



## **PRESIDENT'S REPORT FOR 2015/2016**

The main focus for the 2015/2016 year had the association heavily engaged with the Queensland Government through our involvement with a number of committees run out of the Queensland Transport and Main Roads Department (QTMR) as well as advocating for some further action on the matter of motorcycle helmets.

### **Road Safety Advisory Committee**

The association continued to be represented on the Road Safety Advisory Committee with input at a number of committee meetings as well as individual advisory discussions on motorcycle specific matters.

Amongst the most notable of the discussions held both at official meeting and on an individual basis were a number on the issue of how best to engage with motorcyclists to further the messages about safer riding. Advice was offered that the previous campaigns that focused on blood and gore did not engage the recipient in a manner that offered any consideration of how not to become involved in situation that resulted in such outcomes.

Discussion centred around putting in place campaigns that engaged riders in a manner that encouraged them to better consider their own riding ability and how they might come to realise their limits and stay with-in them as well as providing examples of what situations might be experienced that could lead to adverse outcomes. This advice was whole heartedly embraced with the two major campaigns firstly using an existing presentation from Victoria and then one done by the department in conjunction with Mick Doohan.

From casual discussions had with riders both have been well received and have not been rejected as rider castigation as some previously programs have been.

## **Motorcycle License Committee**

In the second half of 2015 the QTMR turned its attention to the recommendations of the 2012 Parliamentary Review of Motorcycle Rider Licensing. The review made a number of recommendation most of which had not yet been actioned. One of the recommendations was for the licensing system to be updated to include other items from the review. The main change to the system was to include a pre-learner component.

The MRAQ was contacted at the very start of the process to revise the licensing system. A number of private consultation meetings were held between the MRAQ president and the head of the QTMR committee to provide input into the initial system inclusions after which the QTMR issue a confidential proposed model for the revised system.

The MRAQ did not agree with the proposed model and provided a response with reasons for the disagreement. Most but not all recommendations were implemented.

Following the initial formal response the MRAQ was invited to be a member of the license review committee and the invitation was accepted.

Numerous meeting of the committee took place between January and June to work though and agree on the final model and curriculum of the new system. The new system is being implemented as of the 1<sup>st</sup> October 2016.

The new model consists of a 2 day Pre-learner course prior to a learner license being issued, 3 months minimum learner practice, 1 day RE license review and test and ¾ day R license review and test after holding a RE license for a minimum of 2 years.

The MRAQ has expressed concern on 1)the continued inclusion of the mandatory requirement for a supervising riders with leaners as it is believed that this requirement can significantly limit the amount of time a learner can practice and 2) on the increase from one year to two between RE and R which has no evidence to support the extension. These concerns have been relayed to QTMR and the department has committed to reviewing both within 12 to 24 months after implantation of the new system.

## **Australian Motorcycle Council Motorcycle Helmet Committee**

With the addition of the EU helmet Standard to the existing AS/NZS Standard in Queensland in February 2015 the remainder of the States and Territories proceeded throughout 2015/2016 with further input from the MRAQ and other States representative organisations to alter their laws and to incorporate the EU standard into their Road Rules.

This has been a great result for all riders Australia wide with this Road Rule in all States now being far more homogeneous than ever before.

The MRAQ has contacted the QTMR to request that clause 5 of the Road Rules be updated to include reference to the EU standard to ensure that it is clearly stated that any item referenced by either Standard is compliant as long as it was so at the time of manufacture. The inclusion of all standards is critical to eliminate any confusion about what constitutes an approved helmet.

## **Possible Addition of Break Down Recovery Insurance**

Throughout the year the MRAQ Executive Committee investigated the possibility of implementing a motorcycle break down recovery insurance package.

Information was sourced from other states organisations on a package provider as well as contacting the RACQ to see if they would be interested in being the provider for such a package.

After consideration of the response from RACQ, an investigation of the other possible provider and the current resources of the MRAQ to administer the insurance it was decided that the Association did not currently have the ability to proceed with the implementation of such an offering.

The information gained during the process will be held for the future should the situation arise that the Association reconsiders this.

## **New Website**

With considerable input from our web master the update of the MRAQ website was completed bringing the site up to a more user friendly layout. Part of this update has included a change to the web address. The new web address is [www.mraq.org](http://www.mraq.org)

The Executive Committee encourages everyone to visit the website and the facebook page regularly to keep up to date with information and issues relating to the Associations stated aims.

## **General**

**Safety** - The Association was contacted by QTMR to become part of and to advertise the “Join the Drive” road safety initiative and additionally the “Sixth Sense” motorcycle focused campaign.

Reference to the website and facebook page will provide information on these items.

**Vehicle compliance** – The ongoing issue of vehicle compliance with the various pieces of legislation continues. One item that appeared was a change to the ADR’s on handle bars and overall vehicle width which changed from 900mm and 1000mm respectively to both now being 1100mm. This change is believed to have come about from lobbying by US manufactures who were previously having to alter their motorcycles for the Australian market.

Correspondence with QTMR resulted after it was found the Queensland Police were not up to date with the change and that the ramification of the change on the Vehicle Code of Practice and Vehicle Standards Legislation was not understood.

**Study program** – CARRSQ started a 3 year research program that will measure the prevalence of various road surface defects in relation to motorcycle crashes to estimate the relative risk of particular defects and their contribution to crash severity. For information on this program go to

<https://www.vision6.com.au/em/message/email/view.php?id=1251683&u=49623%2F#motorcyclists>

Report compiled for and on behalf of the Executive Committee of the MRAQ by

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