

22 November 2022

Our Reference: CCF/1257 DOC22/47328

Your Reference: COR 2020 004026

Olivia Collard
Registrar
Coroners Court of Victoria

By email: cpuresponses@coronerscourt.vic.gov.au

Dear Ms Collard

Investigation into the death of Cameron James FERRY

I refer to your correspondence dated 17 August 2022 regarding the above matter.

The National Heavy Vehicle Regulator has reviewed the findings of the Coroner and considered the Coroner's recommendations. The NHVR's response is enclosed for the Coroner's consideration.

Should you require any further information, please contact Mr Peter Austin, Director Vehicle Safety and Performance, on 0419 737 544 or email at peter.austin@nhvr.gov.au.

Yours sincerely



Ray Hassall
A/Chief Regulatory Policy and Standards Officer

Enc. (1): COR 2020 004026 Cameron James FERRY

Recommendation:

That the National Heavy Vehicle Regulator consider amending the Vehicle Standards Bulletin (VSB6) or issue a Vehicle Standards Guide to provide clearer guidance on best practice when installing and working with body props on trucks fitted with a tipper body.

Status: Unresolved issues with the Coroner's recommendation that need to be addressed

Description:

The National Heavy Vehicle Regulator (NHVR) can advise that as part of the current review of the requirements for designing and installing tipping bodies on trucks in Vehicle Standards Bulletin 6 (VSB6), improvements have been made to the requirements for body props.

Under previous versions of VSB6, the design and installation requirements applied the requirements of AS1418.8 *Cranes, hoists and winches Part 8: Special purpose appliances*.

At the commencement of the current review, input was sought from Workplace Health and Safety regulators about improvements that could be made, which informed improved design requirements for body props.

The revised requirements that will be introduced with the implementation of this revised code will include:

- minimum strength requirements
- requirements for the design to consider:
 - deployment / use at angles normally used for servicing and maintenance
 - prevention of inadvertent dislodging when in use
- require secure stowage either to the tipping body or the vehicle's chassis.

The revision also recommends permanent connection of the prop to the body or vehicle chassis.

The current revision of VSB6 is currently being finalised and is due to be published by the end of 2022, with implementation of the standard to follow by April 2023.

The NHVR is unable to give direct effect to the portion of the recommendation that considers best practice for working with body props. While the NHVR can approve and publish standards that vehicles must meet for the purposes of the Heavy Vehicle National Law, we have no power to regulate matters involving safe work guidance and practices that apply to people undertaking maintenance or repair work. The advice of the Coroner on how this is to be resolved has been sought.