



Australian Government

**Department of Infrastructure, Transport,
Regional Development and Communications**

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Attachment A

Coroner's Recommendation	Department Position	Status	Department Response
Recommendations 3 and 4 Mandate side underrun protection and blind spot information systems for heavy vehicles	Agree	In progress	<p>In April 2021 the Department released a “Safer Freight Vehicles” discussion paper (Attachment B) proposing options to introduce safer freight vehicles by allowing an increase in the width of heavy vehicles if fitted with a number of additional safety technologies including side underrun protection devices and blind spot information systems (BSIS). The consultation period has now closed and the Department is working with industry and state and territory regulators on implementation options. Implementation dates will be decided by the Minister at the conclusion of this process.</p> <p>To further progress the inclusion of these safety technologies in heavy vehicles, the Department will shortly begin work on regulatory impact statements for new Australian Design Rules (ADRs) for BSIS on goods vehicles over 4.5 tonne Gross Vehicle Mass (GVM) and side underrun protection on goods vehicles (excluding prime movers) and heavy trailers over 4.5 tonne GVM.</p> <p>We intend to consult on a model that aligns with UN Regulation No. 151 for BSIS and UN Regulation No. 73 for side underrun protection devices.</p>
Recommendation 4 Retro fitting indirect vision devices and reversing blind spot cameras	Agree	In progress	<p>The Department will soon publish a regulatory impact statement setting out the case to mandate reversing aids for all light and heavy vehicles. The requirements for reversing aids in the form of a new ADR would align with those of UN Regulation No. 158. The proposed implementation dates for reversing aids are March 2024 for new model vehicles and March 2026 for all new vehicles. The final implementation dates will be decided by the Minister at the conclusion of the public consultation process.</p>

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			<p>The Safer Freight Vehicles discussion paper also included options for vehicles with enhanced devices for indirect vision and/or monitoring devices to detect other road users.</p> <p>Unlike older heavy vehicles (such as the 2013 heavy vehicle involved in this incident), newer heavy vehicles are fitted with greatly improved safety systems. In relation to an operator's field of view, since 2016, ADR 14 - Rear Vision Mirrors has allowed indirect vision devices compliant with United Nations (UN) or US Federal Motor Vehicle Safety Standard regulations. This means modern heavy vehicles provide operators with improved close proximity frontal and side vision.</p>
<p>Recommendation 5 Pursue changes in government tender processes for contracts to specify safety technology aligning with CLOCS-A requirements</p>	<p>Agree</p>	<p>Under consideration</p>	<p>The Coroner's recommendation is under consideration in the context of the implementation of the National Road Safety Strategy 2021-30. The Strategy has a strong focus on minimising the interactions between heavy vehicles and vulnerable road users, like cyclists. In the Strategy, Heavy Vehicle Safety and vulnerable road users are both identified as key priorities, with one action committing to protect all road users from conflicts with construction vehicles through state/territory government construction contract requirements, such as requiring inclusion of safety technologies.</p>
<p>Recommendation 6 Adoption of a direct vision standard for trucks</p>	<p>Agree in principle</p>	<p>Under consideration</p>	<p>The Department recognises the potential road safety benefits from changes to the design of truck cabins, especially for vulnerable road users. The direct vision regulation being developed through the United Nations will require a significant re-design and location adjustment of the truck cabin. The re-design results in a re-distribution of mass over the front/steer axles. The additional increase in mass potentially exceeds the permitted axle mass requirements of the existing Australian road infrastructure network. Implementation of the regulation is dependent on the ability of the road infrastructure to accommodate the additional wear and tear without major investments.</p> <p>The direct vision design is also primarily developed for cab-over trucks, which are common in Europe. Australian consumers often favour bonneted trucks (mainly made in Australia or imported from the US) for long-haul freight. Such style vehicles could become difficult to supply to the Australian market if the direct vision design was adopted exclusively. The Department will consult with relevant stakeholders to clarify the best options for implementing direct vision design for heavy vehicles in Australia.</p>