

RACT Policy #5 – Vehicle Safety

Organisation	RACT
Business Unit	Road and Traffic Committee

Version	Author	Description	Date Revised	Review Date
1	R&T	Board endorsed	August 2012	December 2015
2	R&T	R&T Committee reviewed	December 2015	December 2018

RACT POLICY

5 : VEHICLE SAFETY

5.1 VEHICLE BEST PRACTICE DESIGN

Vehicle designers, manufacturers and repairers should aspire to world's best practice especially in the use of technology and materials to:

- a) Maximise vehicle safety for occupants and other road users;
- b) Minimise car ownership and running costs;
- c) Continuously improve reliability, durability and security; and
- d) Aspire to vehicle sustainability and minimising the effect of cars on the environment to ensure personal mobility in the future.

5.2 AUSTRALIAN DESIGN RULES

RACT supports the continued review and update of Australian Design Rules (ADR) based on research evidence and industry developments, along with the communication and enforcement of those Rules.

5.3 SERVICE AND REPAIR COSTS

- a) Vehicle design should involve all appropriate technology to minimise the cost to motorists of purchase, maintenance and repair.
- b) Vehicle manufacturers must not place restrictions on the availability of advanced vehicle technical information and equipment.
- c) Governments must ensure that motorists are guaranteed the right to choose where they have their vehicle serviced, maintained and repaired, during the effective life of the vehicle, without negating the owners' rights under manufacturer, and statutory or other warranties.

5.4 RANDOM ROADSIDE INSPECTIONS

- a) Tasmania has the oldest fleet in Australia; and the oldest section of the fleet in Tasmania is much larger in percentage terms than in other jurisdictions. Vehicle defects are reported as a factor in a growing minority of serious casualty crashes in recent years in Tasmania.
- b) Motorists should maintain their vehicles in a safe, roadworthy condition.
- c) The Tasmanian Government should include a focus on public awareness and education campaigns about vehicle safety defects, and the importance of maintaining roadworthiness in the Tasmanian Road Safety Strategy 2017-2026 and future versions of this document.
- d) The RACT supports active policing of vehicle roadworthiness standards by Tasmania Police and transport patrols along with random roadside inspections that target defects, illegal vehicle modifications, and other vehicle safety issues.

5.5 ANCAP AND VEHICLE SAFETY

- a) Improving the average safety level of vehicles on Tasmania's roads will significantly reduce fatalities and serious injuries resulting from crashes. The RACT must continue to communicate the substantial risk reduction benefits to motorists who purchase vehicles with higher crash safety ratings.
- b) The RACT – along with other clubs and governments – has continued to provide financial support to the Australian New Car Assessment Program (ANCAP).
- c) The Tasmanian Government must also remain an active stakeholder in, and financial contributor to, ANCAP.
- d) The Tasmanian Government fleet purchasing policy should reflect an aspiration to purchase 5-star ANCAP safety rated vehicles wherever possible. Ideally, a 5-star rating should be mandatory for all government passenger vehicle purchases.
- e) Private consumers should be encouraged to purchase the highest ANCAP rated vehicle they can afford.

5.6 VEHICLE INSPECTIONS: SAFETY CERTIFICATES

- a) A system of "Safety Certificates" similar to the system operated in Queensland should be introduced in Tasmania: namely, a current Safety Certificate for that vehicle must accompany every application for transfer of a registered vehicle over seven years old.
- b) The Safety Certificate would be issued by an authorised assessor after the satisfactory completion of a basic "safe operation" or roadworthiness inspection; and the rectification of any defects discovered during the inspection would be required before such a certificate is issued.
- c) It is the seller's legal responsibility to provide the Safety Certificate and complete any repairs required before the certificate can be issued. Transfer of registration cannot be completed without a valid Certificate. The Certificate would cover basic safe operation points – tyres, brakes, steering, suspension, body rust or damage, windscreen, lights, seat belts – and any additional items that may affect the safe operation of the vehicle.
- d) Significant fines should apply for failing to provide a current Safety Certificate, at the time of sale of a vehicle more than seven years old.

5.7 VEHICLE EMISSIONS

- a) The Tasmanian Government should support measures to reduce vehicle related pollution without compromising the mobility of Tasmanians, particularly those in regional areas. This includes opportunities relating to electric vehicles and the infrastructure required to support increased usage.
 - b) The RACT supports the AAA's position to regulate vehicle emissions by independently assessing all Australian vehicles in a real world environment on Australian roads.
 - c) Australia's vehicle emissions standards should be regularly benchmarked against comparable countries to assess their adequacy.
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