

Management of written-off vehicles

Department of Transport and Main Roads

Vehicle Standards

Transport Regulation Branch

April 2019



Queensland Government's objectives for the community

Written-off vehicle (WOV) policy

Current situation in Queensland

- WOV inspections are part of the national theft reduction initiative and are required to ensure that the identity of repaired, written-off vehicles is legitimate.
- Light vehicles deemed to be a total loss can be classified as a Repairable Written-off vehicle (RWO), or a Statutory Written-Off (SWO).
- For RWOs, vehicles must be repaired to a standard that is considered safe for road use.
- No inspections or requirements currently apply during the repair process, however, when the repairs are completed, the vehicle must pass a safety certificate inspection and then a comprehensive vehicle identity inspection.
- Current contract for WOV inspections is supplied exclusively by a third party supplier to the Department of Transport and Main Roads (TMR).
- New South Wales Road Transport Authority (NSWRTA) is proposing (and other states are considering) the introduction of a Written Off Heavy Vehicle Register (WOHVR).

WOV future

- TMR is looking for assistance from industry to better understand industry's experience with the current WOV policy:
 - any concerns with the current process?
 - the need for any proposed changes including a potential QoR process or the NSW approach?
 - how interested market players might deliver a QoR process and the costs and timing associated with such a change, if TMR was to recommend this change to Government.
- TMR is looking at policy for both light, and the potential of including heavy vehicles in the future.

Anything different in other jurisdictions?

- All other jurisdictions employ some form of Quality of Repair (QoR) as part of their WOV process.
- There are variations in requirements between all jurisdictions.
- All necessary criteria must be documented and presented at time of vehicle inspection.
- Inspections are carried out by regulators in some jurisdictions and industry in others.
- NSW classify all badly damaged and economical losses as SWO. Only allowing repair and re-registration in very limited cases.

What is a Quality of Repair process?

- TMR is consulting industry on the possible introduction of a QoR process that would introduce more rigorous inspection processes.
- A QoR process may include the following elements over the current Queensland WOV process:
 - certification of repairs to critical structures or safety equipment (such as airbag systems) by appropriately qualified businesses
 - the requirement for repairers to maintain a repair diary, which includes photographs and receipts, and produce these for inspection prior to re-registration
 - interim inspection of critical components or the requirement for inspection prior to parts being painted, final finish or covered by paint or trim
 - a comprehensive list of approved and excluded parts for use in the repair of a WOV

Implementing a Quality of Repair

Pro's	Con's
Potential road safety benefits	Additional requirements to re-register a repaired vehicle
Job creation in the automotive industry	Increase cost for vehicle owners
Reduced trade in stolen parts	
Increased public confidence	

Options for light vehicles

Options

Option 1 -	Retain the current WOV scheme process and policy, incorporating RWO, SWO and WOV inspections.
Option 2 -	Retain the current WOV scheme process and policy, allowing for RWO, SWO and WOV inspections as well as introducing a QoR component.
Option 3 -	Adopt a model that records all vehicles deemed a total loss as SWOs (NSW model, with only limited options for vehicle repair).

Heavy vehicles

- In November 2017, all jurisdictional transport agencies represented at the Transport and Infrastructure Council meeting, supported the idea of a written-off heavy vehicle register (WOHVR).
- Northern Territory already has a functional WOHVR.
- Currently in Queensland, there is no need to record heavy written-off vehicles.
- NSW Roads and Maritime Services is leading the introduction of the WOHVR.
- TMR is currently considering the merits of introducing a WOHVR in Queensland.
- Due to the nature of construction and the capital invested in heavy vehicles, there is potentially more scope for repair than on a light single shell constructed vehicle.
- With this in mind, TMR is considering similar options for heavy vehicles as already discussed for light vehicles which includes a QoR process.

Heavy vehicles

Option 1 -	Implement a WOV scheme process and policy, incorporating RWO, SWO and WOV inspections.
Option 2 -	Implement a WOV scheme process and policy, allowing for RWO, SWO and WOV inspections as well as introducing a QoR component.

Industry feedback

- TMR is asking industry to provide feedback on the options listed for both light and heavy vehicles (indicate if only one category is of interest).
- TMR is also looking for interested parties to provide guidance to TMR on how your organisation might deliver a QoR process, the costs associated with such a change, as well as the lead time (how long would it take to set up) required if TMR were to introduce a QoR process.
- TMR is also interested in any issues or recommendations for the management of the WOV scheme that are relevant to your organisation.
- A questionnaire is provided to assist with the process but TMR is happy to receive any other feedback relevant to WOV policy.
- TMR is also happy to meet with interested parties individually to answer any questions if that will assist you in providing feedback.
- TMR will use all information received to provide further advice to the Queensland Government on the WOV options available.

Next steps

- TMR has set up a digital survey which we would ask that you complete online.
- You can access the survey at the following hyperlink:
 - survey@survey.com
- TMR would be happy to receive any further feedback to the proposals discussed and any other ideas that you feel can improve the current status of WOV management in Queensland by **XXXXXXXXXX**.
- Once the survey results are assessed, feedback will be provided to all invested parties.

Next steps

- Any further feedback can be sent directly to TMR Vehicle Standards Unit through the following contact:

Mr Adam Shaw,
Principal Engineer, Vehicle Standards Unit,
Land Transport Safety and Regulation Branch

Mail: Land Transport Safety & Regulation
Vehicle Standards Unit,
PO Box 673,
Fortitude Valley, Qld, 4006
E: adam.m.shaw@tmr.qld.gov.au
T: 07 3066 8681

Questions?

Thank you and stay connected



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