



Safety of All-terrain Vehicles (ATVs) and other small Utility Vehicles on Australian Farms

A Practical Management Guide



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Title: Safety of All-terrain Vehicles and small Utility Vehicles on Australian Farms – A Practical Management Guide

ISBN: 1 876491 43 4

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ACAHS contact details:
Australian Centre for Agricultural Health and Safety
University of Sydney
PO Box 256
Moree NSW 2400

Tel: 02 6752 8210
Fax: 02 6752 6639
Email: aghealth@health.usyd.edu.au

Published in June 2005

This Practical Guide is a product of the ATV Safety Project, a program of Farmsafe Australia, with funding from the Rural industries Research and development Corporation and the Australian Government Department of Health and Ageing.

Principles for ATV and Small Utility Vehicle Safety on Farms

Accidents involving ATVs are now among the leading causes of injury death on Australian farms. Most deaths are due to crush injury resulting from ATV roll-over or from the victim being flung onto a hard surface as a result of an ATV crash. Farmsafe Australia partners urge farmers to think carefully about their use of ATVs taking into account the safety risks.

Farmers who are employers or in control of the farm workplace have responsibility under occupational health and safety law to provide safe systems of work for workers and visitors to the workplace, including operation of ATVs. [\(Go to page 6\)](#)

To best manage safety of ATV and small utility vehicle operation on Australian farms and to meet OHS obligations farmers should:

1. **Machine or vehicle selection** [\(Go to Page 7\)](#)
Where possible select a machine that has a low risk of rollover. Consider machines that can be fitted with a suitable operator protective device, including rollover protective structure and operator restraint. Many jobs on Australian farms can be undertaken using alternative small vehicles to ATVs.
2. **Conditions of operation** [\(Go to Page 12\)](#)
Specify the jobs for which the ATV/Utility Vehicle is to be used, the conditions of operation (including speed and load and tow limits) and the areas on the farm on which the machine is to be operated, and define "no-go" areas.
3. **Attachments and loads** [\(Go to Page 10\)](#)
Make sure that attachments and loads comply with the specifications in the Operator's Manual, taking into account that loads will reduce stability. This information should be available from the supplier.
4. **ATVs and passengers** [\(Go to Page 11\)](#)
Do not allow passengers on ATVs.
5. **ATVs and children** [\(Go to Page 14\)](#)
Do not allow children under 16 years to operate adult sized ATVs.
6. **Training operators of ATVs and small Utility Vehicles** [\(Go to Page 15\)](#)
Make sure that operators of ATVs and Utility Vehicles are trained to operate the machine safely.
7. **Induction to safe operation of ATVs and small Utility Vehicles** [\(Go to Page 15\)](#)
Make sure that operators receive a thorough induction to safe operation of the vehicle on the farm.
8. **Maintenance** [\(Go to Page 18\)](#)
Ensure that machines are well maintained for safe operation.
9. **Helmets** [\(Go to Page 18\)](#)
Provide a suitable HELMET and ensure that it is worn.
10. **Supervision**..... [\(Go to Page 18\)](#)
Supervise safe operation.

First some definitions

What is an ATV?

For the purpose of this Guideline, All-terrain Vehicles (ATVs) are specifically designed motorized vehicles that operate on four low pressure, high flotation tyres. They have a saddle-type seat that is designed for a single operator, handlebars for steering control and may be either 2- or 4-wheeled drive.

ATVs are in widespread use on Australian farms. Their ability to operate in a range of conditions, including muddy conditions, without leaving a 'footprint' has provided practical advantage in many settings. Their farm use includes:

- Personal travel around the farm
- Mustering of livestock
- Supervision of working field crews
- Inspection of crops, pastures, fences, water and livestock
- Towing and carrying goods
- Spraying small areas of weeds
- Shifting irrigation pipes



What is a small Utility Vehicle?

In this Guideline Small Utility Vehicles refers to other small vehicles designed for off-road use. They often have a bench-type seat, have a steering wheel and are designed to transport more than one person. Other names for these vehicles may be All-terrain Utilities, 'Side-by-side Vehicles' or Multi-terrain Utilities. They are also equipped with four or more low pressure high flotation tyres, and generally have a tray-back designed for carrying small loads.



While small Utility Vehicles are not in as common use on Australian farms as ATVs, some farms have moved over to using these as a safer option, particularly for transporting horticultural produce.

Why should farmers be concerned about ATV and Utility Vehicle safety?

There is a growing concern world-wide over the number of deaths and serious injury associated with use of ATVs in agriculture, as well as in the context of use for leisure. In Australia, it is estimated that around 10 deaths each year are associated with ATV operation.

- The majority of those who have died were ATV riders, however passengers (and bystanders) are also at risk.
- Children are at increased risk of serious injury and death - age is more important than size and weight.
- ATV-related deaths are associated with a wide range of work activities in agriculture and horticulture, including mustering, spraying pesticides, transporting and travelling on the property. There are significant numbers of deaths associated with leisure operation of farm ATVs.
- There is a tendency for ATVs to rollover in certain circumstances and cause serious injury to riders.
- Loading of the ATV has been associated with rollover deaths.
- In most cases injury is caused by blunt force with the body part crushed between ATV and the ground or other surface, or contact of the body with a rock or tree or other surface, having been flung from the ATV by momentum.
- The body part injured and associated with death was mostly the torso, head and cervical spine due to crush injuries and causing asphyxia.
- Earlier ATV models were associated with injury to the foot and ankle, however, the improved design of ATVs with foot plates has reduced this risk.

Occupational Health and Safety *risk* associated with ATV operation on Australian farms should therefore be *assessed* as **HIGH**, and employers and those in control of the workplace are required to take active steps to control that risk.

Then the basic principles of risk management for safety

These are the principles for reducing injury risk in any workplace. They are also what the OHS regulations require in all states. There is a 'hierarchy', or *ranking of effectiveness*, for prevention of injury:

More effective



1. Elimination of the hazard

Where possible, an injury risk must be eliminated, or removed from the workplace. This is obviously the most effective way to reduce risk. While it is often not possible to eliminate a particular hazard, the law requires that an employer you must at least think about elimination as the first option.

2. Substitution for a hazard of lesser risk

Where it is not possible to remove a hazard altogether, you need to consider whether the hazard can be 'substituted' for something that will do the same job, but is less risky. There are a range of small vehicles available on the market that may be suitable for your farm work. Substitution of ATVs by other small more stable vehicles or machines is a key option that all farmers should consider.

3. Other engineering measures to prevent injury

Improving the design of machinery and/or isolating the worker from the hazard is the basis of many safety improvements in the workplace. For any vehicle that can roll over and crush the rider or can result in the rider being ejected from the seat, an operator protective system, generally a Roll - over Protective Structure (ROPS) with rider restraint, is necessary. Research undertaken by manufacturers of ATVs does not currently support fitment of a roll - over protective structure (ROPS). On the other hand, vehicles are available that may be fitted with ROPS, although these may lack some of the useful features of ATVs for work on farms.

4. Safety rules

Whatever machine or vehicle is to be used, you must make sure that it is operated safely. Your farm rules should include:

- Giving effective safety induction and training to workers who use the vehicle.
- Providing workers with information about the risks and how these risks can be reduced.
- Supervising workers using ATVs or Utility Vehicles.

5. Personal protective equipment - helmets

Personal protective equipment must be provided and used where workers cannot be protected from a hazard by other control measures. This includes providing helmets to protect from head injury for riders of motorcycles and ATVs, and attention to manufacturers' safety advice.

Less effective

The more effective controls must always be considered first. In practice, best practice in OHS risk management will require a mix of the above measures .

Selecting the safest machine or vehicle for the job

ATVs are popular and useful machines for many common farm jobs. However, safety of the operator is a key issue you should take into account. When deciding what is a safe farm machine or vehicle for the specific jobs think about the following:

What jobs are to be done with an ATV or a small Utility Vehicle, and under what conditions?

Some jobs can be done efficiently by using vehicles that may be safer than ATVs. For example, some farm managers in horticulture have moved to use small Utility type Vehicles that are more stable and less inclined to roll over, and can be fitted with Roll - over Protective Structure (ROPS) and seat belts.

On the other hand, these Utility Vehicles may not be suitable for many of the jobs that ATVs are now used for - for example, for flood mustering of stock.

For some jobs, you may decide that the general farm utility, tractor or 2-wheeled motorcycle might be the safest option.

What safety features should you look for when buying the vehicle?

When considering the type of machine/s to purchase, consider the following:

- Size of machine - suitable to the size and strength of the operator/s, and conditions of operating environment (steering can be "heavy" for some women operators).
- Stability and likelihood of roll-over, and protection provided in event of roll-over.
- Can the machine to be fitted with a roll-over protective system and operator restraint?
- Foot plates that protect the foot and lower leg from injury.
- Load specifications meet your needs for planned attached or towed loads.
- Speed, and capacity to limit speed.
- 4-wheeled drive or 2-wheeled drive (4-wheeled drive may be safer in wet conditions).

Does the mix of machines and systems on the farm enable farm work to be undertaken safely?

Most farms will need more than one vehicle or machine to safely undertake the mix of necessary jobs efficiently and safely. Some jobs may need a different machine under different circumstances, for example, if it is wet, or if a trained operator is not available.

Remember to think about the other risks of the planned work - for example, spraying using a machine without a cabin can expose the worker to risk of contamination with pesticides.

You should think about your farm needs and your machine/ vehicle requirements, keeping safety in mind!

This is how one horticulture and sheep business is dealing with their safety issue

A larger "corporate" enterprise runs farms producing stone fruit, a vineyard and broadacre farms in NSW. This business has undertaken significant changes in response to difficulties associated with use of ATVs.

The company had documented 24 ATVs 'flip-overs' on its farms before making some key changes. When ATVs were being used for towing fruit, the trailer load tended to become "pushy". The Safety Officer himself had experienced one roll-over on a big ATV where the towed trailer pushed it. It wasn't over the tow weight limit. The terrain is mildly sloping in the orchards and vineyards.

The company now has one ATV on its horticulture property used for supervision and checking, and one on a sheep property. It has replaced its other ATVs with John Deere Gators for most of the work previously done by ATVs, and now has 6 Gators. Two 2-wheeled motorcycles are still in operation, but are being phased out.

Regular maintenance is undertaken by the on-farm mechanic, who does all the routine maintenance.

Worker safety induction and training of workers to operate the Gators safely is undertaken by the Safety Officer. The induction includes having the worker read the operator's manual, undertaking basic checks, noting the farm speed limit which is 8-10 kph on roads. Gators are governed to 25 kph. Each worker has 8 hours training with the Gator, in which time they are taken all over the property, and are made familiar with the tracks to be taken and areas off limits for small Utility Vehicle operation.

Full road helmets are used by riders, except where work involves talking to people.

No 'flip-overs' have occurred to date with the mix of machines in place.

(It was noted that Gator was retaining a good resale value.)

Options to consider for selected farm jobs:

Inspecting

Perhaps the most universally useful role for ATVs has been as a means of getting around the farm for checking water, fences and stock and for supervision of work.

Where the surface of the tracks and paddocks are smooth and even and the terrain is not too steep, this is possibly one of the safest uses of the ATV.

Other options that are in use and could be considered are:

- Farm utility
- 2-wheeled motorcycle



Moving produce (fruit and vegetables) on the farm

ATVs have been in use for carting and towing lugs or other containers of fruit and vegetables. Other options are in use and could also be considered. These may have reduced risk of roll-over include:

- Small Utility Vehicles with or without trailer
- Farm utilities
- Small tractors with trailer

Spraying weeds

Alternatives to ATVs that are in use and that may reduce risk of roll-over injury include:

- Small Utility Vehicle with fitted tank or towed tank
- Farm utility
- Small tractor
- Knapsack spray



Mustering

ATVs have proved very useful for mustering sheep and cattle including dairy cattle. Other options that are in use and could be considered include:

- 2-wheeled motorcycle
- Farm utility
- Horse

Transportation

ATVs have been used for transporting small loads around farms and have come into their own for work in wet conditions.

Other options include:

- Farm utilities
- Small Utility Vehicles
- Small tractors (that function better in wet conditions)



Loads and attachments

How do loads increase risk?

Loads on the front or rear rack of ATVs and small Utility Vehicles raise the centre of gravity and under some circumstances will increase the likelihood of the machine rolling over. Therefore extreme care should be taken with loading the machine.

The manufacturer and supplier will provide advice on load limits for each machine. This information will be found in Operator's Manual and will include information on loads for front and rear racks and tow loads. These should never be exceeded.

ATV manufacturers advise that, generally speaking, the specified maximum cargo load for ATVs is for relatively flat, smooth and level terrain. The weight of cargo carried should be reduced as the terrain slope increases or in rough terrain. If riding on steep slopes, little or no cargo load should be carried.

High-mounted loads further raise the centre of gravity, such as fertilizer or grain hoppers, and these loads should be avoided.

What about liquid loads such as spray tanks?

Liquid loads in mounted or trailed spray tanks can shift as a machine corners or moves up an incline, reducing stability and increasing potential for roll-over. While baffles within tanks may reduce this effect in some directions, changes will still occur, and the increased rollover risk remains.

ATV manufacturers advise that tanks should be limited in size (limited to the manufacturer's load limit for the specific machine), be baffled and involve suitable mounting methods and locations. They advise that ATVs may be used with either rack-mounted or trailer-mounted spray tanks and the tanks should:

- Be as low as possible.
- Should not inhibit in any way a rider from engaging in rider active movements.
- Not contact the rider or restrict in any way his or her ability to separate from the machine in the event of an overturn.
- Be rounded and not have sharp edges.
- Have internal baffles that substantially restrict the movement of liquid as the tank is tilted and
- Should not be mounted with attachment that would obscure the rider's line of sight or visibility.

What about passengers?

ATVs are not designed to carry passengers. The longer saddle seat is designed for operator movement for optimal control of the machine.

Farmers and managers should note that employers are required under OHS regulations to ensure that "plant is used only for the purpose for which it was designed...". Carrying passengers not only increases risk of an accident, and serious injury, it could be considered to be a breach of the OHS regulatory requirements.

Passengers should not be carried on ATVs. If it is necessary for 2 persons to be transported, find other vehicles for the job, such as farm utility or small Utility Vehicle.

Machine modification

If any modification is made to a machine, it is important to check whether your changes have increased risk of injury. For example, changing the tyres to higher, narrower tyres than those supplied, will raise the centre of gravity and decrease stability of the machine.

For any change you make, you must check for safety hazards, and then plan for ensuring that no-one is harmed by your changes. It is your responsibility to make sure your safety plans are enforced, and make a note of your actions.

Making sure that ATVs are not overloaded and the "no passenger" rule is enforced on the farm are important ways of providing a *"safe system of work"* and *"maintaining a safe working environment"*

Limits of terrain

Are some terrains not suitable for operation of ATVs/Utility Vehicles?

Yes. While ATVs may be called "All-terrain" machines clearly there are limits to the degree of slope and type of terrain over which they can be operated safely. Terrain that pose roll-over risk for ATVs and small Utility Vehicles include rough, steep and rocky ground, tussocky vegetation, contour banks and dam banks.

Farmers and farm managers can reduce risk of ATV and/or small Utility Vehicle injury by:

- Identifying the high risk areas of the farm, and establishing rules for how work is to be undertaken safely in these areas - eg maybe doing mustering on foot in hilly areas.
- Establishing "no-go" areas on the farm where the machine may not be operated.
- Improving the surfaces of made tracks for safer access to particular areas of the farm.

Manufacturers suggest two general rules of thumb for riders:

- Operate at speeds and on slopes and rough terrain so that all four tyres remain on the ground at all times.
- When carrying cargo on an ATV, avoid rough or steep terrain and obstacles.

Manufacturers strongly warn against use of ATVs on paved or bitumen surfaces, due to the flotation design of the tyres. Riding on paved surfaces may seriously affect the handling and control of the ATV.

A farm hand had been employed by the owner of the property for some years. In the early afternoon he rode the ATV from the house to the shed where he used several lengths of rope to tie steel to the rear of the quad bike. The steel was to be taken to the rear of the property where fencing contractors were erecting rural fencing. He then rode down the dirt road. Part way along the route, he decided to leave the dirt road and travel along a makeshift road which he had apparently travelled many times before. This makeshift road consisted of travelling over long grass and down a steep uneven gradient. Whilst traversing the slope it appeared to the investigators that the quad bike toppled over and landed on top of the rider who died from crush injuries. Due to the location of the deceased only 4-wheel drive vehicles were able to get to the deceased.

Defining areas of the farm and tracks that are safe for ATV/Utility Vehicle operation, and defining "no go" areas are important parts of providing a "safe system of work"

Speed of operation

While many ATV accidents occur at what would be considered to be "low" speeds, the likelihood and severity of injury is higher at higher speeds, particularly in instances where the operator may be ejected from the vehicle.

It is more likely that ATVs and small Utility Vehicles can be safely controlled at lower speeds and that obstacles and hazards on the ground will be seen and corrective action taken.

ATVs can be safely operated at higher speeds if the terrain is smooth - a suggested rule of thumb being:

"Operate at speeds and on slopes and rough terrain so that all four tyres remain on the ground at all times"

Farm speed limits for all vehicles and machines should be put in place and enforced.

Two young men got onto an ATV owned by the rider. The cycle was ridden out of the property and onto a road. At some point the ATV left the road going up an embankment where it hit a small tree. The ATV continued to travel up the embankment where it rolled and the occupants were thrown from the cycle due to impact. As a result of being thrown the passenger suffered a severe head injury by impacting heavily onto a rock, and died.

The rider survived and allegedly admitted to going too fast and 'losing it'.

Setting safe speed limits for ATV/small Utility Vehicle operation on the farm is an important part of providing a "safe system of work" and "maintaining a safe working environment"

Age of rider

Should children ride ATVs?

Children and youth under the age of 16 years are at greater risk of serious injury while operating adult sized ATVs than older operators. This increased risk appears to independent of weight and height of the child, and is related to developmental stage.

ATV manufacturers provide labels or decals warning of the dangers to child operators. The correct operating age will be advised in the Operator Manual.

It is therefore essential that operation of adult sized ATVs on farms be limited to competent adult operators.

Restricting operation of ATVs to competent adults over 16 years of age is an important part of employers ensuring that "plant is used only for the purpose for which it was designed ..."

What about older farmers?

Many ATV deaths on Australian farms are of older farmers, probably reflecting the average age of farmers who operate these vehicles. However, it should be noted that as we get older our physical capability and agility is reduced, and our vision, hearing and sense of balance may be impaired. In addition, older people are more likely to suffer fractured bones than younger people in the event of an accident. All these add to the risk of losing control of an ATV and these factors should be considered in selection of the right vehicle for the job, and the conditions of operation of the vehicle.

What about the risk for young men?

Young males are a recognised group of riders who are at increased risk as a result of their so called "risk taking behaviours". This is well recognized by the road traffic authorities and deaths data for ATV riders tends to reflect this view.

The degree of supervision required is therefore increased for young male workers and this should be taken into account in decision making about the type of vehicle to be used.

Matching the machine to the age and behaviours of operators is an important part of employers maintaining a "safe system of work"

Skills assessment, training and induction for safe operation of ATVs and small Utility Vehicles

It is important that workers who operate any vehicle or machine on the farm have the necessary skills to operate the machine safely in the specific work environment. Farmers who are employers must assess skills, provide safety induction and such training as is necessary. All operators must have read the Operator's Manual provided with the machine - this is a necessary part of knowing how to use the machine safely.

How can I assess the skills of workers to operate the machine?

A practical safety skills assessment should be carried out for each person who is to operate the vehicle, and when a new vehicle is brought into use. This will generally involve the operator demonstrating knowledge about the machine and its operation (*Tell me about...*) and then demonstrating riding skills in a safe environment (*Show me...*).

This assessment might include:

Pre-start-up

1. Dressed in suitable work clothing, footwear for operation.
2. Describe the purpose and correct use of vehicle controls.
3. State why this farm's rule is that passengers will not be carried on ATV.
4. Check that tyre pressure and condition is appropriate, guards, chain tension etc are in good working order.
5. Check operation and adjustment of all controls, including brakes.
6. Check that any accessories mounted to the vehicle comply with the manufacturer's load specifications.

Operation

1. Wearing a helmet, and other personal protective equipment specified by the manufacturer.
2. Start motor within a reasonable time.
3. Ride in forward direction around a defined course - figure-8 around soft obstacles.
4. Brake at corner of defined course.
5. Reverse around at least part of the course.
6. Ride vehicle demonstrating control over more difficult terrain - eg hill slope, gully, channel bank.

Make sure that you keep a note of your assessment.

What training is needed for safe operation of ATVs and small Utility Vehicles on farms?

All workers who ride ATVs and small Utility Vehicles must be competent to operate them safely. No operator should be using the machine for farm work without being assessed as competent in operation of the ATV/small Utility Vehicle.

Training may be provided by a training provider.. Use a trainer from a Registered Training Organisation, who can train to develop the skills necessary for rural production and issue a Certificate of Competency. Make sure that you keep a note of all training provided.

What skills should rider training cover?

Operator rider training should include:

- Use for which the machine is designed
- Safety risks associated with its use
- Suitable attire, including need for helmet, and eye protection etc as recommended
- Operation of controls
- Pre-operation checks
- Starting, operation, cornering, braking, parking
- Stopping quickly, swerving
- Reverse riding
- Riding strategies - terrain, speeds, reading the environment
- Riding different terrains - including inclines, mud and water
- Loading and towing
- Loading and transportation of the machine
- Riding over obstacles
- Impact of fatigue, alcohol and other drugs

What safety information will be found in the Operator's Manual?

The Operator's Manual should include important information that describes:

- The purpose for which the machine is designed
- Identified safety risks associated with operation of the machine
- Measures to be taken to manage these risks, including:
 - Passengers
 - Operator age and skills requirements
 - Personal Protective Equipment (PPE) requirements
 - Pre-operation checks
 - Maintenance requirements
 - Loading and towing specifications
 - Operation on high risk terrains

What about training to ride AND do a specific job?

Where *specialised* farm work such as mustering and spraying is being undertaken using the ATV/ small Utility Vehicle, then the skills levels in ATV/ small Utility Vehicle operation need to be higher, and the operator must also have the necessary skills to do the particular job.

What is safety induction for ATVs/small Utility Vehicles?

It is not enough that a rider has operation skills that have been developed in another work environment. An operator must be aware of the safety instructions in the Operator's Manual and be *inducted* to safe operation of the machine in the specific farm environment. Safety rules will include:

- Routes to be used to get to worksites
- "No-go" areas and rules
- Speeds at which the machines will be operated
- No passenger rules
- No children rules
- Helmet use and other PPE
- Machine maintenance
- Communication systems
- Emergency procedures

Make sure you keep a record of the safety induction for safe operation of ATVs or small Utility Vehicles.

Ensuring that operators are trained and are given induction to safe operation of the machine on the farm (including reading of the Operator's Manual) are important parts of *"providing the necessary instruction, information and supervision to ensure safety"*



Supervision of safe operation

Farmers who are employers must provide supervision *"to the extent necessary to minimise the risks to health and safety"*. To do this, the first requirement is to have established the rules and communicated these to operators.

Constant, direct supervision of operators of plant and machinery on farms (including ATVs/ small Utility Vehicles) is mostly not practical. Sometimes it is possible, eg where mustering stock is done together. On the other hand, periodic checks can be carried out to see that the operator is handling the machine or vehicle according to the farm rules - in terms of speed of operation, work being done, operation in the specified areas of the farm, wearing of helmet, adherence to "no-passenger" rule. These checks should be more frequent in the early stage of operation of the machine, but should not be ignored later. *Of course, if the rules have not been established and communicated to the worker, supervision is impossible!*

Vehicle Maintenance

Regular routine maintenance is important for safety of all farm vehicles and machines, and particularly ATVs and small Utility Vehicles. The Operator's Manual will provide guidance as to the maintenance requirements. Correct tyre pressure is important for ATV/ small Utility Vehicle Safety. Tyres should be at the pressure advised by manufacturers in the Operator's Manual, and a tyre gauge should be readily available to the operator.

Helmets

Head injuries contribute to around 25 percent of ATV related deaths in Australia. For this reason it is important that ATV riders wear a suitable helmet to prevent serious head injury should an accident occur. Currently the only helmet standard in Australia that is applicable to ATV riding is *AS 1698 - 1988 Protective helmets for vehicle users*. This standard was developed for road users. Until a specific farm motorcycle/ ATV helmet standard for use in Australia is available, riders should use this motorcycle helmet.

Emergency communication

As ATVs and small Utility Vehicles are often operated at some distance from the farm base, it is very important that you have an effective communication system between the operator and base, and that the location of where workers are going and the expected time to return is known. EPIRBs (Emergency Position Indicating Radio Beacons) are in use in some larger enterprises. These alert an emergency and signal the position of a person in distress for emergency services.

A helpful checklist

What are the farm jobs that we do that need a small vehicle?	Job 1:	Job 2:	Job 3:	Job 4:	Job 5:
Who does this job?
What vehicle or machine would be suitable for this work? (List, eg ATV, small Utility Vehicle, Ute, tractor).					
What is the safest and most useful option for this farm?					
Have we defined the areas of the farm and terrains that are safe for operation of this vehicle or machine?					
What attachments or modifications have been made for the machine? Are they safe?					
Have we a clear rule relating to no passengers and children on ATVs?					
Have we defined the load and tow limits and arrangements to ensure safety?					
Have operators had a safety induction for using this machine to do this job?					
Have operators undergone suitable training to ensure safe operation?					
Is there regular maintenance for the machine?					
How do we supervise safe operation of the machine?					

Contacts

Your state Occupational Health and Safety Authority

Workplace Health and Safety Queensland

Website: www.whs.qld.gov.au
Phone: 1300 369 915

WorkCover NSW

Website: www.workcover.nsw.gov.au
Phone: 02 4321 5000 or 13 10 50

WorkSafe Victoria

Website: www.worksafe.vic.gov.au
Phone: 03 9641 1444 or 1800 136 089 (Toll Free)

Workplace Standards Tasmania

Website: www.wsf.tas.gov.au
Phone: 1300 366 322

SafeWork SA

Website: www.safework.sa.gov.au
Phone: 1300 365 255

Worksafe Western Australia

Website: www.safetyline.wa.gov.au
Phone: 08 9327 8777

Northern Territory Work Health Authority

Website: www.nt.gov.au/waha
Phone: 1800 019 115

ACT Workcover

Website: www.workcover.act.gov.au
Phone: 02 6205 0200

Manufacturers and Suppliers organisations

Tractor and Machinery Association of Australia

Website: www.tractormachinery.com.au
Phone: 03 9329 9661

Motor Traders Association of Australia

Website: www.mtaa.com.au
Phone: 02 6273 4333

Federal Chamber of Automotive Industries (Motorcycle Manager)

Website: www.acai.com.au
Phone: 03 9820 5067

Training organisations

Your local TAFE

Honda Australia Rider Training (“HART”)

Website: www.hartridertraining.com.au
Phone: 03 9335 2766

Stephen Gall’s Yamaha ATV Safety Institute

Website: www.yamaha-motor.com.au/sg_atvsi/training
Phone: 07 5593 3340

Stay Upright

Website: www.stayupright.com.au
Phone: 02 9679 1578.

Motor School

Website: www.motorschool.com.au
Phone: 07 3630 0008

Farmsafe

Farmsafe Australia Inc

Website: www.farmsafe.org.au
Phone: 02 6752 8210

State Farmsafe organizations

Website: www.farmsafe.org.au/index.php?id=48