



15 April 2021

Our Reference: CCF/877/DOC21/15053

Mr Shane King MP
Committee Chair
Transport and Resources Committee
Parliament House
George Street
BRISBANE QLD 4000

Via email to: trc@parliament.qld.gov.au

Dear Mr King

Inquiry into Vehicle Safety, Standards and Technology, including Engine Immobiliser Technology

I refer to the above inquiry currently being undertaken by the Transport and Resources Committee and provide the following submission on behalf of the National Heavy Vehicle Regulator (NHVR) for the Committee's consideration.

The NHVR is a statutory authority established under the Heavy Vehicle National Law (HVNL) to oversee the in-service regulation of heavy vehicles in Australia (excluding Western Australia and the Northern Territory). Through the regulation of heavy vehicle access, fatigue, accreditation and vehicle safety standards, the NHVR seeks to support a safe, efficient and productive heavy vehicle industry that serves the needs of Australia.

The NHVR notes the inquiry's focus on preventing the unlawful use of motor vehicles and has focussed its submission on that aspect.

Standards to prevent the illegal use of vehicles

The Australian Design Rules (ADRs) are the minimum standards for new vehicles supplied to the market in Australia and are targeted at safety, emissions and anti-theft. The anti-theft aspect of the standards is regulated through *ADR 25 Anti-theft locks*, which requires features be included that prevent unauthorised starting and use of a vehicle. Further, *ADR 2 Side Door Latches and Hinges* requires passenger doors to be fitted with locking devices. However, these requirements do not apply to any vehicle over 3.5 tonnes gross vehicle mass, consistent with the approach taken globally through the United Nations Economic Commission for Europe Regulations (with which Australia generally seeks to align).

While not mandatory, the fitting of ignition, steering or transmission locks and door locks is standard on all heavy road vehicles.

While there are no mandatory requirements for anti-theft devices in heavy vehicles, the standard fitment of these devices on vehicles suggests that the market has addressed this issue. As such, the NHVR believes unless a higher standard of devices is required, there would be no benefit in additional regulation.

Innovative devices for securing vehicles

The heavy vehicle industry routinely adopts components and features that exceed minimum standards to meet the challenges of the freight task as it evolves.

The NHVR notes that in recent years, the growth in the local delivery sector (couriers, home delivered groceries etc.) and demand for local government services has seen an increase in the use of smaller trucks. In many of these applications, vehicles are often left running while the driver makes a delivery, empties a footpath or park bin etc., potentially creating an opportunity for unauthorised use of these vehicles. This change may require the development of innovative immobilisation devices, such as devices that sense a driver leaving the seat and lock the vehicle controls until unlocked by a verification process.

Local businesses and companies are well positioned to take up this innovation challenge. Local Queensland companies like LSM Technologies, a safety focussed company based at Seventeen Mile Rocks in Brisbane's western suburbs, have demonstrated their ability to develop technology-based solutions that improve safety.

While not apparently the focus, I note that the inquiry also includes the vehicle inspection regime, and registration and vehicle modification-related elements. The NHVR would welcome the opportunity to provide further information or advice to the Committee regarding these elements should it be of assistance.

Should you require any further assistance in this matter, please contact Mr Steve Smith, Manager Intergovernmental Relations, on [REDACTED] or by email to [REDACTED].

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Don Hogben', with a stylized flourish at the end.

Don Hogben
Chief Regulatory Policy and Standards Officer