



## Minister for Transport and Main Roads

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Mr Paul French  
Co-convenor  
Brisbane Central Business District Bicycle User Group  
brisbanecbbug@gmail.com

1 William Street Brisbane 4000  
GPO Box 2644 Brisbane  
Queensland 4001 Australia  
**Telephone +61 7 3719 7300**  
**Email** [transportandmainroads@ministerial.qld.gov.au](mailto:transportandmainroads@ministerial.qld.gov.au)  
**Website** [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

Dear Mr French

Thank you for your letter of 10 July 2021 about improvements to heavy vehicles to make them safer when operating in proximity to vulnerable road users.

The Department of Transport and Main Roads (TMR) is committed to delivering actions and interventions to increase the safety of vulnerable road users on Queensland roads, including working with industry around the use of safety features such as blind spot technology and under run protection. These issues will also be given consideration by TMR in the context of the current review of the Heavy Vehicle National Law.

TMR has participated in meetings to develop an Australian version of the United Kingdom's Construction Logistics and Community Safety (CLOCS-A) and will continue to work with interstate jurisdictions, the National Heavy Vehicle Regulator (NHVR) and industry groups to develop and implement these nationally consistent reforms.

In response to one of the Coronial recommendations following Ms Rebekka Meyer's tragic death, TMR sought national support for the introduction of mandatory *Australian Design Rules* (ADR) for blind spot technology for new heavy vehicles. Unfortunately, that proposal was not supported at the time.

Since the mid-1980s ADRs have been progressively harmonised with internationally based united national regulations, similar to the European Union requirements you mentioned.

TMR continues to advocate for ADR changes and is strongly committed to shaping the priorities of the National Road Safety Strategy 2021–2030 and the National Road Safety Action Plan 2021–2025. Priorities raised include:

- enhanced devices for indirect vision, blind spot information systems and side underrun protection systems on heavy vehicles
- reversing detection (cameras, sensors, and/or close-proximity rear-view mirrors) for both light and heavy vehicles.

Further, Queensland's Heavy Vehicle Safety Action Plan 2019–21 (Intervention 11) <https://www.tmr.qld.gov.au/Safety/Road-safety/Road-safety-strategy-and-action-plans/Strategy-and-action-plans>, investigates options to include improved heavy vehicle safety standards in Queensland Government funded construction and transport procurement contractual processes. A recent example of this is a contract for Cross River Rail (CRR) works in Brisbane City. This included a performance-based approach which allowed CRR to tailor solutions to best suit its vehicle types and operational requirements, while mandating additional safety requirements including driver education and training.

You also noted that the NHVR Performance Based Standards (PBS) scheme has no current requirements for heavy vehicle safety improvements in the context of specific requirements for vulnerable road users. I advise that TMR's representative on the national PBS Review Panel, Mr Mark Mitchell, Director, Heavy Vehicle Policy, Customer Services Safety and Regulation, will formally raise this issue for consideration of inclusion in the national PBS standards. Mr Mitchell will respond to you on progress with this action in due course.

You may know that the NHVR has a national leadership role in the development of technical safety standards for heavy vehicles, including blind spot technologies. Accordingly, the NHVR will undoubtedly also be involved in the consideration of this issue.

Thank you for your continued interest in road safety.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Bailey', with a long, sweeping underline that extends to the right.

**MARK BAILEY MP**  
**Minister for Transport and Main Roads**