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**MTAA Limited**

**Submission to the ACCC's Quad Bike Safety  
Consultation Regulatory Impact Statement**

**May 2018**

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## Executive summary of recommendations

- The Motor Trades Association of Australia (MTAA) advocates that Side by Side Vehicle (SSV) and quad bike and associated safety equipment retailers / dealers (retailers) are not responsible or accountable for the miss use of SSVs and quad bikes (e.g. operating at unsafe speeds or under the influence of alcohol) and the effectiveness of associated safety equipment to protect occupants.
- Nor are retailers responsible or accountable for ensuring that users operate SSVs and quad bikes and associated safety equipment within manufacturers' performance specifications and design parameters or within safe environments.
- Of the policy options proposed by Government, MTAA supports the introduction of Option 2 into Commonwealth Law and if required; supported by State Legislation.
- MTAA supports Option 2 as it minimizes industry disruption and transition costs as 95% of quad bikes sold in Australia are already certified to the US standard.
- MTAA is concerned that any substantial quad bike design changes imposed on manufacturers as a result of the introduction of Options 3, 4 or 5 (the options **NOT** preferred by MTAA) could potentially result in: manufacturers exiting the Australian market and reduced consumer demand due to the increased cost of purchasing a quad bike or SSV.
- MTAA considers that the introduction of Options 3, 4 or 5 are likely to result in increased numbers of uncertified and potentially unsafe and parallel imported quad bikes being sold through non-accredited dealer networks and other non-regulated markets (i.e. on-line sales and auction houses). It is also likely to result in users not being provided with the appropriate safety information and / or training to operate quad bikes safely.
- MTAA advocates that any additional regulatory certification be conducted by the manufacturer and at the point of manufacture and that certified quad bikes be provided to the retailer including additional information and with included labeling requirements.

- MTAA advocates that any costs associated with the introduction of Option 2 (and any other Option) should not be imposed on retailers but on manufacturers, Governments, consumers and / or users.
- MTAA supports nationally consistent quad bike regulatory standards including training, licensing, and certification requirements only if credible evidence confirms it will reduce injuries and not decrease consumer demand.
- MTAA supports Government prevention of parallel importing and sale of quad bikes through distribution channels not aligned with franchised and accredited dealer networks (i.e. on-line sales and auction houses). The MTAA supports Government enforcement action (including penalties) preventing those attempting to do otherwise and is concerned about the current ability of importers to import and retail quad bikes into Australia that do not reach the US standards.

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## **MTAA applauds Government efforts to increase quad bike safety**

- MTAA welcomes the efforts undertaken by the Australian Competition and Consumer Commission (ACCC) to examine SSV and quad bike safety and its efforts to engage with broad stakeholder groups including MTAA.
- MTAA, and its affiliated National Industry Sector Committees, the Australian Motor Cycle Dealers Association (AMDA) and the Farm and Industrial Machinery Dealers Association (FIMDA) support continued examination and review of quad bike safety policy to protect consumers, users and businesses; particularly as a result of continuing evidence based research and industry innovation.
- MTAA, AMDA and FIMDA support policies that ensure the ongoing sustainability and profitability of automotive businesses that retail, service and maintain quad bikes and associated safety equipment to standards set by Australian legislation and to manufacturer's specification.

- MTAA is confident that the ACCC study into quad bike safety will assist the Commonwealth Government develop national quad bike safety standards that may be incorporated into state and territory jurisdictional legislation and that don't adversely affect the growing quad bike and SSV markets and automotive businesses that support them.
- The MTAA is also confident that when examining quad bike safety and developing quad bike regulatory safety standards, the ACCC will consider the economic benefits that quad bikes and SSVs provide for multiple Australian industries including the farming, tourism and automotive industries, and the work related and recreational benefits enjoyed by users.

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## User risk

- MTAA respectfully suggests that quad bike design features and information provision have safety as an integral component. However like all motorized transport these positive safety benefits will not translate if quad bikes are not used responsibly or safely, within their performance and design parameters, in safe environments, with users wearing the appropriate safety equipment (i.e. helmets and protective clothing), with users not under the influence of alcohol or drugs, and with users having the required riding skills (i.e. developed through rider training). Consequently, MTAA is of the view that users have ultimate responsibility for the safe operation of quad bikes, just as they have with cars, boats, motorcycles, bicycles, scooters etc.
- MTAA is mindful that safety systems (including design changes) cannot mitigate all user risk; particularly if quad bikes are operated unsafely (i.e. with excessive speed), without users wearing appropriate safety equipment (i.e. helmets and protective clothing) or being under the influence of alcohol or drugs, operating the vehicle beyond manufacturers' design parameters and performance specifications, and / or in high risk environments (i.e. in wet weather, on uneven surfaces, when vehicle grip is compromised and within race situations)<sup>1</sup>.

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<sup>1</sup> ACCC, November 2017: Quad Bike Safety Issues Paper. Accessed 17 November 2017: [https://consultation.accc.gov.au/product-safety/quad-bike-safety-investigation/supporting\\_documents/ACCC%20Quad%20Bike%20Safety%20Issues%20Paper.pdf](https://consultation.accc.gov.au/product-safety/quad-bike-safety-investigation/supporting_documents/ACCC%20Quad%20Bike%20Safety%20Issues%20Paper.pdf)

- Consequently, MTAA supports a holistic approach to quad bike safety that includes:
    - internationally accepted design standards (i.e. the US Standard);
    - information provision (including the information required under the US standard and that of the proposed Safety Star Rating System);
    - the wearing of appropriate safety equipment (i.e. helmets and protective clothing);
    - the provision of Government rebates for safety equipment purchase; and
    - a potential licensing regime that includes completed training and certification (if determined by ACCC as appropriate).
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## Quad bike design

- MTAA respectfully suggests that like other simple straddle type transportation devices (i.e. motorcycles and bicycles), the inherent basic design of quad bikes has limited opportunity for design changes and consequently MTAA advocates increased safety is better achieved through influencing the user. For example, MTAA supports the mandated wearing of appropriate safety equipment (i.e. helmets and protective clothing) and the provision of appropriate levels of safety information for the rider (as outlined in Option 2).
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## Quad bike applications

- MTAA empathizes with the ACCC regarding the difficulty of introducing policy that attempts to encompass various quad bikes developed for multiple user applications (i.e. agricultural purposes, general purpose, recreational, racing / sport, etc.).
  - MTAA urges the ACCC to consider the practicality and cost of enforcing different regulatory regimes based on different quad bikes being used for different purposes. This may result in a lack of clarity for quad bike manufacturers, retailers, consumers, users and enforcement agencies.
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## MTAA preferred Option: Option 2

- The MTAA supports the adoption of Option 2 which is:
  - Make a mandatory safety standard in relation to quad bikes and SSVs that:
    - Adopts the ANSI/SVIA 1–2017 US Standard for quad bikes.
    - Requires post manufacture testing for quad bikes and SSVs in accordance with the requirements of a Safety Star Rating System and the disclosure of the star rating at the point of sale.
    - Requires an additional warning on quad bikes alerting the operator to the risk of rollover.

## Support for the US standard

- MTAA supports the Australian Government adopting a mandatory safety standard similar to the United States Consumer Product Safety Commission’s mandatory consumer product safety standard for ATVs: ANSI/SVIA 1–2017 American National Standard for Four-Wheel All-Terrain Vehicles Equipment Configuration and Performance Requirements. This safety standard was developed by the Specialty Vehicle Institute of America and includes specific approved requirements for pitch stability, operation (such as controls, braking performance and mechanical suspension) and limited speed capabilities for all youth-sized ATVs. MTAA recommends drawing on this extensive research (in addition to other evidence based credible research) as a basis for an Australian quad bike regulatory standard.
- MTAA supports the Australian Government adopting a mandatory safety standard similar to the US Standard, as 95% of quad bikes sold in Australia already comply with US standards<sup>2</sup>.
- MTAA considers that adopting the US standard will result in minimal market disruption and have a relatively insignificant impact on retailers as compared to the requirements proposed in Options 3, 4 and 5.

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<sup>2</sup> ACCC, November 2017: Quad Bike Safety Issues Paper. Accessed 17 November 2017: [https://consultation.accc.gov.au/product-safety/quad-bike-safety-investigation/supporting\\_documents/ACCC%20Quad%20Bike%20Safety%20Issues%20Paper.pdf](https://consultation.accc.gov.au/product-safety/quad-bike-safety-investigation/supporting_documents/ACCC%20Quad%20Bike%20Safety%20Issues%20Paper.pdf)

- By adopting Option 2, the requirements for a transition period will be minimal. This means a more seamless transition for retailers, manufacturers, and Governments to the new regime. It also means more assurance for consumers that already own quad bikes that are likely compliant with the US Standard.
- MTAA advises that manufacturers already develop quad bikes with consideration of the large US market and may be reluctant to make expensive design changes for the Australian market which only accounts for 3% of global quad bike sales<sup>3</sup>.
- MTAA is concerned that design changes required in Options 3, 4 and 5 may have unintended consequences on consumer choice and the market as these options may increase costs of production for manufacturers that will be passed on by retailers to customers. This may decrease consumer demand and consumers' ability to purchase vehicles that best suit their desired application and the profitability of businesses who retail and service quad bikes.
- MTAA is concerned that quad bike manufacturers could exit the Australian market if the Australian Government requires them to make substantial and uneconomical quad bike design changes (as required in Options 3, 4 and 5). This will have a negative economic impacts for the Australian agriculture, motorcycle, farming and industrial equipment, and tourism industries particularly as these industries rely on the 190,000 quad bikes currently being used in Australia and with continued high levels of demand (22,000 quad bikes and SSVs being purchased in 2017 alone<sup>4</sup>). It will also negatively impact the social and leisure benefits associated with the recreational use of quad bikes.
- MTAA believes that adopting Options 3, 4 and 5 will result in increased numbers of potentially unsafe and uncertified parallel and illegally imported quad bikes that don't comply with Government safety standards. MTAA Members, manufacturers and their retail distribution networks already contend with parallel bike importation entering the country through alternative channels that are not compliant with Australian Design Rules and Safety Requirements. MTAA is aware of certain agricultural equipment that is sold through auction houses that are parallel to Australian delivered and compliant models, but are at a cheaper price point because they lack certain safety and regulatory requirements that are not necessarily known to the consumer who is attracted by a cheaper price point.

<sup>3</sup> ACCC, November 2017: Quad Bike Safety Issues Paper. Accessed 17 November 2017: [https://consultation.accc.gov.au/product-safety/quad-bike-safety-investigation/supporting\\_documents/ACCC%20Quad%20Bike%20Safety%20Issues%20Paper.pdf](https://consultation.accc.gov.au/product-safety/quad-bike-safety-investigation/supporting_documents/ACCC%20Quad%20Bike%20Safety%20Issues%20Paper.pdf)

<sup>4</sup> ACCC, March 2018: Quad Bike safety Consultation: Regulation Impact Statement Accessed 3 May 2018: [https://consultation.accc.gov.au/product-safety/quad-bike-safety-draft-regulation-impact-statement/supporting\\_documents/Quad%20Bike%20Safety%20%20Consultation%20Regulation%20Impact%20Statement.PDF](https://consultation.accc.gov.au/product-safety/quad-bike-safety-draft-regulation-impact-statement/supporting_documents/Quad%20Bike%20Safety%20%20Consultation%20Regulation%20Impact%20Statement.PDF)



- MTAA also notes that additional design solutions are not proposed for SSVs, sport quad bikes and youth quad bikes. Therefore, the introduction of increased safety designs for general purposes quad bikes (as required in Options 3, 4 and 5) which increase the price of these vehicles may entice users to purchase sport quad bikes or quad bikes and SSVs not best suited to their particular operational requirements. Option 2 best addresses all quad bike types by providing a safety standard applicable across all quad bike and SSVs types and provides consumers with information for comparison regardless of the marketed use of each quad bike and SSV. Consequently, MTAA does not support additional safety standards for SSVs, sports quad bikes or youth / children quad bikes that are in addition to those outlined in Option 2.

### Safety star rating system

- MTAA respectfully suggests that due to the US standard, reasonably practicable amounts and quality of information is already provided to quad bike users and potential quad bike consumers at the point of sale. However, MTAA supports the provision of any additional information (i.e. associated with the proposed Safety Star Rating System) that improves safety awareness and consumer obligations to their own risk and safety provided additional costs for such information is are not imposed on retailers who already struggle compliance with manufacturers demands and endure an unfair burden of consumer requirements on behalf of the manufacturers who should have greater accountability.
- MTAA supports increasing consumer awareness of the performance parameters of their quad bike. MTAA supports the introduction of the Safety Star Rating System to provide information regarding the static ability, dynamic handling and roll-over crashworthiness as outlined in the RIS. However, MTAA advocates that criteria and performance parameters proposed in the Safety Star Rating System should be based on credible and transparent evidence and be clear to retailers, consumers and users.
- MTAA appreciates that it is difficult to consider the wide ranging operational contexts of quad bikes and the diverse mechanical knowledge or consideration and application of the information provided by customers.
- The multiple parameters stipulated in Attachment D of the RIS are testament to the difficulty standardizing tests for Quad bikes that are commonly used for multiple applications and by riders of different weight, size and ability and on different terrains poses unenviable difficulties and clearly influences testing results. As a result, the testing procedure and outcome may only have limited applicability to the user and their chosen quad bike operational requirements and the environment in which it is used.

- Regardless of the difficulties outlined above, MTAA supports the addition of the proposed information to assist consumers to increase the awareness of operational parameters of each quad bike and SSV to assist them when making a purchase decision. However, MTAA reiterates its position that retailers are not responsible for the ability of consumers to apply the information provided to them nor are retailers liable for the incorrect use of quadbikes and SSVs by their owners.
- MTAA advocates that Government *laissez faire* with manufacturers to determine how best the proposed Safety Star Rating Testing criteria should be undertaken and if it's the optimal way to test quad bike safety. MTAA suggests that any testing criteria and performance determination associated with the proposed Safety Star Rating System be undertaken with credible technical and safety experts and be done in collaboration with quad bike manufacturers as they are the specialists in the development and manufacturer of quad bikes and SSVs and will be required to comply with Australian Government policy if exporting vehicles to the Australian Market. MTAA only supports additional testing criteria if it is based on credible evidence of increasing quad bike and SSV safety.
- MTAA also advocates that any cost required to subject vehicles to this testing regime be borne by manufacturers and / or governments and not retailers. MTAA also advocates that the star rating labeling and information provision be provided at the point of manufacture and are delivered to the retailers with the vehicle.
- MTAA opposes any requirements for retailers to fit labelling or develop information kits that are in addition to information provided by the manufacturer. It is respectfully suggested this will incorrectly place regulatory burden on retailers who already potentially carry excessive burden of meeting other consumer guarantee and warranty burdens not necessarily borne by manufacturers.
- Additional information provision resulting from post manufacturer testing and a Safety Star Rating System is supported by MTAA if the testing and rating system is credibly and transparently proven (with evidence) to provide safety benefits in multiple operational contexts and is not prohibitively expensive as to reduce consumer demand or force manufacturers to exit the Australian market.

- MTAA suggests that information associated with a Safety Star Rating System include warnings about roll over risk and potentially how this risk can be mitigated. For example, it should include recommendations about the appropriate use of the quad bikes within operating performance parameters (including children only riding quad bikes designed and certified for them), the increased risk of operation in uneven and dangerous terrain, and the requirement to wear protective safety equipment and other information as prescribed in the US standard.
- If the quad bike has safety equipment / systems in addition to that proposed within Option 2 (i.e. Operator Protection Devices (OPD), Roll-Over Protection Systems (ROPS), differential wheel locks etc.), MTAA considers that the information concerning the performance parameters outlined in Option 2 provide enough information about safety benefits and increased risk associated with their use.
- MTAA supports the ability of retailers to sell and fit safety systems that are in addition to those required in Option 2. MTAA believes that consumers should have the right to choose additional safety systems that comply with Australian Design Rules.
- If retailers are provided the opportunity to fit safety systems to quad bikes and SSV's, MTAA reiterates its view that retailers are not accountable for the effectiveness of these systems if fitted per manufacturers instructions.
- MTAA agrees that test evidence, results and information associated with a Safety Star Rating System be made available to potential consumers as a consideration of purchase / hire along with other considerations such as price, warranty, etc. Test results may be provided in any number of written, audio and online information mediums and / or directly through retailers and through labelling on the vehicle (as outlined in Option 2). MTAA recommends labelling as stipulated in the US standard and include a safety warning notice as defined in sections 129-130 of the ACL.
- MTAA also notes that safety information provided at the point of sale is already supplemented by other sources including online Government safety websites. Much of the information provided by Governments provides guidance for the safe operation of quad bikes including the requirements to wear appropriate safety equipment.

## The impact of the proposed options for saving lives

- MTAA respectfully suggests that a consumer Safety Star Rating System has limited positive safety benefits if quad bikes are not used responsibly or safely, within their performance and design parameters, and in a safe environment with users wearing appropriate safety equipment (i.e. helmets and protective clothing). Consequently, as outlined above, MTAA reiterates its view that users have ultimate responsibility for the safe operation of quad bikes and SSVs.
- MTAA is also of the view that the increased requirements associated with Option 3, 4 and 5 impose requirements that are not proven to increase rider safety without introducing additional risk. Although current research suggests that OPDs and ROPS may have some effectiveness in reducing the severity of quad bike injuries, they are often based on evidence samples that are not statistically significant, commonly use anecdotal evidence and with testing undertaken in contexts where the vehicle will not be used<sup>5</sup>; for example, simulated tests on a skid pan that do not reflect real world applications such as a farmer's pasture where terrain can change within metres and include a rock or uneven surface or a hole or burrow in the ground.
- Therefore, MTAA is concerned that current data regarding the safety benefits of OPDs and ROPS is often inconclusive<sup>6</sup>. For example, OPDs and ROPS may not provide a measurable level of safety assurance and may introduce additional rider risk, for example, raising the vehicle's centre of gravity, increasing vehicle weight, or preventing the riders from escaping the vehicle in certain unsafe circumstances<sup>7</sup>. In addition, the effectiveness of OPDs and ROPS may be compromised by quad bike accessories such as load racks and bull bars and may be only appropriate for specific uses or operating environments.
- MTAA is concerned that the introduction of OPDs and ROPS without further qualified appropriate evidence may unjustifiably and undeservedly increase rider confidence and their appetite to operate the quad bike beyond its operating parameters.
- MTAA is concerned that the introduction of Options 4 and 5 introduces unnecessary and unproven mechanical requirements that will increase the cost of quad bikes and may reduce consumer demand and potentially result in manufacturers leaving the Australian market.

<sup>5</sup> Safework NSW, May 2017: Quad bike and OPD Workplace Safety Survey Report: Results and Conclusions

<sup>6</sup> FCAI, June 2016: SafeWork NSW Quad Bike Strategy Falls Short. Accessed 17 November 2017:  
<https://www.fcai.com.au/news/index/index/article/448>

<sup>7</sup> Wordley, Dr Scott, November 2012: Quad Bike Crush Protection Devices (CPS). Monash University. Accessed 17 November 2017:  
[https://sydney.edu.au/medicine/aghealth/uploaded/fs\\_docs/isccr\\_final\\_2013\\_112202210\\_1\\_isccr.pdf](https://sydney.edu.au/medicine/aghealth/uploaded/fs_docs/isccr_final_2013_112202210_1_isccr.pdf)

- MTAA is of the view that Option 2 does not prevent manufacturers from introducing safety systems that are outlined in Options 3, 4 and 5. MTAA considers that quad bikes with the safety systems outlined in Options 3, 4 and 5 may provide a competitive advantage for those manufacturers that introduce these products. MTAA advocates that consumers can make a purchase decision at the point of sale and under Option 2 will be provided credible evidence / information of the safety benefits and risks of quad bikes fitted with these systems at the point of sale. Under Option 2 a consumer has the ability to make an informed choice on whether they will purchase a particular quad bike and SSV knowing the vehicle has a minimum universally acceptable safety standard (based on the US standard and with the addition of the Safety Star Rating System) and they have the opportunity to purchase a quad bikes with additional safety systems if they wish.

### Summary of support

- MTAA advocates for Option 2 as it:
  - promotes consumer confidence;
  - has the least impact on deterring reputable manufacturers from supplying quad bikes and SSVs to accredited and responsible retailers within the Australian market;
  - has the least negative impact for the quad bike market and quad bike retailers in terms of design changes and transition requirements;
  - assists users to operate quad bikes as designed;
  - has a practical level of enforcement; and
  - promotes the use of certified quad bikes and quad bike safety equipment.
- MTAA does not support Options 3, 4 and 5 as the evidence of the safety benefits provided is inconclusive and may potentially introduce increased safety risk, increase manufacturing and purchase costs and may decrease consumer demand for quad bikes through established dealer networks. MTAA advocates that Option 2 does not prevent the introduction of innovative safety systems (including those outlined in Options 3, 4 and 5) and provides consumers with an adequate and universally accepted minimum safety standard for quad bikes. Option 2 requires the inclusion of safety information that will make clear the safety benefits and risk of additional safety equipment that may be attractive to the user and their operational requirements. MTAA advocates that information provided (including the Safety Star Rating System) be transparent and based on credible sources and developed in conjunction with manufacturers.

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## Recommendations

### Transition period

- MTAA advocates that all costs required to introduce Option 2 (and any other Option) be borne by the manufacturer and / or Government and that all vehicles be provided by the manufacturer to the retailer as certified by Government for sale in Australia.
- Consequently, MTAA asks Government to collaborate and liaise with manufacturers to determine when manufacturers can comply with introduced requirements and to deliver compliant vehicles to retailers. MTAA urges Government to ensure that there is a seamless supply of vehicles to retailers during the transition period.
- MTAA advocates that vehicles delivered to retailers prior to or during the transition period can be sold even after the transition period is complete and any financial loss suffered by the retailer is compensated by the manufacturer or Government. Alternatively, Government must ensure that manufacturers are required to purchase the vehicle back from the retailer at least at the purchase cost for the retailer.

### Liaise with manufacturers

- MTAA is of the view that manufacturers have specialised knowledge of incorporating safety and functionality into quad bike and SSV designs which is learned from many years of experience and research and development. MTAA is mindful that as all quad bike and SSV manufacturers are international, Government should collaborate with overseas manufacturers and when considering any regulatory changes impacting quad bike design.

## MTAA support for continuing research

- MTAA supports continuing examination of safety systems such as OPDs, ROPS and mechanical systems (i.e. wheel differential locks), particularly as some research suggests that they may have some effectiveness in reducing injuries resulting from quad bikes rolling over<sup>8</sup>. MTAA also supports continuing examination of other quad bike safety systems such as soft guards, yielding handlebars and soft tires (to name just some). Furthermore, MTAA calls for further research to determine the effectiveness of safety systems for different quad bike market segments, users, applications and operational environments.
- MTAA supports quad bike design changes from within or outside manufacturers' research and development to reduce the number and severity of user injuries *only if* changes are based on credible and refutable empirical evidence undertaken by engineering and safety experts and with consideration of different users groups and operational environments.

## Introducing legislation

- MTAA supports nationally consistent quad bike regulatory standards including training and licensing requirements and the requirements to wear appropriate safety equipment (i.e. protective clothing and helmets).
- MTAA proposes the adoption of a Commonwealth regulatory standard that if required, is supported by State and Territory legislation.
- MTAA also suggests that Government consider the impact of any introduced quad bike and SSV safety regulation with other government policy impacting the businesses retailing and servicing quad bikes, SSVs and associated safety equipment and the consumers who purchase these vehicles and equipment. For example, Work Health and Safety Standards and Australian Consumer Law.

## Government enforcement

- MTAA advocates that Government enforce the introduced regulatory regime. In particular, MTAA supports Government preventing those who import quad bikes that are not compliant from entering the country. MTAA is concerned about the current ability of importers to import and retail quad bikes into Australia that do not reach the US standards; for example, through non-accredited dealer networks and other non-regulated markets (i.e. on-line sales and auction houses).

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<sup>8</sup> Safework NSW, May 2017: Quad bike and OPD Workplace Safety Survey Report: Results and Conclusions

- MTAA strongly suggests that the ACCC legislate enforcing the prevention of the parallel importation and sale of non-certified quad bikes, SSVs and associated safety equipment. By doing so, the safety risk for users is reduced due to diminished supply of unsafe and non-compliant vehicles. Additionally, it would ensure that those purchasing certified quad bikes and SSVs through accredited retailing networks would get access to required safety and operational instruction, warnings and information.
- MTAA advocates for Government impose penalties on those that facilitate or undertake the sale of parallel imported quad bike and SSVs including non-certified retail sources (i.e. on line or via retailers not holding a motor vehicle license). MTAA calls for immediate action against these retailers and importers rather than wait for any introduced quad bike safety policy.



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## Appendices

### About us

The MTAA represents many of the 69,365 retail motor trades businesses which employ over 379,365 Australians and contributed \$37.1 billion to the Australian economy in 2015/16; which equates to 2.2% of Australia's GDP. MTAA also represents the interests of many of Australia's motorcycle dealerships and farm and industrial machinery suppliers through its incorporated Australian Motorcycle Dealers Association (AMDA) and the Farm and Industrial Machinery Dealers Association (FIMDA). AMDA and FIMDA members provide much of the retailing and servicing of quad bikes and SSVs in Australia and therefore, have in-depth understanding of the impact of any proposed safety regulation for quad bike dealers / retailers and for users.

### Rationale of MTAA's, AMDA's and FIMDA's policy position

- The MTAA, AMDA and FIMDA support continued examination and review of quad bike safety to protect users and consumers.
- The MTAA, AMDA and FIMDA support policies that ensure the ongoing sustainability and profitability of automotive businesses that retail, service and maintain quad bikes and associated safety equipment to standards set by Australian legislation and to manufacturer's specification.
- MTAA is confident that the ACCC study into quad bike safety will assist the Commonwealth Government develop national quad bike standards that may be incorporated into state and territory jurisdictional legislation and that don't adversely affect the growing quad bike market and automotive businesses that support it.
- The MTAA is also confident that when examining quad bike and SSV safety and when developing regulatory safety standards, the ACCC will consider the economic benefits that quad bikes and SSVs provide for multiple Australian industries including the farming, tourism and automotive industries, and the recreational benefits enjoyed by users.



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END OF SUBMISSION