



MEDIA RELEASE

Horror 72 hours proves ACCC and NFF strategy on quad bikes is so terribly wrong

The last 72 hours has been sad for families and the sector overall, as two Australians die riding what has been reported to be ATVs. Our thoughts and prayers go out to everyone associated with both incidents.

Save the Quad Bike in Australia founder, Craig Hartley, “Make no mistake, any injury or death is terrible news and we’ve said this time and time again from the very start of the campaign.

“But what absolutely infuriates us all, is that the ACCC and NFF use these instances to argue their solution to quad bike safety has merit, when in fact their solution is sadly proving to be an abject failure.”

As many people know the ACCC and NFF pushed the Federal Government into forcing globally respected manufactures to fit so called Operator Protection Devices (OPDs) to all new quad bikes sold in Australia - against internationally peer reviewed science and Coronial Inquest recommendations that highlighted OPDs could, in many instances and within key occupations, make quad bikes less safe. Hence manufacturers have walked away.

Craig Hartley continued, “We know one of these accidents was a quad bike, and so far not sure if the second incident was a side by side or quad - two very different pieces of machinery and yet the media seem to report all accidents as quads. We’ll let the coroner determine this.

“What we are interested in are the arguments placed by the ACCC and NFF to address risk and the substantial question of on-farm safety, when it comes to quad bikes.

“If we are to believe the nonsense emanating from the ACCC Deputy Chair Mick Keogh, then; is the assumption that accidents only occur on new quad bikes? One must assume this, on the basis that My Keogh’s SOLUTION only applies to new quad bikes sold in the Australian market.

“It’s crucial to note again, that there are close to 700,000 second-hand quad bikes currently in the market and yet the ACCC solution applies to none of these, and yet, we are led to believe this is all about on-farm safety?

“What happens in 2022 when no new quad bikes are available from leading manufacturers and we have a quad bike death on a second-hand machine? Who will accept responsibility then for a failed policy? It’s a fair question.

“Why won’t the NFF and ACCC talk about a comprehensive and nationally consistent education and training program for quad bikes - where manufacturers and the Ag sector come to together to own the issue and address on-farm culture?

“Why won’t the NFF and ACCC re-design the policy, keep manufacturers in Australia and by doing so give farmers the ability to choose to fit an OPD to their second-hand quad bikes, based on application and specific use criteria?

“Why did the NFF and ACCC not change direction when they realised that Standards Australia would walk away from their solution and refuse to design a technical specification for OPDs?

“Let’s stop the nonsense. Remove the word mandatory, keep manufactures in Australia, educate, train, ensure the policy applies to ALL quad bikes AND give farmers choice - that’s how you save lives,” ended Hartley.



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Save the Quad Bike in Australia (STQBIA) is a campaign sitting under the national umbrella of the Australian Motorcyclists Association Inc (ATV Division).