

- MINUTES -

A meeting of the Travelsafe Committee was held in Room 5.04 of the Parliamentary Annexe on Tuesday 23 October 1990 commencing at 1.18 pm.

Present:

Mr Ardill (Chairman), Ms Bird, Messrs Lester, Dollin, Springborg, Fenlon and J Goss.

In attendance - Mr D Bletchly (Clerk-Assistant) Committees, Mr G Vidas (Technical Adviser).

Minutes of the Meetings of 4 September and 12 September:

Confirmed, (Moved Mr Dollin, seconded Mr Lester).

Correspondence:

The following correspondence was noted:

- Mrs D McCauley, MLA re meeting times
- Mr V Johnson, MLA re Longreach hearings
- Leader of the Opposition re Roma hearings
- Dr B A Smithurst re pedestrian and bicycle traffic
- Mr P J N Weller (RACQ) re motor cycles.

Australian College of Road Safety:

Resolved (moved Ms Bird, seconded Mr Springborg) that the Committee join the College of Road Safety.

Matters considered for report to Parliament:

Agreed single report be prepared on vehicle inspections and standards of repairs.

Agreed passenger vehicles not be subject to compulsory inspections.

Agreed random inspections be increased.

Agreed roadworthy certificate scheme be reviewed and named 'safety' certificate.

Agreed motor cycles be subject to safety inspections.

Agreed 'truckalizers' be used by the Department of Transport.

Agreed vehicles subject to major repairs be required to obtain a safety certificate prior to return to the road.

Agreed Traffic Act not be amended to allow Transport Department Inspectors to intercept private vehicles and issue defect notices.

Agreed vehicle repairer be subject to licensing similar to New South Wales.

Agreed that further consideration be given to the proposals that:

- vehicles over 10 years old be subject to computer-assisted random inspections (ie need safety certificate for registration)
- owners of these vehicles receive discount at registration
- owners of vehicles older than 10 years receive discount for presentation of safety certificate at time of registration.

**Chairman's
Recommendations:**

- (1) Agreed that compulsory periodic inspections of private passenger vehicles be **NOT** introduced, as it would be an inappropriate diversion of community resources, which could reasonably be better applied to more cost-benefit-effective areas at this point in time.
- (2) Agreed that random tests of motor vehicles be carried out throughout Queensland on a systematic basis using modern machinery to expedite the procedure and to provide an accurate assessment.

- (3) Agreed that police be required to pay close attention to obvious defects such as worn and faulty tyres, steering, brakes, and inoperative mechanical parts.
- (4) Agreed that increased penalties (financial and/or demerit) be imposed, using a sliding scale, for multiple faults.
- (5) Agreed that unregistered and uninsured vehicles be removed from the road by the process of random checks, increased police surveillance, and increased penalties for the offence.
- (6) Agreed that the New South Wales Motor Vehicle Repair Industry Council be used as a model to set up an authority to register and licence motor vehicle repairers, check on standards, carry out ongoing education, and arbitrate on disputes between repairers and their customers.
- (7) Agreed that appropriate penalty provisions be enacted to ensure that the authority is effective.
- (8) Agreed that the Minister for Transport request that the Australian Transport Advisory Council investigate the standards of all tyres and retreads sold in Australia for suitability under rural and torrid zone driving conditions as a matter of urgency.
- (9) Agreed that the Transport Department investigate allocating a colour visibility rating on cars as a safety measure.
- (10) Agreed further consideration be given to the recommendation -

That the Transport Department insert on Registration notification forms, a certificate to be signed by the applicant, to the effect that the vehicle has been recently examined for safety faults, and that it is in a safe condition.
(Legal opinion to be obtained).

Other
Recommendations:

Agreed that cadet police receive specific training enabling them to attain skills to assist them in the roadside inspection of motorised vehicles.

Agreed that motor cycles be subject to the same roadworthiness requirements as passenger vehicles upon transfer of registration, initial registration, and upon any other inspection.

Agreed further consideration be given to the recommendation -

That consideration be given to the gradual phasing out of inspection stations which are also in the business of undertaking vehicle repairs. Such phasing out might take place on the basis of:

- i) franchising of privately owned inspection stations which undertake inspections only;
- ii) such stations be established at centres of population which are large enough to economically sustain these stations, paying careful attention to the economical viability of existing businesses;
- iii) registration of 'inspections only' stations be considered and be such that any conflicts of interest apropos the ownership of repair businesses are avoided;
- iv) where population centres are unable to maintain an 'inspection only' station, mixed function businesses continue to function according to the following regulation;
- v) regulation of all registered inspection stations be reviewed to ensure that regular audits are performed upon the standards of motor vehicle inspection and the system of penalties for failure to properly discharge the inspection function be reviewed.

The meeting closed at 2.28 pm.

Confirmed this

5th

day of

November

1990

Ken Ardill

Chairman