

# Minutes

## Motoring Organisation and Car Club meeting

**Date** Tuesday 6 September 2016 **Time** 10 am to 12 noon

**Place** Transport House  
Floor 5, Large Conference Room  
230 Brunswick Street  
Fortitude Valley Qld 4006

**Chair** Andrew Mahon, Executive Director (Transport Access and Use)

**Minute taker** Chris Comer, A/Policy Advisor (Registration Policy)

<b>Attendees</b>	<b>Organisation</b>
Malcolm Spiden	MG Car Club
Bailey Rowe	Historical Motor Cycle Club of Queensland
Tim Bartrop	Australian Street Rod Federation Inc. (ASRF)
Russell Whitney	Mustang Owners Club of Australia (Qld Inc.)
John Greene	Mustang Owners Club of Australia (Qld Inc.)
Sharyn Littler	Australian Confederation of Motor Clubs (Qld) (ACMC)
Christine Stevens	Queensland Historic Motoring Council (QHMC)
John Que	Queensland Historic Motoring Council (QHMC)
Chris Malone	Queensland Motorised Sports Council (QMSC)
Peter Kolesnik	Director (Road Safety Programs)
Michael Ross	Senior Policy Officer (Vehicle Standards)
Michael Sneesby	A/Senior Policy Advisor (Registration Policy)
<b>Apologies</b>	
John Wroblewski	General Manager (Transport Regulation)
Gerard Nolan	Australian Street Rod Federation Inc. (ASRF)

## **Agenda item 1            Introduction and welcome**

Andrew Mahon welcomed the group.

Andrew introduced Bailey Rowe from the Historical Motor Cycle Club of Queensland (HMCCQ). Bailey will be the HMCCQ representative at the Motoring Organisation and Car Club (MOCC) meetings.

Andrew introduced Chris Comer (A/Policy Advisor – Registration Policy), who will be taking over the role of MOCC secretariat from Michael Sneesby.

## **Agenda item 2            Previous meeting summary**

**Confirmation of minutes** – Minutes of the last meeting held on 9 March 2016 were agreed as a true and accurate record of the meeting.

**Review of Actions** – Michael Sneesby read through the actions from the previous meeting and provided an update of each item.

### **Outstanding/ongoing actions:**

- TMR to consider reviewing current wording used when referring to the SIV Scheme – Michael Sneesby advised that this action had been completed, with the decision made to retain current wording to ensure consistency with legislation. However, Michael advised that a review of the SIV Guide and web content is currently being undertaken, and more emphasis on ‘restricted’ use will be considered during this process.
- Review of the SIV Concession form - The Department of Transport and Main Roads (TMR) has amended the Special Interest Vehicle (SIV) concession form to clarify the supporting documentation required to receive a SIV concession. TMR is currently waiting for the old stock to deplete before introducing the updated form.

## **Agenda item 3            Road safety**

Peter Kolesnik (Road Safety Programs) gave a presentation about how the revenue received from camera detection infringements is allocated back into road safety initiatives. Peter explained the importance of road safety strategies such as the National Road Safety Strategy (NRSS), the Queensland Road Safety Strategy (QRSS) and the Queensland Roads Safety Action Plan (QRSAP). The QRSS and QRSAP can be found at <http://www.tmr.qld.gov.au/Safety/Road-safety/Strategy-and-action-plans.aspx> and the NRSS is available at <http://roadsafety.gov.au/nrss/>.

Peter explained that it is a legislative requirement for all revenue generated from camera detected offences to be spent on road safety education, road safety infrastructure programs and to cover the administrative costs of operating the camera network. Peter also gave an overview of some of the current road safety infrastructure programs being delivered throughout the state.

Chris Malone asked whether road safety initiatives were being developed as a result of the emergence of autonomous vehicles. It was acknowledged that certain road infrastructure changes will need to be made in preparation for autonomous vehicles, however the introduction of completely autonomous vehicles is further away than expected. The group further discussed potential road safety requirements to ensure motor vehicles could operate both safely and autonomously.

In response to a question raised by Tim Bartrop about driver training, Andrew gave a brief overview of TMR's driver training initiatives explaining that while TMR does not fund driver training, the department does actively promote it. Andrew confirmed that TMR is continuously looking at other ways the department can communicate with all drivers to encourage safer driving.

Sharyn Littler enquired about the amount of road crash data collected, specifically when trying to understand the cause of fatal road accidents. Andrew confirmed that a significant amount of forensic data is captured when investigating fatal road crashes, however complexities can arise when interpreting the data as there are often many unknown factors in certain circumstances.

#### **Agenda item 4      Eligible SIV plates**

Andrew explained to the group that TMR had been approached by a member of the public with a request to review the eligible SIV number plates.

The proposal put forward was to allow standard number plates to be included as eligible SIV plates. This matter was discussed at length by MOCC members. From this discussion, the group unanimously supported that the current number plate requirements under the SIV scheme be retained.

#### **Agenda item 5      Compulsory Third Party (CTP) insurance changes**

Sharyn Littler enquired about changes to the CTP scheme with the introduction of the National Injury Insurance Scheme Queensland (NIISQ) as of 1 July 2016.

Andrew explained that for vehicles with registration due from 1 October 2016, a levy for the NIISQ will be due at the same time as the CTP insurance premium and motor vehicle registration. Under this scheme, eligible people seriously injured in motor vehicle accidents will receive essential care and support benefits, regardless of fault. This addresses a gap in the existing fault based CTP insurance coverage.

Michael Sneesby explained that the combined CTP premium and NIISQ levy will vary depending on the class of vehicle insured, the insurer, the term of the insurance policy and whether there is an Input Tax Credit entitlement, however the Queensland Government along with CTP insurers have worked hard to contain costs and maintain the affordability of CTP insurance and the NIISQ levy.

Further information about the NIISQ can be found by visiting <https://niis.qld.gov.au/>

Andrew confirmed that the Motor Accident Insurance Commission (MAIC) is currently undertaking a review of the CTP scheme to ensure it is working as well as it can be. Members were provided with a copy of the Discussion Paper which has been released for public comment and advised that written submissions can be lodged with MAIC. Further information about the 2016 CTP Scheme Review can be found at <https://maic.qld.gov.au/ctp-scheme/2016-scheme-review/>.

#### **Agenda item 6      Vehicle registration fees**

Sharyn Littler wished to discuss the current cost of vehicle registration, specifically the cost of 8 cylinder vehicles in Queensland.

Andrew explained that TMR is conscious that the current registration charging model needs to be reviewed, and that TMR is looking to what vehicle registration will look like in the future. It is important to

have a good understanding of the social impacts any changes would have, and also the importance of knowing what the vehicle fleet will look like in the next 5 to 15 years.

The group discussed the cost of vehicle registration in Queensland compared to the rest of Australia. Andrew explained it is difficult to compare the cost of registration across Australia as the jurisdictions have different charging models. TMR monitors the registration fees charged among jurisdictions in terms of the bestselling vehicles on the market. Andrew discussed where Queensland is placed compared to the other jurisdictions for the cost to register 4, 6 and 8 cylinder motor vehicles.

### **Agenda item 7          Anti-hooning laws**

Sharyn Littler raised concerns regarding minor vehicle modifications being captured under the 'Anti-hoon' laws and would like to see a review to determine how effective it has been. Sharyn expressed concerns that the applicable penalties under the legislation are too severe, and have had a negative impact on the SIV community. The group discussed this matter in detail and certain examples of minor modifications currently being captured under the 'Anti-hoon' laws were raised.

As this matter falls under the *Police Powers and Responsibilities Act 2000* and administered by the Queensland Police Service (QPS), it would be appropriate for this matter to be raised with the QPS. TMR will extend an invite to QPS for a representative to be present at the next MOCC meeting.

**Action:** TMR to invite a QPS representative to the next MOCC meeting.

### **Agenda item 8          General Business**

#### **Federal Government reform of the *Motor Vehicle Standards Act 1989***

Chris Malone enquired about the progress of the changes to the *Motor Vehicle Standards Act 1989* and the proposed amendments to the concessional import scheme. Michael Ross advised the group that the consultation with stakeholders has been undertaken and reviewed, and that TMR are currently waiting for the findings from the consultation process to be released.

#### **New South Wales classification of tow trucks**

Chris Malone raised concerns that New South Wales police are classifying vehicles fitted with winching devices as tow trucks. As such, it has been reported that some drivers are being issued with infringements for not meeting New South Wales legislative requirements under the *Tow Truck Industry Act 1998*.

**Action:** TMR to investigate this matter further and discuss with New South Wales.

#### **Proposed minimum 3 year charge for club membership**

Chris Malone explained that certain car clubs are considering changing the minimum membership period from 1 to 3 years and the associated joining costs. This proposal is aimed at committing new members for a longer period of time. Andrew advised that TMR are not in a position to comment on this, and it is at the discretion of each car club to determine their fee and membership charging models.

### **Ride sharing legislation**

Chris Malone raised the question as to whether the recent changes to ride sharing legislation will apply to new organisations who are entering the ride sharing market. Andrew confirmed that the new rules and regulations apply to everyone wanting to operate a ride sharing service.

### **Date of next meeting**

The next proposed meeting is March 2017.