



PRESIDENT'S REPORT FOR 2016/2017

The 2016/2017 year had the association again heavily engaged with the Queensland Government via involvement with a number of committees in conjunction with Queensland Transport and Main Roads Department (QTMR) as well as advocating for some updating of some motorcycling specific road rules and additionally working several other items of potential advantage to Queensland motorcyclists.

Road Safety Advisory Committee

The association again continued to be represented on the Road Safety Advisory Committee working with the QTMR and indirectly advising the Minister.

The focus for the Advisory Committee through the year was the piecing together of the Queensland Road Safety Action Plan 2017-2019.

The Committee was charged with making recommendations on items to be included in the Action Plan as well as reviewing the drafts and final document. The Committee included representation from QTMR, Qld. Police, RACQ, Bicycling Qld., CARRSQ, Qld Treasury and MRAQ

The MRAQ's main focus was to ensure that motorcyclists got consideration in all safety issues but did not become demonised in the process. To this end the Association is pleased with the final document in that it makes considerable reference to the need to consider motorcyclist's safety issues but does so in a manner that hopefully will encourage continuing input from motorcyclists themselves.

The final document can you found at
<https://www.tmr.qld.gov.au/Safety/Road-safety/Strategy-and-action-plans.aspx>

Motorcycle License Committee

The MRAQ continued to work on the Motorcycle License Committee in the third quarter of 2016 right up to the implantation of the new licensing systems implementation in November.

The new system consists of a 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 approximately 24 months after implantation of the new system.

Any worthwhile data from the implementation of the new system can only realistically be expected to be possible to extract when the system has matured to a stage that sufficient numbers of riders have progressed through the whole course which would not be at least until after November 2018. The MRAQ intends to reengage with the QTMR at around this time to attempt to get some data on the success of the system.

Further information on the revised system can be obtained at <https://www.qld.gov.au/transport/licensing/motorcycles/getting>

Australian Motorcycle Council Motorcycle Helmet Committee

The MRAQ continued to have representation on the AMC Helmet Committee.

Various other States have now finalised the inclusion of the EU standard as acceptable for helmet certification.

The AMC Committee is continuing to attempt to get the same wording for the helmet road rule in all states so as to eliminate any residual confusion on the matter.

The MRAQ has officially 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. After a meeting held with the Minister and QTMR representatives the Department has acknowledged that the item is under consideration.

Road Rule revision

As well as requesting to updating of clause 5 of the Road Rules the Association has also requested a revision to the rule on side filtering on high speed roads.

Currently the rule only allows the practice on roads posted at 90km or above however this becomes confusing and counter intuitive on roads with variable speed signage when the speed is reduced due to congestion which is the very time when side filtering becomes advantageous.

A request has been made to alter the wording to roads gazetted at 90km or above which would continue to allow the practice on particular roads even when the variable speed s is reduced.

Star rating for motorcycle apparel

The Association made representation on behalf of the AMC to the QTMR to enlist the department's involvement on the proposed star rating of motorcycle apparel.

This representation was successful in having the QTMR engage with the other parties that were involved on this suggested system and further they are now on the steering committee aiming to get this into the main stream.

The focus is to implement a system similar to the star rating on electrical appliances which would provide consumers with additional information that they can use to determine the effectiveness to a particular items safety value.

The system is specifically not intended to be a de-facto Standard but only a reference for consumer choice and information.

QLD, NSW, and VIC are the states principally engaged on this item and the tender for a testing supplier has been finalised.

The association will continue to monitor the progress of the item.

Brisbane CBD parking

During the year and because of the commencement of the Queens Wharf development there was a loss of a substantial number of motorcycle parking spaces in the vicinity of the development works.

Although the loss of spaces was not of their making, the MRAQ has engaged with the Brisbane City Council to work through attempting to find replacements for the losses and to attempt to find additional spaces to help accommodate the growing number of motorcycles being used for work transport in the Brisbane CBD.

To date there has been a productive result with all of the number of lost spaces having been replaced. Additionally other potential spaces are being worked on and a suggestion from the MRAQ for some subsidised payed parking.

A specific thank you is made to member Less Bryant for his work on this matter.

General

The MRAQ has continued to work throughout the year with the input of its active members on its base goals and continues to show considerable success on the various items on which it is engaged.

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

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