RURAL AND REGIONAL SERVICES AND DEVELOPMENT COMMITTEE

Inquiry into cause of fatality and injury on Victorian farms

Melbourne – 20 January 2004

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Witness
Mr V. Delahunty, Executive Director, Tractor and Machinery Association of Australia (sworn).
The CHAIR — I welcome everyone to today’s hearing, including members of the public. Under the powers conferred on this committee by the Constitution Act and the Parliamentary Committees Act this committee is empowered to take all evidence at these hearings on oath or affirmation. I wish to advise all present at this hearing that under the provisions of the Constitution Act all evidence taken by this committee, including submissions, is granted immunity from judicial review. I also wish to advise that any comments made by witnesses outside the committee hearing are not protected by parliamentary privilege. We are an all-party parliamentary committee, and we are hearing evidence on the inquiry into the cause of fatality and injury on Victorian farms. I welcome the first witness, Mr Vin Delahunty.

The CHAIR — Could you please give us your full name and address?

Mr DELAHUNTY — Vin Delahunty, I am the executive director of the Tractor and Machinery Association of Australia. We operate out of unit 3, 21 Vale Street, North Melbourne.

The CHAIR — Are you representing your organisation today?

Mr DELAHUNTY — Yes, I am.

The CHAIR — Your evidence will be taken down and become public evidence in due course. Could you make a statement and some comments for 10 minutes or so? The committee will then ask you some questions.

Mr DELAHUNTY — The Tractor and Machinery Association of Australia is an industry organisation that essentially represents suppliers, but it also represents retailers of farm machinery. It is a national organisation, and our member companies are selling products right across the country. Our membership base ranges from large multinational organisations to small family concerns based within in local areas around the country. About 40 per cent of our membership are importers of whole goods, another 40 per cent are local manufacturing companies, and the other 20 per cent are product support and companies affiliated with the industry. The TMA has been going for many years. It started off as the Tractor Manufacturers Association back in the days when that is what used to happen in this country, but for the last eight years it has been an organisation that has represented both local manufacturing and importers of farm machinery. In recent years a number of retailers and farm machinery dealers have also joined the organisation.

We have a longstanding involvement in farm safety issues, and we have been involved in a whole range of occupational health and safety matters over the years. TMA is a member of Farmsafe Australia, and it has worked with the Victorian committee on the retrofitting of roll frames on tractors. It has been a member of the committee in New South Wales for the same task, and has provided information and support for the current program operating in Queensland. We have been involved with a number of other farm safety-related committees, and we have worked closely with the various state Workcover authorities and also the National Occupational Health and Safety Commission (NOHSC).

A number of years ago we produced a publication to help people in the farm machinery industry understand what we regard as the complexity of regulation in the occupational health and safety area, and the fourth edition of our OHS guidelines was produced recently. We worked with the VACC Farm Machinery Dealers Association in its production, and we have endorsed the FMDA’s Hazcheck program, which assists farm machinery dealers better understand the processes of complying with regulations in various states.

We have quite a long involvement in these farm safety-related matters, and it is on that basis that we presented a submission that went to this committee late last year. There are a whole range of issues that we could raise, but there are two that we would like to bring to the committee. The first one is the issue of the lack of reliable data and the difficulties it creates for people working on farm safety-related matters. Because of that lack, people have made some comments over the years which in our view are not necessarily helpful to improving understanding of farm safety issues. The second issue is the lack of coordination in farm safety in this country. Farmsafe Australia has been operating for a number of years, and it has done a lot of good work. Various state-based Workcover authorities, like the one in Victoria, operate with their own agendas and they have done a very good job over the years, but they are still working in isolation from each other. From a supplier’s point of view that creates a whole range of difficulties that we think are inhibiting the ongoing development of farm safety in this country.

Having said that, it would be remiss not to make the observation that in our view there have been great advances in farm safety awareness and application in this country, particularly in the last four or five years. That has come about because of the good work of organisations like Farmsafe Australia and the TMA, and the many farm safety groups that are about, but it has also come about because of some developments within the Workcover authorities.
that from our point of view have been welcomed. There is no doubt that in our industry we are seeing farm safety becoming an issue when people are purchasing farm machinery.

Mr CRUTCHFIELD — You indicated that there have been some improvements in safety. Can you give some practical examples of what they are, and do you have any other ideas about practical ways that we can continue improvement, whether it be specific to your group or outside that realm?

Mr DELAHUNTY — The clearest example is to look at the number of people who have been involved in farm fatalities. The fitting of rollover protective structures on tractors is the clearest indication of the worth of those kinds of developments. Although they are now compulsory in Victoria, they are still not compulsory in every other state. That is a clear example, but it is also a good example of the complexity of regulations. To something as internationally recognised as the fitting of roll frames on tractors, in our OHS guidelines we devote five pages to the various differences between the states for fitting roll frames to tractors. It is that way because Australia is the way it is, but from a supply point of view it adds cost to the process without necessarily providing an increased safety benefit because of that extra cost, if you follow that.

It is those kinds of things, but to answer your question, a whole range of education programs have been run. There is a good example in Victoria. My understanding is that 12 months ago the Victorian Workcover Authority was conducting audits in two regions of Victoria, and close to 1000 farms were visited in that period. It was significant that there was no public comment at all about that process. I had some feedback from people at Workcover that the reason there was no public comment was that when the audits were conducted on farms the farmer said, ‘I should have done it’. The farmers were not being antagonistic; they were recognising some of the issues that had been identified in the audit. Clearly they had thought about them before and had not acted on them, so when the audit process started they accepted whatever the rulings were, and that is a very significant thing. The farming group in Victoria is well organised and well represented, and had that process not been at that point in terms of people’s education, the availability of information and the awareness of the need to be better at farm safety, then we would have heard an awful lot about that around the state.

Mr CRUTCHFIELD — In a negative way?

Mr DELAHUNTY — Absolutely. So we did not. That is a significant sign in the development of this kind of area.

Mr WALSH — You then talked about statistics and the lack of statistics. Is it the lack of statistics, or their interpretation by some people and the interpretation of definitions?

Mr DELAHUNTY — It is the lack of statistics. Interpretation is another matter completely. The last set of reliable data that is used in the industry is a study conducted by NOHSC. It contains data from 1989 to 1992. People quote that ad nauseam — it has been worked to death — but an awful lot has happened in the 10 or 14 years since that data was analysed in that way. There is much better data about. Through work at Monash Accident Research Centre there is hospital admission data starting to appear, and in different parts of the country there are regions providing hospital admission data. That is starting to happen, but it is still piecemeal. My understanding is that that process is being driven by Monash; it is not being driven by Workcover authorities or by the NOHSC. So there is still no good data. In our submission I use the example of the general manager of Workcover in New South Wales who, in its own magazine, came up with numbers that were not supported by his own organisation.

Mr WALSH — That is not an issue of data. That is the issue of what he has not said to correct stuff.

Mr DELAHUNTY — He was quoting old data. I do not know why it happened. My guess is that he has asked someone to produce information, and that they have gone to this recognised point which is almost a generation out of date.

Dr NAPTHINE — Are all-terrain vehicles (ATVs) under the TMA ambit?

Mr DELAHUNTY — Two ATV suppliers are members. We have an interest in ATVs because of those companies, but a number of our members supply products that are used as attachments to ATVs.

Dr NAPTHINE — Does your association have any views or ideas about improving the safety of ATVs?

Mr DELAHUNTY — ATVs are a good example of our concern with the management of farm-safety-related business in this country. There is clearly an issue with ATV safety — the Victorian coroner has
identified that, and there is clearly an issue there. But again what we do not have is reliable data to support any kind of inquiry that is going on, and certainly we do not have the sort of data available to support some of the proposals in relation to ATVs and their future operations. The Victorian coroner is doing some work. Farmsafe Australia has just set up an advisory committee to look at ATV safety. They have 16 people on that committee, including 6 or 7 farmers, but they have no-one from industry. We have challenged them on that. There is no way known, in our view, that they are going to be able to review ATV performance with a view to safety without active industry involvement. That process, in our view, occurs because there is not a reliable base for people to be making the judgments they are making about a whole range of things, including ATVs.

Dr NAPTHINE — Can I change the subject slightly? You talked about the success of rollover protection, but you also highlighted differences in standards. There are proposals about — and Peter will have to correct me — in terms of the step on and off?

Mr WALSH — Yes.

Dr NAPTHINE — Is there a term?

Mr DELAHUNTY — The safe access platforms.

Dr NAPTHINE — The safe access platforms. Does your association have a view about whether safe access platforms ought to be compulsory?

Mr DELAHUNTY — Yes. It is an interesting area for us. It is one that we are not that excited about, and again, in our view, it is another example of a response to a problem without looking at the problem in total. The safe access platforms came about because with the introduction of roll frames on tractors the number of farm fatalities and injuries related to tractor rollovers fell, but what was happening was that number was almost being picked up by people involved in tractor run-overs. There was a view that those run-overs involved older tractors with older technology, in terms of platforms and access and egress to the tractor. Now that may be right, but there is no reliable data to support that at all.

Farmsafe Australia went off and commissioned an engineer to come up with a safe access platform, which he did, and the one they promote is like a gantry that sits on the side of a tractor. When you look at it, it has to be safer than anything that exists, because it has big wide access, it has handrails. It is a marvellous piece of technology, but it is not what they fit on every tractor. They fit whatever they deem is appropriate for that tractor. There is no engineering support that goes with that. But the issue with safe access platforms, the Farmsafe Australia model, is it produces a platform that does not meet an Australian standard. There is an Australian standard that specifies the height to the first step, the distance between steps and those issues. It is one area where there is a specific standard, and the Farmsafe Australia thing does not meet that standard.

So again, ‘We have a problem. People are being run over. Access and egress to tractors: here’s a solution, let’s make something up which looks very good in brochures’, and no doubt on the few tractors that it has gone on to it has helped, but it completely ignores all of the issues that suppliers and dealers would need to address in the fitting of that particular platform to the tractor.

Dr NAPTHINE — Is there anywhere overseas where safe access platforms are mandatory?

Mr DELAHUNTY — What has happened is the development of the machines has taken that out. The access and egress to tractors and other self-propelled farm machinery is much better today than it was 20 years ago, and the safe access platforms are involved with tractors that are 20 years, 30 years and 40 years old. So we now have proper steps, we have non-slip steps, we have handrails and we have all those sorts of issues on current model machines. The issue that needs to be dealt with is that the average age of a tractor in Australia is something like 18½ years and there are, on average, three tractors per farm, so there are a lot of old machines out there with these kinds of issues.

What we say — and it relates to the ATV issue again — is that there is an engineering issue that needs consideration, but we also need to look at the whole package. Anecdotally we know that many of those people who were killed in the run-overs were much older farmers. You could easily deduce that they were people whose age and circumstances were as much a factor as the step and the engineering of the machine. But we have not dealt with that. And it is the same with the ATVs; the focus is, ‘Can we put a roll frame on an ATV?’ . We have no reliable data, we are not looking at the issues of licensing, we are not looking at minimum and maximum ages for riders, we are not looking at operator competency. None of those issues come in.
Dr NAPTHINE — One final question, if I may. If the committee were to try and have an inspection of the whole range of new equipment that is available on farms, given that Parliament is sitting when the Wimmera machinery field days are on, what are the other options you would suggest to the committee that they could go to? Is it Lardner? Is it Elmore? What are the other options that we could perhaps go to very quickly to get a view of the range of equipment and safety things that are available in today’s machinery world?

Mr DELAHUNTY — It depends. At Lardner you would get a good look at an extensive range. There are other machines, there are depots and the like here in Melbourne. If the committee wanted to, we could arrange visits to various company facilities here. You would not get the full range that you would get at, for example, Lardner or Wimmera field days, but you would get a good look at the kinds of advances that have been made.

Dr NAPTHINE — Thank you.

Mr McQUILten — Vin, of the tractors which are sold here in Australia, how many are imported as a percentage?

Mr DELAHUNTY — One hundred per cent.

Mr McQUILten — In recommendation 2 you talk about the best way to tackle problems with tractors being at the design stage, so you are telling the committee we cannot do anything at all about it because 100 per cent are imported?

Mr DELAHUNTY — Yes, but that is presuming there is no influence in that process here, which is not the case. One of the issues for international designers looking to bring product into the country is, ‘How do we comply with the various state regulations that apply across the country?’. The issue with tractor compliance is not as difficult as it was a few years ago. Increasingly tractors are being produced in one facility for the world and so there are manufacturing processes that take the various local requirements into account. There is not a supplier of new tractors in the world that would knowingly bring any machines into the country that did not 100 per cent comply. So all of those issues can be built back into the design phase.

Mr WALSH — Can you give us an example of the differences between states in some of this? What is different between New South Wales and Victoria, for argument’s sake?

Mr DELAHUNTY — Picking up on the second point there, what we were talking about was the risk assessment process. What happens is a tractor comes into this country — it is brought into Australia, and the local distributor conducts a risk-assessment hazard analysis on that machine. That process has also been done back at the design phase, but the requirement is that here in Australia that needs doing, so the supplier conducts that risk-assessment hazard analysis; and then, if anything needs changing, it is changed and the machine is sold. That machine goes out to a dealer who must also conduct a risk assessment, but on a new machine, if that machine meets the supplier’s judgments, then that is okay in Victoria for the dealer to sell. What the dealer does is confirm that the risk assessment has been done, and that is confirmed through the importer. In Western Australia, for example, the dealer has to go through all that process again, even though the supplier says, ‘Here’s a new machine that meets all of our requirements and meets the local requirements. Here is a document that says this machine meets them’. The local dealer in Western Australia has to conduct that process again. They have to do the same in the Northern Territory and, partly, in Queensland. So, what that section 2 was talking about was a process that must occur by regulation, which adds nothing in terms of value to the process or the product.

Mr WALSH — So the John Deere company in Australia brings in a John Deere tractor and does this risk assessment. What is involved in doing that?

Mr DELAHUNTY — Well, it is an extensive process. Every aspect of the machine and the known use of the machine needs to be assessed in that process. It covers things like guards and the obvious things like that, making sure that the steps are the right height and the right width and that they have the right non-slip surfaces, and checking the air quality within the cabin of the tractor and the noise of the tractor and all of those sorts of things meet the local requirements. The risk assessment is looking at all of the elements of a machine and understanding how it works and what kind of risk there might be to operating it. In that process if a tractor does not have a roll frame, then there is a risk of harm to the operator if the tractor tips over, so part of the risk assessment says, ‘We need a roll frame on that tractor’. Some things are less severe than that. There might be a surface issue that will not need an engineering solution, but it might just need a sticker that says, ‘Do not stand near the machine when it is being started’, and there will be a note put in the operator’s manual to that effect.
Mr McQUILTEN — Who does the risk assessment?

Mr DELAHUNTY — The risk assessment under the Victorian requirements is done by the designer overseas, it is done by the manufacturer overseas and it is done by the importer. So if we are talking about a company like John Deere, it is done by the importer here in Australia, it is then done by the dealer here in Australia, it is done by the customer — the person who purchases that machine — and if that person who purchases the machine is an employer, then it is meant to be done also by his employee.

Mr McQUILTEN — Who is trained in risk assessment in all of those groups?

Mr DELAHUNTY — Well, the regulations talk about a competent person, so a competent person might be someone who has been selling farm machinery for a number of years, or it might be a farmer who has been operating farm machinery for a number of years. So it is open in that respect. Back at the earlier end it is the same sort of process. You do not need a formal qualification to do it.

Mr McQUILTEN — Anyone can be a risk assessor?

Mr DELAHUNTY — An experienced person, yes, can do that process.

Mr WALSH — So then do they tick the box on the sheet that says they have done all those things, or write a report, or what?

Mr DELAHUNTY — No, it can be either/or. I am happy to provide the committee with a copy of the TMA OHS Guidelines, which I realise is not quite the issue, but at the back of it in the appendices there is a page there which identifies the various issues. So we are talking about the hazards of trapping, crushing or impact; we are talking slipping, tripping or falling; trapping; drawing in; crushing; entanglement; shearing or cutting; unintended starting; inadvertent operation; accident due to lack of visibility; electric shock; driver fatigue; personal burning; fire to tractor, crops or environs; high-pressure fluid ejection or injection; driver hearing loss; inability to stop travel or halt.

Mr WALSH — People do that — they fill that form in — where does it go then?

Mr DELAHUNTY — They keep it. Under the regulations you are obliged to conduct a risk assessment-hazard analysis. You are obliged to do it. The only reason you are filling out a form like this is so you can demonstrate that you have conducted that risk assessment.

Mr WALSH — For what purpose? For what outcome?

Mr DELAHUNTY — You have conducted that risk assessment. On a new machine it should be a no brainer — there should not be any issues that require attention. However, if you have, for example, bought a second-hand tractor then there may be issues in there that need addressing; there may be elements of that machine that need improving or repairing to make that machine safe for the operators. You are doing this to ensure that you have been through all of those elements and the machine is safe. You then demonstrate that you have fixed it so that it is safe.

Mr McQUILTEN — Even though you have had no training in risk assessment at all?

Mr DELAHUNTY — Yes. That is where your experience comes.

Mr McQUILTEN — It is an assumption you are making that you have had experience.

Mr DELAHUNTY — Absolutely.

Mr McQUILTEN — I could be a brand-new dealer just come out of the music industry to start selling tractors and I have to fill out one of those forms. Who is going to stop me?

Mr DELAHUNTY — That is an issue. It is highly unlikely that you would be in the farm machinery industry if you have not had some experience, but it is not impossible. The issue that you raise is one we raised in our submission regarding imported tractors which, in the view of TMA, did not meet local OHS requirements and were being sold to people with less experience and less capacity to operate those machines. The machines that, in our view, were not meeting the local requirements were going to the people we believed were least equipped to operate them.
Mr WALSH — That seems a crazy sort of system. How can the Victorian government improve that?

Mr DELAHUNTY — The difficulty with all of this compliance is arms and legs — it is having inspectors who are able to be active in the field. The Victorian Workcover Authority does a pretty good job; in our view it is more active and more involved than any of the other states. The example I gave earlier of that audit program 12 months ago was a good example of that. The difficulty is there is a whole range of issues where the various regulators should be working more closely, where they should be looking at issues, working up solutions and then tackling those in a more unified way than they do. That provides not only more security for suppliers and dealers who are trying to sell this equipment but also for the customers who are trying to understand what the requirements are. Trying to understand the requirements is a difficult process. Picking up your point, if you know nothing about the regulations you have to go to a web site. If you ever have a day spend a bit of time trying to find out what you should do if you are retailer or a farmer. That information is not as easy to get hold of as it should be. That is why in our industry people like us have gone to the trouble of trying to provide a book of signposts for people who are trying to understand whatever the requirements are.

The CHAIR — We are running out of time so if I could take you back to what you said was one of the major issues and that is the lack of reliable data. Is the issue the kind of data that is available, and how do we make the data better? Is it about being up to date? You mentioned that was one of the problems. What are the kinds of things you think we can do to make our data more reliable and therefore make better decisions about farm safety.

Mr DELAHUNTY — In our view the work Monash has been doing for a number of years — we are happy to have arguments with Monash about some of the things it has done which we do not think have been in the best interests of farm safety — has been very good. However, it is still not fully coordinated and it is being driven by Monash. In our view that sort of work should be driven by the people who need the information the most, which is surely the state authorities. In our view Monash can keep doing that stuff, but the National Occupational Health and Safety Commission should be driving it. It should be that organisation which is doing the grunt work so we can get that information. If at the end of the day we get all of that information and we find that it has come up with things we do not like then as an industry we have to deal with that. If the facts say a type of operation is leading to a rate of accident or injury then it is our obligation to work on that, but we do not have access to that.

Mr WALSH — The retrofitting stuff: apart from rollovers, which are legislated in Victoria, is there an issue that we have to put anything else on apart from having it back to its original standard when it is sold?

Mr DELAHUNTY — The retrofitting is really difficult for dealers because of the age of some of the machines we are dealing with. A simple thing that our industry struggled with was the definition of whether something was ‘lockable by tool or by key’. Does that mean you need a spanner to lock a guard or can you use a pull-down guard or can you now use those hydraulic lift guards? A simple use of language to make it clearer what is intended can make a big difference in that area. Retrofitting is an area that will never be clear for all the people who have to deal with it, but simpler language would make their task much easier.

Mr WALSH — That language is in regulation?

Mr DELAHUNTY — Yes, it is.

Mr McQUILTEN — Under which part?

Mr DELAHUNTY — Under the state plant regulations. Again it is slightly different in each state and if you go to each state they will give you interpretations, but you cannot get this kind of stuff in writing. What happens is a company or a dealer will make a judgment and take a course of action and then an inspector will come in with a different interpretation of some of the words in the regulations and you get to start all over again.

Mr WALSH — You also talk somewhere in here about extra guards and these sorts of things in Australia for what you consider no reasonable purpose. Is that mainly grain harvesters or other things as well?

Mr DELAHUNTY — Grain harvesters were a good example about lockable by tool or by key. One company said its interpretation was the guard needed to be bolted onto the machine, but in the middle of harvest with the need to clear build up of dust and chaff and other grain matter, the guard was getting in the way. Farmers were saying, ‘We will get this damn guard off because I am not going to put it on and off my machine four times a day when I need to clear it’. It was a simple example of the lack of clarity. Other companies were using a different system because they were happy with their interpretations of the regulations. It should not be that complicated.
Mr MITCHELL — Do tractors or farm machinery require something like a certificate of compliance or roadworthy-type certificate before change of ownership?

Mr McQUILTN — Like second-hand tractors?

Mr MITCHELL — Yes, if I am selling you my tractor, something to say it meets the current regulations — along the lines of a roadworthy certificate for a car?

Mr DELAHUNTY — Not as such. With a roadworthy you get a bit of paper saying the car is okay. In Victoria now if anyone is selling that machine it is a requirement that it meet the requirements of the OHS authority. You will get a compliance form if you ask for it; farmers do not, it is not a bit of paper they go hunting for. The dealers understand now that selling a machine that is not compliant is not only a high-risk thing, but it is just not good business sense.

Mr MITCHELL — I could sell my old Grey Fergy to you with no rollover protection, no nothing and there is nothing to stop that. When you sell a car or truck you have to have a roadworthy certificate with your change of ownership papers.

Dr NAPTHINE — That is only if you are going to register it.

Mr MITCHELL — Even if it is unregistered you can still have a compliance to say it meets current standards and it has rollover protection et cetera on it.

Dr NAPTHINE — That does not apply to vehicles unless they are registered.

Mr MITCHELL — A roadworthy certificate does not, but if you are changing ownership — —

Mr DELAHUNTY — The issue is that if you bought that machine through a dealer and that dealer understands what the regulations require then that dealer will not have sold that machine to you without it complying.

Mr MITCHELL — But it is voluntary thing at the moment, isn’t it?

Mr DELAHUNTY — It is voluntary. That is the issue with the used, second-hand tractors that are coming in — in our view they do not comply with the regulations. They may have a roll frame, but whether it is to the right standard; they may have stickers on them, but they are likely to be in a language other than English; they may or may not have guards on them. People are still selling those machines because they can. That is a bugbear for our industry because they are competing directly with people who are carrying the cost of compliance into that competitive sale environment.

Mr WALSH — For all the hoops everyone is jumping through here, do we deliver many practical outcomes when it comes to farm injuries and deaths?

Mr DELAHUNTY — Absolutely. If you look at the roll frame figures — —

Mr WALSH — I am not arguing with roll frames. In the context of all of the compliance work we are tying people up with — apart from someone looking at the initial design stage and ensuring the machine is designed properly — are we actually delivering an outcome?

Mr DELAHUNTY — If the committee can come and have a look at the modern generation machines, if there is any way of comparing them to previous generation machines, what is being offered today is infinitely safer than what has ever been previously offered. However, the issue is can I measure that? No, I cannot because we have do not have any data that can be relied on to support that assertion.

Mr WALSH — What I was trying to get to was we appear to be putting industry and retailers through a lot of paperwork and a lot of hassles in making sure they comply with it; what I think we need to do as a parliamentary committee or as a Parliament is making sure if people go to all that effort it actually delivers an outcome. If John Deere is importing tractors and the people who design and manufacture them meet the Australian standard whatever that is, do we need to have all these other people filling in forms and ticking boxes and making people that does not do much.
Mr DELAHUNTY — The way of measuring that is to make sure you have people checking up on the supply chain. If they were doing that then we would not have these tractors that we were just discussing available in this country and we would have processes that would be clearer to people selling machinery in this country.

Mr WALSH — How do we do that? Put people in the system?

Mr DELAHUNTY — Put people in the system. The suppliers and retailers understand this system and are working with it. They get frustrated with it for a whole lot of reasons, but they are not arguing with the principles in it. It is delivering safer machinery; there is no argument about that. The argument is about the distractions that occur along the way that can be fixed by better coordination — state by state — of issues of farm safety management.

The CHAIR — Thank you very much. You will receive a copy of the transcript in about a fortnight. You are able to correct any obvious errors of fact or grammar, but not matters of actual substance. Thank you very much for your time and your previous submission, it is very much appreciated.

Witness withdrew.