRICE state:

1. I am a Sergeant of Police presently stationed at the Burpengary Forensic Crash Unit.
2. I completed the Basic Accident Investigation Course in November 1993 and since that time I have personally investigated in excess of 300 serious injury and fatal traffic crashes. I have also assisted in and/or overviewed the investigation of at least an equal number of crashes.

Practicable Experience:

- 2006 – Present Officer in Charge
Moreton Bay Forensic Crash Unit
- 2005- 2006 Sergeant Shift Supervisor
North Rockhampton
- 2000-2005 General Duties Officer
Millmerran, North Rockhampton
- 1996-2000 Investigator
Stock Investigation Squad
- 1991-1996 General Duties Officer
Bundaberg, Gin Gin

(Witness's signature)

(Justice of the Peace (Qual.)/
Commissioner for Declarations's signature)

(Police officer's signature)


CONTINUED STATEMENT OF: PRICE, Gregory Shane

Qualifications:

- 2011 Certificate IV in Road Incident Investigation and Reporting
Road Accident Investigation Services
- 2008 Certificate IV in Assessment and Workplace Training
Queensland Police Service
- 2003 Diploma of Public Safety (Policing)
Queensland Police Service

Training:

- 2015 Advance CDR Analysis Course (24hrs)
Accident Analysis & Reconstructionist Inc.
- 2014 Vehicle CDR Download Course (24hrs)
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- 2013 Apply Physics to Road Crash Investigation (40hrs)
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- 2012 Crush Analysis Course (40hrs)
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- 2010 Produce Forensic Maps Using CAD Course (40hrs)
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- 2009 Gather, Analyse & Interpret Pedestrian & Bicycle Involved Crashes (40hrs)
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(Police officer's signature)

CONTINUED STATEMENT OF: PRICE, Gregory Shane

- 2009 Road Accident Investigation Services
Police Speed Detection Operators Course – Mobile Radar Decatur Genesis (16hrs)
Queensland Police Service
- 2008 Motorcycle Crash Investigation (40hrs)
Institute of Police Technology & Management, University of North Florida
- 2008 Instrument of Authority to Operate a Breath Analysing Instrument
Queensland Police Service
- 2007 Acceleration and Vericom Familiarization (16hrs)
Vericom Computers Incorporated
- 2006 Traffic Crash Reconstruction (80hrs)
Institute of Police Technology & Management, University of North Florida
- 2006 Analyse and Report on Evidence (80hrs)
Road Accident Investigation Services
- 2001 Police Speed Detection Operator's Course – Gatso Speed Camera (40hrs)
Queensland Police Service
- 2000 Police Speed Detection Operator's Course – Lidar LTI 20/20 (24hrs)
Queensland Police Service
- 1993 Basic Traffic Accident Investigation Course (120hrs)
Queensland Police Service

Road Features:

3. The D'Aguilar Highway at the location of the crash scene is a sealed two way road consisting of one east bound lane and one west bound lane. The D'Aguilar Highway is a major highway connecting the Brisbane Valley and South Burnett area to the Bruce Highway at Caboolture.

4. The east bound and west bound lanes are divided by continuous double white line. Both lanes are also clearly marked with a continuous single white fog (edge) line. A metal guard rail is also situated on the east bound lane at one end of the crash scene. The crash occurred on a bend of the roadway which is relatively level and where the visibility is open. The road is constructed of hot pave bitumen and is in good condition. No defects or obstructions were found on the roadway. The signed speed limit for traffic travelling on this section of the D'Aguilar Highway is 100 kilometres per hour. The road was dry and the weather fine. At the time of the crash, there was a heavy flow of traffic.

(Witness's signature)

(Justice of the Peace (Qual.)/
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(Police officer's signature)

9. I located the missing driver's side front wheel assembly from the Toyota sedan leaning against a tree in front of the Ford sedan. I observed the alloy wheel rim was damaged and the tyre was deflated and damaged also. The damage to the wheel assembly is consistent with a side swipe damage.


10. A number of tyre marks were located on the roadway. The first tyre mark commenced on the outside of the east bound lane of the D'Aguilar Highway. The tyre mark continued across the fog line onto the sealed shoulder of the east bound lane before crossing back over the fog line and across the east bound lane over the centre continuous double white lines across the west bound lane. The tyre mark continued across the fog line of the west bound lane along the road shoulder crossing back over the fog line and finishing in the centre of the west bound lane in front of the white Nissan station Wagon. This tyre mark was about 95 metres in length.

11. The next tyre mark commenced on the fog line of the east bound lane of the D'Aguilar Highway. The tyre mark also continued across the fog line onto the sealed shoulder of the east bound lane before crossing back over the fog line and across the east bound lane over the centre continuous double white lines across the west bound lane. The tyre mark continued across the fog line of the west bound lane towards the road's edge onto the gravel before finishing at the fog line of the west bound lane. This tyre mark was about 75 metres in length.

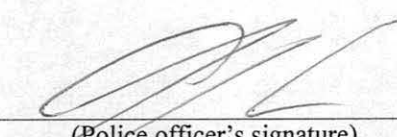
12. The next tyre mark was reasonably short and commenced on the outside of the east bound lane finishing in the centre of the lane. This tyre mark was about 12 metres in length.

13. The final tyre mark commenced in the east bound lane near the centre continuous double white lines crossing the west bound lane over the fog line. The tyre mark continued along the sealed shoulder finishing near the fog line of the west bound lane. This tyre measured about 50 metres in length.

14. These tyre marks are consistent with the post impact marks of the Nissan station wagon broadsiding across the east bound lane over the centre continuous double white lines onto the west bound lane. The Nissan station wagon at this stage was rotating in a clockwise direction before coming to rest in the centre of the west bound lane facing in a westerly direction.


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CONTINUED STATEMENT OF: PRICE, Gregory Shane

15. A number of gouge marks were located in the centre of the eastbound lane indicating the initial area of impact between the Toyota sedan and the Nissan station wagon. A large gouge in the road shows where the suspension arm of the Nissan station wagon has struck the road surface. A second large gouge on the roadway shows where the driver's side front of the Toyota sedan has struck the road surface when the driver's side front wheel assemble has come away from the vehicle. A number of other scrape marks and smaller gouge marks were located in the centre of the east bound lane running in a westerly direction towards the resting position of the Toyota sedan. These marks are indicative of the front under carriage and suspension arms of the Toyota sedan dragging along the road surface after the initial impact with the Nissan station wagon.

16. A further gouge mark was located on the east bound lane underneath the rear passenger side of the Toyota sedan. This gouge mark is indicative of the second area of impact between the Toyota sedan and the Ford sedan. The gouge mark indicates the head on impact between the Toyota sedan and the Ford sedan has occurred over the fog line of the east bound lane. The force of the impact has caused the Toyota sedan to rotate in a clockwise direction about 180 degrees facing the opposite direction of travel.

17. A number of scrape marks were located both on the sealed road shoulder and the grass road shoulder running in a northerly direction towards the resting position of the Ford sedan. These marks are indicative of the Ford sedan also rotating in a clockwise direction coming to rest on the grass shoulder of the east bound lane.

Photographs:

18. In my presence a series of photographs were taken of the crash scene. These photographs are numbered 1 to 92. I am able to produce those photographs.

Photograph 1-10: Depicts a view of the D'Aguilar Highway crash scene looking west towards Woodford. Both the Ford sedan and the Toyota sedan can be seen in situ. The photographs also show the initial gouge marks in the centre of the east bound lane as well as scrape marks leading up to the resting position of the Toyota sedan. The gouge marks are indicative of a side swipe between the Toyota sedan and Nissan station wagon.

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CONTINUED STATEMENT OF: PRICE, Gregory Shane

Photograph 11-18: Depicts a view of the final resting positions of the Ford sedan and the Toyota sedan after the second impact. The photographs show the extensive damage sustained by both vehicles including the debris on the roadway.

Photograph 19-21: Depicts a view of the area of the initial area of impact on the east bound lane looking east. The final resting position of the Nissan station wagon can be seen in the west bound lane.

Photograph 22-27: Depicts a view of the post impact tyre marks of the Nissan station wagon commencing on the shoulder of the east bound lane looking east. The tyre marks curve across both the east bound and west bound lanes onto the shoulder to the final resting position of the Nissan station wagon.

Photograph 28-33: Depicts a view of the final resting position of the Nissan station wagon in the west bound lane.

Photograph 32-42: Depicts a view of the post impact tyre marks of the Nissan station wagon on the shoulder of the west bound lane looking west. The tyre marks curve across both the west bound and east bound lanes towards the shoulder to the east bound lane and the final resting position of the Toyota sedan.

Photograph 43-46: Depicts a 360 degree view of the Nissan station wagon in situ on the west bound lane. The photographs show the major damage sustained to the driver's side of the vehicle as a result of a side impact with the Toyota sedan. Black scuff marks can be seen along the front and rear driver's door towards the rear wheel arch.

Photograph 47-51: Depicts a close up view of the damage to the driver's side of the Nissan station wagon in particular the rear wheel and suspension assembly. The photographs show the impact damage to the alloy wheel rim and that the suspension arm is protruding outside of the vehicle. Damage can also be seen to the end of the suspension arm as a result of it contacting with the road surface.

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CONTINUED STATEMENT OF: PRICE, Gregory Shane

Photograph 52-54: Depicts a close up view of the damage to the driver's side rear wheel and tyre of the Nissan station wagon. The photographs show the impact damage to the alloy wheel rim and the damage to the tyre.

Photograph 55-60: Depicts a view of the damage to the driver's side of the Nissan station wagon. The photographs show the impact damage to the driver's side front and rear door of the vehicle including the mirror. Damage can also be seen to the rear bumper bar of the vehicle.

Photograph 61-66: Depicts a view of the Toyota sedan in situ on the east bound lane. The photographs show the extensive damage sustained to the front of the vehicle and to the driver's side front. Initial impact damage was to the driver's side front of the vehicle extending down past the front driver's side door. The driver's side front wheel assembly is missing. The roof, doors, front and rear windscreen were removed by Queensland Fire and Emergency Services.

Photograph 67-75: Depicts a view of the Toyota sedan in situ on the east bound lane. The photographs show the extensive damage sustained inside the vehicle and in particular to the front drivers compartment. The steering wheel has been dislodge as a result of the crash and extensive damage can be seen to instrument panel. The speedometer needle can be seen pointing to 115km/h on the instrument display.

Photograph 76 - 89: Depicts a 360 degree view of the Toyota sedan in situ on the east bound lane. The photographs show the extensive damage sustained to the front of the vehicle and to the driver's side front. The photographs also show the damage sustained inside the vehicle and various items of property located within the vehicle.

(Witness's signature)

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QUEENSLAND POLICE SERVICE
STATEMENT OF WITNESS



Occurrence #: QP1401603833

Statement no.: _____ Date: 05/09/2015

Statement of

Name of witness: BEAVIS, Tania June

Date of birth: _____ Age: _____ Occupation: Police Officer

Police officer taking statement

Name of police officer: BEAVIS, Tania June

Rank: Senior Constable Reg. no.: 25646

Region/Command/Division: Road Policing Command Station: Burpengary Forensic Crash Unit

Statement:

Tania June BEAVIS states

1. I am a Senior Constable of Police presently stationed at the Burpengary Forensic Crash Unit.
2. I completed the Basic Accident Investigation Course conducted by the Queensland Police Service and the Advanced Crash Investigation Course conducted by Road Accident Investigation Services in 2012. I have been involved in investigating a number of serious and fatal traffic crashes since completing these courses.

Practicable Experience:

- Nov 2012 – Present Crash Investigator
Burpengary Forensic Crash Unit
- Feb 2012 - Oct 2012 Watch house Officer
Caboolture
- Oct 2008- Jan 2012 General Duties Officer
Caboolture

(Witness's signature)

(Justice of the Peace (Qual.)/
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(Police officer's signature)

CONTINUED STATEMENT OF: BEAVIS, Tania June

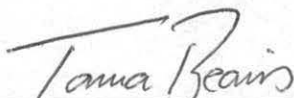
Qualifications:

- 2013 Certificate IV in Occupational Health and Safety
Queensland Police
- 2008 Diploma of Public Safety (Policing)
Queensland Police Service

Training:

- 2014 Vericom Training Course (16hrs)
Queensland Transport and Main Roads
- 2014 Pedestrian/Bicycle Crash Investigation Course (40hrs)
Road Accident Investigation Services
- 2013 Scene/Forensic Mapping Course (40hrs)
Road Accident Investigation Services
- 2013 Commercial Vehicle Investigation Course (40hrs)
Road Accident Investigation Services
- 2013 Motorcycle Crash Investigation Course (40hrs)
Road Accident Investigation Services
- 2012 Advanced Crash and Investigation Course (80hrs)
Road Accident Investigation Services
- 2012 Basic Accident Investigation Course (80hrs)
Queensland Police Service

3. On Tuesday 2nd December 2014 I was rostered to work an 8:00am to 4:00pm shift at Burpengary Forensic Crash Unit.



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Statement no.: _____ Date: 24/08/2015

Statement of

Name of witness: PRICE, Gregory Shane

Date of birth: _____ Age: _____ Occupation: Police Officer

Police officer taking statement

Name of police officer: PRICE, Gregory Shane

Rank: Sergeant Reg. no.: 8233

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Statement:

I, Gregory Shane PRICE state:

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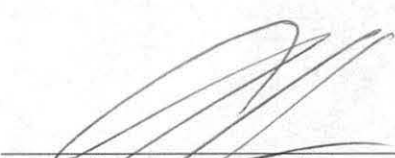
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11. The next tyre mark commenced on the fog line of the east bound lane of the D'Aguilar Highway. The tyre mark also continued across the fog line onto the sealed shoulder of the east bound lane before crossing back over the fog line and across the east bound lane over the centre continuous double white lines across the west bound lane. The tyre mark continued across the fog line of the west bound lane towards the road's edge onto the gravel before finishing at the fog line of the west bound lane. This tyre mark was about 75 metres in length.

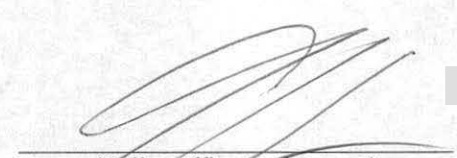
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16. A further gouge mark was located on the east bound lane underneath the rear passenger side of the Toyota sedan. This gouge mark is indicative of the second area of impact between the Toyota sedan and the Ford sedan. The gouge mark indicates the head on impact between the Toyota sedan and the Ford sedan has occurred over the fog line of the east bound lane. The force of the impact has caused the Toyota sedan to rotate in a clockwise direction about 180 degrees facing the opposite direction of travel.

17. A number of scrape marks were located both on the sealed road shoulder and the grass road shoulder running in a northerly direction towards the resting position of the Ford sedan. These marks are indicative of the Ford sedan also rotating in a clockwise direction coming to rest on the grass shoulder of the east bound lane.

Photographs:

18. In my presence a series of photographs were taken of the crash scene. These photographs are numbered 1 to 92. I am able to produce those photographs.

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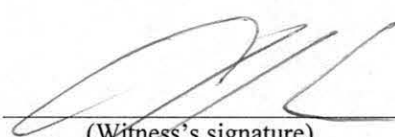
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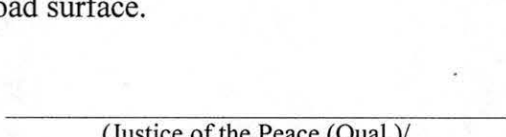
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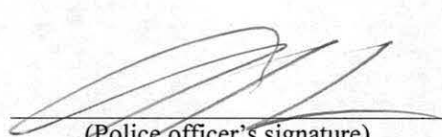
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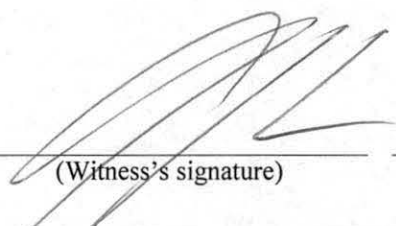
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