

QUAD SAFE



AUSTRALIA

## ***Quad Bike Safety in Tasmania Issues Paper***

***Submission: QuadSafe Australia Pty Ltd***

Quad Bike Safety Taskforce  
Issues Paper Submission  
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### **Introduction**

This Document has been drafted for the consideration of the Minister for Building and Construction, as Minister responsible for Workplace Health and Safety by QuadSafe Australia Pty Ltd.

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### **1. Increasing Rider Awareness of Risk**

#### ***Q- What do you believe are the best ways to communicate to quad bike users about risks and safe use practices?***

The best way to effectively communicate a message of safety to end users is to **educate** them on how the fatalities are happening on Quad Bikes.

End users will not heed a message if they presume that it '*does not apply to them*'. It seems to be a common theme among end users that they are not at risk because they "*have been using a Quad Bike for years and never had a problem*".

The Queensland Coroner notes in the 2015 Inquest into nine deaths caused by Quad Bike accidents that all victims were deemed by family to be "*experienced operators*". This indicates that the majority of fatalities are happening to operators that are experienced and know how to operate a Quad Bike. Therefore the message needs to be focused at experienced operators explaining '*why*' and '*how*' they are at risk using factual evidence from previous incidents or statistics. Once the End User can relate to the message they will consider the best safety strategy for their own unique circumstance (staff, family or friends) and make better safety choices; leading to safer outcomes.

**Q- What do you think are the key safety messages for quad bike users?**

The "Six Steps to Stay Safe" was developed by QuadSafe Australia in conjunction with the Queensland "Quad Bike- Industry Reference Group" (QB-IRG). QuadSafe Australia Grants the Tasmanian Government the right to use the "Six Steps" or any part thereof in the interest of public safety.

ATV 'Six Steps to Stay Safe'	Corresponding slogan/safety message/symbol to be used	SSV 'Six Steps to Stay Safe'
1. ALWAYS WEAR A HELMET		ALWAYS WEAR A HELMET
2. CHILDREN MUST NOT RIDE ADULT SIZED QUAD BIKES		CHILDREN MUST NOT DRIVE ADULT SIZED SSV / UTV
3. BE RIDER ACTIVE		KEEP YOUR ARMS IN
4. DON'T CARRY PASSENGERS ON SINGLE SEAT QUADS		ALL PASSENGERS MUST HAVE PROPER SEATING AND SET BELTS
5. DON'T RIDE WITH ALCOHOL OR DRUGS		DON'T DRIVE WITH ALCOHOL OR DRUGS
6. READ YOUR QUAD BIKE OPERATOR'S MANUAL		READ YOUR SSV / UTV OPERATOR'S MANUAL

**\* Note: that within item (6) all quad bike operator manuals refer to formal quad bike training.**

Evidence supporting the priorities of the "Six Steps to Stay Safe". The six steps material proposed are in line with the safety priorities identified by industry bodies and manufacturers as shown below:

Safety Recommendations	FAI ATVsafety.com Website Listed order	FAI CEO Statement quote 2015 (Manufacturer)	Factor noted in QLD Coronial enquiry (Out of 9 Cases)	QUADSAFE Suggested priority safety awareness order
Helmet	4	1	6	1
Children U16 / supervision	5	7	3	2
Crush (Active Riding Style)			2	3
Passengers	6	6	1	4
Alcohol / Drugs		3	3	5
Operators Manual / DVD	2	5	9	6 & 3
Training	3	4	9	6 & 3
Correct Vehicle / appropriate use	1	2	6	6
Overloading	7			6
Towing	8			6
Don't fit ROPS / CPD	9			
Unfit for Work			1	
Unforeseeable			1	

***Q- In your experience, what are the most prevalent risk factors associated with the use of quad bikes?***

Operator **complacency** is the most prevalent risk for Quad Bike operators. When operators perceive there is low risk to themselves they do not see the need for

1. Personal Protective Equipment (wearing a Helmet)
2. Age appropriate Bike
3. Active Riding
4. Safety Training or other safety measures.

## **2. Review available training in Tasmania**

***Q- Have you utilised training in relation to quad bikes? If so, what was your experience?***

No I have not utilised training in Tasmania.

***Q- Is appropriate training readily available in the State? If not, how is it lacking?***

Quad Bike trainers from all states in Australia offer 'on farm training' and most will travel to any state. *Perhaps the department could advertise Quad Bike trainers both State and interstate.*

***Q- Do you think training should be mandated (legally required) in some way?***

Formal training **should** be mandated in a work environment. This formal training should not necessarily be nationally recognised training. The department should work with all Stakeholders to formulate a training/induction that is efficient and effective for the Operator and Employer.

***Q- What do you think are the barriers to greater numbers of riders using training courses? How could these be addressed?***

As a Cert. 4 trainer/assessor I can confirm the VET sector training has a very low uptake from the farming sector due to a number of issues.

- Most operators believe they are "Experienced" and do not require training.
- The training can take up to 8 hours (depending on training provider and group skill level)
- There is no legal requirement for Formal training.
- 'Nationally recognised' training is generally more expensive than 'non accredited' training
- There can be geographical constraints as there is a high 'Quad to person' ratio in remote areas, this added distance can cause cost and participation impediments.
- Heavy focus on academic skills in operator demographic where literacy and numeracy may be at low levels.
- Lack of Government subsidy.

## **3. Helmets**

***Q- In your experience, is there a high prevalence of quad bike users wearing helmets?***

There is a strong culture in the farming sector of not wearing helmets on Quad Bikes. This is a generational issue and will not easily be shifted.

***Q- What would encourage greater use of helmets?***

Mandating for work use; if helmets were mandated for work use the helmet market would grow increasing and the range of suitable helmets thus increasing usage.

**Q- What is currently a barrier to the wearing of helmets?**

There is no specific Quad bike helmet on the market. The shark X16 is soon to be released at the Quad Bike Safety Forum in March. AS1698 standard are not ideal for Farming as they are designed for highway use.

**Q- Would you support the creation of an Australian Standard for quad bike helmets?**

Yes, this should happen and it should comply for on road use for registered machines.

**Q- Should helmets be mandatory (legally required) for quad bike riders?**

Yes, Helmets should be mandated (for work use only). Recreational riders generally use more PPE than the Farming sector due to the recognised risk.

## 4. Rollover protection

**Q- Have you installed rollover protection? If so, what has been your experience? If not, why not? Is the cost of installing rollover protection a barrier?**

As Stated by QLD Coroner "*The argument between the ATV Manufacturers and the 'Safety Advocates' has been an impasse to moving forward*". The Crush Protection Device (CPD) cannot prove a net safety benefit; that means it cannot prove it can prevent more injury than it has the ability of causing. Once there is definitive proof, then it should be considered. The Crush Protection Device (CPD) divisive debate has taken away from the real issues of Safety Awareness and the promotion of other certified Operator Protective Devices (OPD's). Items like the Farm Angel, Speed controllers, Quad specific Helmets and the Point Two air vest. All of which offer a net safety benefit.

A CPD is only used once an operator has lost control of an ATV; let's help to prevent the loss of control in the first place.

## 5. National standard for quad bikes

**Q- Do you support the development of an Australian Standard for quad bike design?**

The evidence of fatalities points to Operator error in the majority of cases. I do not believe an Australian Standard will decrease the number of fatalities. If there is a need for an Australian Standard it is a very low priority.

## 6. Consumer safety rating system

**Would a safety rating system affect your purchasing choices in the future? If a system was implemented, what do you think should be included as part of the system?**

The safety Difference between ATV makes and models is of minimal consequence. I do not believe a rating system will affect the fatalities on the ground, for instance someone who purchases a machine is 'Safety Conscious' prior to purchase. The evidence shows with the majority of fatalities, safety was not considered i.e. Helmet use, kids on adult quads, drug or alcohol use.

As a Quad Bike dealer for 15 years I did not ever have a customer ask "Which is the safest Quad Bike" the purchase was always related to purpose or price.

If there is a need for a Safety Rating System it is a very low priority.

## 7. Rebate Scheme

### ***Would a similar rebate scheme deliver improved quad bike safety in the Tasmanian context?***

- *the purchase of "an alternative vehicle", i.e. a side-by-side vehicle or a small utility vehicle (this does not include a Ute or truck)*

There is no point subsidising SXS vehicles in the hope operators will use them safely. If there is a poor Safety Culture on ATV's it will transfer to SXS vehicles and so will the Fatality rate. Manufacturers are happy to support this rebate in the interest of increasing turnover (SXS is usually at least twice the price of a Quad Bike)

- *(the purchase of rollover protection (but not the installation)*  
Only products with a net safety benefit should be subsidised.

### ***The NSW scheme also includes these options:***

*A rebate on accredited training from a registered training organisation, and/or*

- Formal training in a work environment should be mandated with a 2-3 year lead in including subsidised training on a sliding time scale. This subsidy should not be free as the operator needs to value the training and take ownership.

*A helmet compliant with one of several standard helmets, including the New Zealand standard quad bike helmet.*

- Helmets should be mandated for work once an Australian Quad bike Helmet Standard has been attained. Once mandated for work use, helmets should be subsidised for a period based on a sliding scale.