

**Message:** DOC/17/6748

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**From:** [MotorSafe Tasmania \[SMTP:info@motorsafetas.com.au\]](mailto:info@motorsafetas.com.au)  
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**Cc:**  
**Sent:** 21/01/2017 at 4:38 PM  
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**Subject:** Quad Bike Safety in Tasmania

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**Attachments:** image002.jpg

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To whom it may concern

Thank you for your request for input on Quad Bike/ATV Safety in Tasmania, I will keep my comments very brief as having read your Issues Paper (DOC/17/1163) I am confident you are approaching the issues with the correct strategies.

Key Safety actions:

1: Always wear helmet â€”This is the number ONE item we totally agree with. This is not only proven by the recent Tasmanian coronial inquest, it is well known any impact to the head area is potentially fatal, whereas limb injuries and so forth are considerably less life threatening.

To extend on this topic if I may, as I have a Motorsport background I can NOT stipulate strongly enough the importance of a correct fitting and compliant helmet! There are very basic rules around helmets and the first and foremost is;

â€”One Size Does NOT Fit Allâ€” as the helmet is constructed of composites

that have a "Memory" it is a dangerous habit to swap and lend them (Even if they feel like an appropriate fit)

I would also suggest that a Subject Matter Expert is called upon to offer an expert opinion in the most suitable helmet design. One that possible offers head and neck support.

Policing the use of a helmet is clearly a topic of further discussion.

2: Adult Quad Bikes or ATV<sup>TM</sup>s are NOT safe for children " Yes I agree, however it is more complex than just age. The complexity starts with the size and weight of the rider in comparison to the mass of the machine (Not forgetting the power output!!)

Power output of a motorcycle is a major factor of a LAMS approved motorcycle yet very little consideration is given to this in regards to Quad Bikes or ATV<sup>TM</sup>s

3: Is this the right tool for the task? " Thank you for including this in your studies. We have been in discussions with a government organization recently and they believe that in the past the wrong decisions have been made as to the use of these particular vehicles, be it ease of accessibility to the destination or cost of the equipment. This particular point can overlap with rollover protection (or Crush Protection Devices) as in many cases vehicles are purchased without rollover protection as a cost saving measure, should an Australian Design Rule (ADR) be implemented then we would suggest that a compliant rollover protection component be made compulsory for ALL of these vehicles moving forward and a retrospective rebate be offered to those whom already have units in commercial and domestic use.

4: Review available training in Tasmania " As Motorsafe Tasmania is currently a Quad Bike and ATV training facility it could be perceived as

a conflict of interest to offer an opinion in training recommendations, therefore we will not prompt or promote what our services are, however we will state that the lack of take up for these training courses is simply due to the costs involved to deliver training at a satisfactory and compliant level. Should an adequate rebate be offered to the potential trainees I would image there would be a substantial increase in request for accredited training.

Kind Regards,

Clifton Campbell

State Manager,

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