

Re: Registration of Bicycles

Main Reasons for Registration of Motor Vehicles:

- Vehicle identification
- Compliance with Australian Design Rules (ADR's)
- Compulsory Third Party (CTP) insurance

It's difficult to tell from the mutterings of disgruntled drivers, but I think the main reason why motorists want bicycles to be registered is that they have the perception that they (the motorists) are paying for the roads and cyclists are getting "something for nothing". I suspect that they also think that if a registration system was to be imposed on cyclists, there would be an instant drop in participation, as there was when helmet legislation was introduced. Motorists need to realise that after CTP and the cost of administration of the motor registration system are accounted for, there really isn't much money left, if any at all, to be returned to road infrastructure. Conversely, the cost effectiveness of increasing cycling participation more than self-funds infrastructure improvements, so any actions which resulted in reversing that trend, would of course reduce cost effectiveness.

The only reason why some cyclists would willingly accept paying for registration is the perception that motorists might give them a fair go on the roads.

Reasons for NOT registering Bicycles:

- It would be difficult to fit a meaningful number plate to a bicycle that doesn't cause discomfort or injury
- Enforcement would be almost impossible.
- Many cyclists have a selection of bicycles. Would you have different registration for each bicycle, or would you move the number from one to another?
- A bicycle isn't a self-propelled physical mass which needs to be identified and certified to be compliant with ADR's.
- It would be a costly, administrative nightmare for an organisation such as DTMR to introduce and police.
- There is no mandate anywhere else in the world for bicycle registration, simply to appease motorists.

In the end, if the inquiry recommends registration, wouldn't it be more suitable to register the cyclist rather than the bicycle? A basic system of cyclist registration already exists, so there's no need to "re-invent the wheel", removing the necessity for DTMR to be involved. For example, competitive cyclists must have a licence to race and an increasing number of non-competitive cyclists in every Australian state, join their respective state peak cycling organisation, such as Bicycle Queensland (BQ). Both BQ membership and racing licencing carry appropriate insurance cover, including public

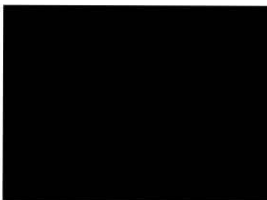
liability, personal accident and third party property insurance. CTP is of course a major reason why motor vehicles are registered in the first place.

Even though imposing compulsory membership on cyclists is unlikely to be feasible or popular, racing licences and BQ membership could be recognised as pseudo registration and promoted as such to both motorists and cyclists. If the government actively promoted the benefits of BQ membership, there's likely to be a point in time when the majority of Queensland cyclists become BQ members. This would make it easier for the government to gain realistic data on cycling participation.

If the majority of cyclists either have racing licences or BQ membership, then it stands to reason that most cyclists would then have adequate insurance to be legitimate road users. If it is considered necessary for cyclists to display a number for identification, or to appease motorists, then the most appropriate way would be by utilising something like a high visibility waist band bearing a licence number or BQ membership number. Provision could also be made for a licence or membership card to be held in a transparent pocket. The reason for this would be to enable rapid identification in case of casualty.

I hope this input is of assistance to the inquiry.

Rodney James



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