

## Queensland Government

### Submission to the Transport and Public Works Committee: *Self-Referred Inquiry into Motor Recreational Activities*

#### **Background**

The Transport and Public Works Committee (the Committee) has resolved to inquire into and report to the Legislative Assembly on the contribution of motor recreational activities (MRAs) to Queensland, and in doing so look at the volume and range of MRAs currently practiced by and available to the people of Queensland.

In undertaking the Inquiry, the Committee proposes to consider the following terms of reference:

- a) The economic impact of the motor recreation industry to Queensland, including opportunities to grow the industry to create jobs for Queenslanders;
- b) The contribution of the industry to Queensland's tourism sector and opportunities to grow Queensland's share of the motor recreation tourism market;
- c) The legislative, regulatory and policy framework in which the industry operates in all levels of government, and options for reform;
- d) Options to improve the safety of all industry participants;
- e) The impact on youth training and community engagement from MRAs, including health and well-being outcomes;
- f) The impact of the industry on road safety outcomes;
- g) Challenges facing the industry and the role of government in supporting the industry to continue creating jobs for Queenslanders; and
- h) Other issues that arise as agreed upon by the Committee.

The Queensland Government welcomes the opportunity to provide a written Submission to the Committee on the Inquiry. This Submission is structured under general headings which are reflective of the Inquiry's terms of reference

#### **Economic impact and growth**

The Queensland Government recognises that there is a wide scale and variety of MRAs practiced in the State. These range from professional and semi-professional events to activities practiced by genuine community-based clubs and volunteer groups. The variety of vehicle types (cars, drones, model aircraft and boats) and a range of activities (competitive track events, historical cruise events, off-road four-wheel drive events, competitive drone racing etc) means that it is particularly challenging to comprehensively identify the economic contribution of the entire industry.

Nevertheless, there has been efforts to identify the economic impact of specific sectors of the MRA market. The Confederation of Australian Motor Sport (CAMS) commissioned Ernst & Young to estimate the economic contribution of the Australian Motor Sport Industry. The

CAMS report <sup>1</sup> indicated that in 2013, the economic contribution of motor sport\* to Queensland was:

- \$534 million in output;
- \$232 million in value add;
- 3,251 jobs;
- 20% of the total Australian economic contribution.

[\*Note – 'motor sport' includes: circuit (including Superkart and Historics); speed (e.g. sprints) and non-speed (e.g. autotest); rally; off-road; drag racing; go-karting; and speedway.]

The Queensland Government also has a number of financial subsidy and support programs in place for MRAs and wider forms of recreation and sport in Queensland. Such programs are fundamental in order to grow the industry and create jobs for Queenslanders. Further detail on these programs is provided in this Submission under the heading 'Regulatory and Policy Framework'. The Queensland Government's Submission also highlights that MRAs provide far more than economic benefits to the State, they also provide positive social and health outcomes for individuals (including those from marginal and more vulnerable groups) and local communities.

### **Contribution to Queensland Tourism**

The Queensland Government, through the Department of Innovation and Tourism Industry Development (DITID), recognises that individual motor recreation events such as motorised vehicle/cycle/boat racing events, historic car meets, etc. increase visitation and tourism at host destinations. However, in each case the size and type of event would affect the economic contribution making it challenging again to estimate a figure for the whole MRA industry.

Nevertheless, key Queensland destinations are already engaged in attracting and developing small and large-scale motor recreation events, for example the *Studebaker Car Club of Queensland 2019 National Meet* (in Toowoomba) and *Vodafone Gold Coast 600* (on the Gold Coast). On a less formal level, motor enthusiast club and charity rides also support dispersal to outback and rural destinations, as well as support social economic benefits through charity raising and awareness.

The Department of Environment and Science (DES) also manages public land for conservation and forestry purposes which are places visited for the purposes of enjoyment of, and interaction with, nature. Nature based recreational uses include the use of publicly accessible roads, where visitors can use road compliant vehicles such as sedans, four-wheel drives and motorcycles.

While there has been no formal assessment of the economic benefit of such use, several commercial tour operators utilise four-wheel drive vehicles and motorcycles to conduct guided tours in a number of Queensland's parks and forests. Such use importantly supports tourism and growth in these locations. Understandably though, consideration must also be given to the management and compliance costs associated with any motorised activities including any biosecurity risk, the health or safety of the public, and other users in an area.

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<sup>1</sup> [http://docs.cams.com.au/Public%20Documents/CAMS\\_EYReport\\_201014\\_LR.pdf](http://docs.cams.com.au/Public%20Documents/CAMS_EYReport_201014_LR.pdf)

Occasional recreational use of drones exists in national parks and State forests, typically associated with people taking photographs. As noted by the Committee, this technology is a relatively new addition to the MRA landscape. Recreational drone use must operate under Civil Aviation Safety Authority requirements including 2 kg drone weight limitation, visual line-of-sight and day only operation, height restrictions (under 120 metres above ground level), no flying within 5.5 km from a controlled airport, no flying over or above people or in a populous area (e.g. beaches, parks, events etc.) and flying at least 30 metres away from other people, and privacy and safety considerations. The Committee might like to note that Traditional Owners have also expressed some concern regarding use of drones in culturally significant areas.

### **Regulatory and policy framework**

The Department of Housing and Public Works (DHPW) includes responsibility for supporting Sport and Recreation activities in Queensland. The Committee may find it of interest to know DHPW, through the *State Development Program 2017-2019*, provides organisational support funding to a range of State level sport and recreation organisations<sup>2</sup>, which includes CAMS and Motorcycling Queensland. The objectives of the organisational support funding are to:

- ensure State level organisations implement strong governance standards;
- support services to the industry;
- support initiatives to maximise participation State-wide in sport and active recreation.

Since 1 January 2015, the Queensland Government through DHPW has approved \$1.5 million in sport and recreation funding, to support the activities of motorcycling and motorsport in Queensland. This funding is summarised in the table below. The last line in the table refers to the organisational support funding provided to CAMS and Motorcycling Queensland. CAMS received \$129,000 over a three-year period and Motorcycling Queensland received \$555,900 over a three-year period. DHPW does not fund or support recreational flying, drone racing or motorised boats or aircrafts.

Key Programs	Funding	Projects/Vouchers
Get Started Vouchers	\$25,980	176
Get Going Clubs Rounds 4-7	\$168,413	25
Get Playing Places and Spaces Rounds 4-7	\$372,079	4
Disaster Recovery Program (2017-2019)	\$95,223	25
Young Athlete Travel Subsidy	\$38,600	132
Election Commitment Initiatives	\$120,000	1
State Development Program (2017-2019)	\$684,900	2

<sup>2</sup> [https://www.qld.gov.au/\\_data/assets/pdf\\_file/0023/8582/sdp-recipients-2017-2019.pdf](https://www.qld.gov.au/_data/assets/pdf_file/0023/8582/sdp-recipients-2017-2019.pdf)

*Activate! Queensland 2019-2029*<sup>3</sup> is now the Queensland Government's ten-year sport and recreation strategy which outlines the new collaborative direction for physical activity and movement in Queensland. Through the strategy, the Queensland Government wants to:

- empower more Queenslanders to enjoy physical activity to improve their health and well-being in active communities;
- create partnerships that maximise the impact of the government and industry actions to benefit an active Queensland;
- inspire activity with places and spaces that invite an active lifestyle; and
- drive elite success and deliver and promote world-class knowledge and facilities.

The *Activate! Queensland 2019-2029* strategy is accompanied by *Our Active8 2019-2022*<sup>4</sup> (Action Plan) which outlines practical, whole of government actions for the next three years. Of relevance is Action Item 7.03, which provides that the Queensland Government will advocate for a national approach to safety and integrity in sport and provide leadership and support to the active industry on health and safety, including concussion management, particularly for high-risk and contact sports, through Queensland Academy of Sport.

DITID, through the *Major Events Act 2014*, also supports the holding of major sporting events in Queensland. This support, for example, provides for the safety of visitors and spectators at major events, allows visiting health practitioners to provide healthcare services for major events without becoming registered under State law, and protects the rights of event organisers and sponsors at major events and for related purposes. Motor recreational major events which are/have been regulated under the Act are the *Vodafone Gold Coast 600* and the *Watpac Townsville 400*.

The Queensland Government has also developed the *Queensland Drones Strategy*<sup>5</sup> (QDS) to build on our strengths and leverage the State's innovation success to take advantage of new and emerging opportunities, and to complement the Government's Advance Queensland initiative. The QDS was developed after extensive consultation across Government, industry, academia and the general public to ensure the strategy is best able to support the industry now and into the future.

The Queensland Government's vision is that Queensland be a world-leader in drone technology and application. Our drone industry has strong investment and job growth, supported by our world-leading research and development capability, a highly-skilled workforce, and is a place where drones complement and enhance peoples' lives and support our communities. The vision of the QDS is supported by five key objectives:

1. attracting national and international investment;
2. increasing industry and workforce capability;
3. increasing research and development;
4. supporting community-friendly drone policies; and
5. improving government service delivery.

The QDS is the first of its kind in Australia and is leading the way internationally in terms of its whole of government strategic vision and broad focus across attracting investment,

<sup>3</sup> <https://www.hpw.qld.gov.au/Sport/StrategyActionPlan/About/Pages/default.aspx>

<sup>4</sup> <https://www.hpw.qld.gov.au/SiteCollectionDocuments/Active8SportRecreationStrategyActionPlan.pdf>

<sup>5</sup> <https://www.premiers.qld.gov.au/publications/categories/plans/assets/qld-drones-strategy-2018.pdf>

industry development, research and development, service delivery improvement, and enhancing the lives of Queenslanders.

The QDS aims to unlock the potential use of drones for industry and provide recreational drone users with better clarity about where and how they can use drones. The strategy also aims to ensure that our communities' rights are protected and that the ultimate impact of this emerging technology is that Queensland is simply a better place to live, work and play.

The Queensland Government, through the Department of Transport and Main Roads (TMR), has a range of regulatory, financial and policy programs of direct relevance to MRAs in this State.

TMR's Special Interest Vehicle (SIV) scheme enables car enthusiasts to pursue their hobby of restoration and display of historic vehicles, while receiving the benefit of reduced registration fees, provided they restrict their usage as per the conditions under the SIV concession scheme. It is important to recognise that the use of SIV vehicles is limited, and it does not include use as an everyday means of transport.

The Queensland SIV scheme however has no restrictions on the number of vehicles a registered operator may claim a SIV concession on, nor is there any restriction on the number of journeys these vehicles can make in a year, provided the journeys fit within the SIV scheme guidelines. The SIV scheme guide<sup>6</sup> is available online and outlines the various conditions and restrictions regarding the use of SIV vehicles.

The cost to register a SIV vehicle (up to 4 tonne) for 12 months is currently \$149.90 (excluding Compulsory Third Party insurance (CTP)), compared to \$385.90 (excluding CTP) for a private use four-cylinder vehicle. This reduced registration fee is reflective of the limited use of these vehicles on the road network. The SIV concession is available to:

- historic vehicles
- vehicles that are at least 30 years old
- heavy buses that are at least 25 years old
- street rods and hot rods
- vehicles modified for safe road use and have a body and frame built before 1949
- replicas of a vehicle that has a body and frame built before 1949
- historic ambulance and fire-fighting equipment vehicles
- retired ambulances and fire-fighting equipment vehicles (no age restriction) that are now used for display.

To maintain grassroots links with motoring clubs in its many forms, TMR meets every six months with a cross-section of car, caravan, motorcycle and four-wheel drive club representatives through the Motoring Organisations and Car Club (MOCC) forum. MOCC members represent over 113 clubs and 13,000 members, which is a large portion of the Queensland club membership. The MOCC forum was established to:

- discuss and consult on changes / improvements to the Special Interest Vehicle (SIV) scheme.

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<sup>6</sup> <https://www.qld.gov.au/transport/registration/fees/concession/special-interest>



- provide a consultative forum for wider matters relevant to historic, classic and recreational vehicle use, including caravanning.

The MOCC forum provides TMR an opportunity to better understand the issues facing motoring clubs and provides a mechanism to consult on a range of policy issues relevant to the industry. Minutes from each meeting are published on the Queensland Government website. Further information on the MOCC terms of reference, membership and minutes can be found on the Queensland Government website.<sup>7</sup>

The Queensland Government, through TMR, also provides a Conditional Registration Scheme (CRS). The CRS provides vehicle registration for vehicles that do not comply with standard regulations (Australian Design Rules for example) but still have a genuine need for limited access to the road network. This limited access supports a range of businesses throughout Queensland, both within the transport sector and other industries.

CRS vehicles include eligible agricultural, construction and recreational vehicles. Recreational vehicles can include off-road motorcycles, golf buggies, and quad bikes to name a few. Conditionally registered vehicles must comply with the conditions for use outlined in the *Guideline for conditionally registered vehicles in Queensland (Form 17)*.

Conditional registration fees are significantly reduced to reflect the limited use of the road network by vehicles registered under that scheme. The cost to renew a conditionally registered vehicle for 12 months is currently:

- \$49.05 (excluding CTP) for vehicles eligible for limited access;
- \$49.05 (excluding CTP) for vehicles eligible for zone access;
- \$107.40 (excluding CTP) for vehicles with unrestricted access.

In comparison, the cost to renew a private four-cylinder vehicle for 12 months is \$385.90 (excluding CTP). More information about the CRS can be found on the Queensland Government website.<sup>8</sup>

In addition to the Conditional Registration Scheme, the *Transport Operations (Road Use Management—Vehicle Registration) Regulation 2010* exempts certain vehicles from having to be registered for use on a road or road-related area. In certain circumstances, the following recreational vehicles may be exempt from registration:

- A motorised golf buggy or other motorised machinery being used on a golf course or on a golf course car park.
- A motorised golf buggy being used for directly crossing a road dividing a golf course.
- A ride-on mower that is being used for mowing and is:
  - directly crossing a road; or
  - crossing from one road-related area to another road-related area; or
  - on a road-related area (e.g. footpath).
- A low-powered motor vehicle.
- A vehicle that is not a motor vehicle or a trailer.
- A racing vehicle being used on a racing track or in a related area for a racing track.

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<sup>7</sup> <https://www.publications.qld.gov.au/dataset/classic-and-vintage-cars-and-street-rods-motoring-organisations-and-car-club-forum>

<sup>8</sup> <https://www.qld.gov.au/transport/registration/register/conditional/about-conditional>

- A motorcycle being used in freestyle motocross in a freestyle motocross area.
- A motorcycle being used in an observed trial in an observed trial area.

The Queensland Government, along with other States and Territories, also has jurisdiction for light vehicle standards (a Gross Vehicle Mass of under 4.5 tonne) and light vehicle modifications of on-road vehicles after first being registered for road use. In contrast, the Federal Government has jurisdiction over vehicles supplied to the Australian market prior to first registration to ensure all vehicles in Australia comply with uniform vehicle standards when first supplied to the market. In Queensland, TMR performs this regulatory function. Further information about vehicle standards and modifications can be found on the TMR website.<sup>9</sup>

Committee members would be aware that owners sometimes modify their on-road vehicles for a range of reasons. This can include, for example, giving the vehicle a distinctive appearance, to improve their performance, to add desired features, change the engine (alternate or replacement engines), suspension, or to add a long-range fuel tank. Other owners modify their vehicles so that they are better suited to a specialised purpose (for instance, casual track days such as *Time Attack* events). Vehicle owners who wish to modify vehicles used on road need to follow the standards and guidelines that apply to the modification of vehicles.

Sometimes vehicle modifications can be carried out by the vehicle owner (known as Minor Modifications), other times they require certification under published Codes of Practice by an industry based Approved Person who is accredited by TMR, and finally complex / unusual modifications may require approval by TMR.

The Land Transport and Safety Branch, within TMR, provides advice to members of the public and industry who are modifying their vehicles to ensure the modifications are compliant with ADRs and the Vehicle Standards. This includes many types of enthusiasts, such as those looking to modify their four-wheel drive to allow them to carry additional mass or to lift the height of their vehicles for increased clearance off-road.

TMR also undertakes regular consultation and engagement with motor recreational bodies representing the four-wheel drive industry, vehicle modifiers who provide services to motor vehicle enthusiasts and Authorised Persons who certify the modifications, with a focus in discussions always on balancing the needs of enthusiasts whilst maintaining safety.

The Committee may be aware that TMR officers also review, assess and provide permits to organisations holding sanctioned on-road related rallies and competitive on-road car events. Such permits are necessary given the vehicles involved in these events frequently do not meet ADRs required for general on-road use. Understandably such permits are subject to a range of conditions (such as the road precinct be closed to normal traffic, the attendance of emergency services personnel, liability insurance etc) in order to enable the authorised motoring events to take place.

On the topic of a different type of MRA, on 14 December 2018, Queensland became the first Australian jurisdiction to regulate for a broader use of Personal Mobility Devices (such as e-scooters, solo-wheels and electric skateboards) in public spaces such as footpaths. This supports Queensland's tourism sector, new business activity and employment. More

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<sup>9</sup> <https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications>

information about Personal Mobility Devices can be found on the Queensland Government website.<sup>10</sup>

For the benefit of the Committee, the Queensland Government would also like to highlight some driving, criminal and civil liability laws which may be of relevance to some forms of MRA.

The Queensland Government takes road safety seriously and from June 2018 higher penalties now apply for the offence of driving without due care and attention (careless driving) where this results in the death or grievous bodily harm of a person under the *Transport Operations (Road Use Management) Act 1995* (s83). The new legislation doubles the maximum penalties from \$5,222 or six-months imprisonment, to \$10,444 or 12-months imprisonment for a careless driving offence involving death or grievous bodily harm. There is a further doubling of the penalties where at the time of the offence the offender was also unlicensed, resulting in maximum penalties of \$20,888 or two-years imprisonment. In addition, a mandatory minimum licence disqualification of six months now applies in relation to careless driving offences that result in death or grievous bodily harm.

Section 328A (Dangerous operation of a vehicle) of the Criminal Code also needs to be taken into account when considering the legislative framework within which the Queensland MRA or recreational activity industry operates and the impact of the industry on road safety outcomes. Under section 328A, a person who operates, or in any way interferes with the operation of, a vehicle dangerously in any place commits a misdemeanour and is liable to a maximum penalty of 3 years imprisonment or 200 penalty units. Subsection 328A also specifies a number of circumstances of aggravation which attract a higher maximum penalty of 400 penalty units or five years imprisonment. These circumstances of aggravation apply where the offender: was adversely affected by an intoxicating substance at the time of committing the offence; excessively speeding or taking part in an unlawful race or unlawful speed trial (as defined in section 328A by reference to section 85 of the *Transport Operations (Road Use Management) Act 1995*) at the time of committing the offence; or has previously been convicted of an offence under section 328A.

Where a person who operates, or in any way interferes with the operation of, a vehicle dangerously in any place and causes the death of, or grievous bodily harm, to another person, the person commits a crime and is liable to a maximum penalty of 10 years imprisonment. Similarly, a number of circumstances of aggravation apply to increase the maximum penalty to 14 years imprisonment if the offender is, at the time of committing the offence, excessively speeding, adversely affected by an intoxicating substance or taking part in an unlawful race or unlawful speed trial, or if the offender knows, or ought reasonably know, the other person has been killed or injured and the offender leaves the scene of the incident (other than to obtain medical or other help for the other person before a police officer arrives). However, the definition of 'place' in section 328A(6) of the Criminal Code provides that it does not include a place being lawfully used to race or test vehicles under a licence or another authority under an Act and from which other traffic is excluded at the time.

The Committee might also like to be cognisant of the operation of the *Civil Liability Act 2003* (the CLA). The CLA was introduced as part of the Government's response to the public liability insurance crisis and implemented recommendations of the "Review of the Law of Negligence Final Report" (commonly referred to as the Ipp Report). There are specific

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<sup>10</sup> <https://www.qld.gov.au/transport/safety/rules/wheeled-devices/personal-mobility-devices>



provisions under the CLA that should be taken into account when considering the legislative framework within which motor recreational activity providers in Queensland operate:

- Under section 9 of the CLA, a person is not negligent in failing to take precautions against risk of harm unless the risk was foreseeable and 'not insignificant' and in the circumstances, a reasonable person in the person's position would have taken the precautions.
- The CLA imposes no proactive duty to warn of obvious risk (section 15), subject to stated exemptions including where the plaintiff has requested advice or information about the risk from the defendant; or the defendant is required by a written law to warn the plaintiff of the risk. Section 14 defines an "obvious risk", which includes risks that are patent or a matter of common knowledge. Please note the limitation that a risk from a thing (including a living thing) is not an obvious risk if the risk is created because of a failure on the part of a person to properly operate, maintain, replace, prepare or care for the thing, unless the failure itself is an obvious risk. Under section 14, it is still open to a plaintiff to respond to the defence of voluntary assumption of risk for an obvious risk, by proving, on the balance of probabilities, that he or she was not aware of the risk.
- Section 16 also makes clear that there is no personal liability for negligence for harm where an inherent risk materialised, although the section does not operate to exclude liability in connection with a duty to warn of a risk. Whether such provisions would apply to recreational activity providers would depend on the circumstances of the case.
- Further, the CLA specifically deals with personal injury suffered during a dangerous recreational activity (sections 17-19). A dangerous recreational activity is an activity which, while primarily engaged in for enjoyment, relaxation or leisure, involves a significant degree of risk of physical harm. In determining whether an activity involves a significant degree of risk of physical harm consideration is given to factors such as the type of activity, the probability of harm occurring, the severity of the injury and the characteristics of the person who suffered injury. The CLA provides that no liability exists for any personal injury suffered during a dangerous recreational activity as a result of the materialisation of an obvious risk.

Again, it would be critical for individual motor recreational activity providers in Queensland to seek legal advice to determine whether such limitation of liability for manifestation of obvious risk from a dangerous recreational activity would apply to them given the circumstances.

### **Youth training, community engagement, health & well-being outcomes**

At a broad level, *Activate! Queensland 2019-2029*, the Queensland Government's 10-year strategy to get more Queenslanders moving more often, recognises that regular participation in physical activity helps to improve mental health and brings communities together. This is reflected in Action Item 1 of the Action Plan, which focuses on increasing physical literacy in the early years and promoting healthy lifestyles, leading to healthy weight and reducing the risk of suicide and depression.

The Queensland Government, through the Department of Child Safety Youth and Women (DCSYW) would also like to highlight the opportunity MRAs offer for young people to be mentored and participate in social events that promote community engagement, resilience

and skills training. This may be particularly relevant in regions with high youth unemployment or low engagement in education, training or employment.

In this light, the Queensland Government's vision is for young people to be active participants in Queensland's economic, civic and cultural life. The *Queensland Youth Strategy*<sup>11</sup> creates opportunities for young people to participate in decision-making that will affect their lives now and in the future. The strategy brings a youth focus to the work the Queensland Government is already undertaking across a broad spectrum of policy, program and service delivery areas.

Queensland Youth Strategy's four building blocks are designed to prepare young Queenslanders for a global future:

1 – Supporting our most vulnerable young people: Young people, irrespective of circumstances, gender, ethnicity, age or religion, have the opportunity to actively participate and contribute to Queensland's global future.

2 – Housing:

Young people have access to safe, stable, secure and affordable housing, and financial literacy matched to living in a complex global economy.

3 – Healthy futures:

Young people are healthy, active, strong and resilient, and have the capability to maintain their well-being in a rapidly changing world.

4 – Educating into employment:

Young people have the knowledge and technical skills to successfully navigate current and future economic and technological pathways to employment.

In a similar manner, the Queensland Government, through the Department of Communities, Disability Services and Seniors, encourages the Committee to consider the inclusiveness of MRAs for people with disability; and opportunities to increase the inclusion of people with disability in MRAs as participants or in employment.

*All Abilities Queensland: opportunities for all State Disability Plan 2017-2020*<sup>12</sup> is the Queensland Government's plan to create a future that enables Queenslanders with disability to have the same access to opportunities as every other Queenslander. It sets five priority areas to build a more inclusive Queensland:

1 - Communities for all: enabling arts, sport and recreation and tourism activities to be more accessible and inclusive.

2 - Lifelong learning: supporting students, educators, parents and carers to enable lifelong, inclusive learning opportunities for Queenslanders with disability.

3 - Employment: increasing participation in the workforce for people with disability across our state.

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11 <https://www.csyw.qld.gov.au/resources/dcsyw/youth/queensland-youth-strategy/qld-youth-strategy.pdf>

12 <https://www.communities.qld.gov.au/resources/dcdss/disability/state-plan/all-abilities-queensland-plan.pdf>

4 - Everyday services: working across Queensland Government service agencies to improve accessibility for people with disability.

5 - Leadership and participation: ensuring that Queensland does not miss out on the wealth of experience, knowledge and innovative ideas that people with disability can contribute.

Finally, the Committee would be interested to know that through the Queensland Government's vocational education and training investment framework, subsidies are provided for the following Recreational Vehicle Service / Repair / Manufacturing TAFE qualifications:

MCM31015 - Certificate III in Recreational Vehicle Service and Repair

MCM31115 - Certificate III in Recreational Vehicle Manufacturing

The Department of Employment, Small Business and Training (DESBT) provides the subsidised training costs to approved Pre-Qualified Suppliers (registered training organisations) to deliver training and assessment services. Priority Population Groups are those declared on the national Apprenticeship/Traineeship Contract, such as individuals of Aboriginal or Torres Strait Islander origin, individuals from a non-English speaking background and individuals with a disability, impairment or long-term condition. Further information regarding pricing under the User Choice program can be found on the DESBT website.<sup>13</sup>

### **Safety of participants including road safety**

While the Queensland Government is highly supportive of the economic and social opportunities that will flow from expanding the MRA market, the risk of serious injury and fatality with some forms of MRA is ever present, not just to participants but innocent bystanders and members of the community going about their daily business.

This is why Queensland applies the '*Safe Systems Approach*' in an effort to reduce the number of fatalities and serious injuries on our roads to zero. The elements of the system are safe roads and roadsides, safe speeds, safe vehicles and safe road users. This approach recognises that people will make mistakes on our roads but should not be penalised with injury or death for doing so. Realising the benefits of the safe systems approach requires everyone involved in each of the elements of the system to understand the importance of their role in saving lives.

Key participants in the MRA industry are in a position where they can actively influence road safety. Clubs bring together a range of people with a shared interest and enthusiasm in MRAs. One way in which clubs and associations can impact road safety outcomes is by ensuring that the education and information they deliver to their members reinforces the Queensland Government's messaging and efforts to reduce road trauma. Clubs can also improve the safety of participants by separating driver and rider behaviour during a controlled competitive car, circuit racing or motor cross event from acceptable behaviour on the Queensland road network.

Any consideration of further legislative, regulatory or policy reforms to MRAs should take into account the impacts to road safety. Changes to the existing framework could lead to growth that results in greater numbers and usage rates of historical recreational vehicles and

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<sup>13</sup> <https://desbt.qld.gov.au/training/providers/funded/userchoice/pricing>.

motorcycles on Queensland roads. While these vehicles will always have their place amongst motoring enthusiasts, the age of some of these vehicles means that safety features common in more modern vehicles are lacking and expose the driver and other road users to a higher degree of risk due to poorer crashworthiness and fewer safety features. The regulation of vehicle standards through the Australian Design Rules (ADRs) over the years has been a strong contributor to reductions in Australia's road toll, and any proposed reforms should consider the impact to road users and the implications to road safety outcomes.

The Queensland Government, through the Queensland Fire and Emergency Services (QFES), would also like to draw the Committee's attention to the role of fire and first-aid response standby services to the motor events industry. The Training and Emergency Management (TEM) unit within QFES advises that fire and medical response coverage at motor recreation events varies widely. This is because services over and above minimum regulatory requirements are at the discretion of venue management and event organisers.

At a minimum, track racing events typically have standby crews for 'trackside' response (often provided in conjunction with the Retired Firefighters Association). Larger racing events such as the Supercars usually also provide standby crewing for 'non-track areas' (carpark, food preparation and service etc.) for fire and first-aid response. However, this capability may not be present at smaller events and venues.

When event organisers procure such standbys on the open market, TEM can also provide this service commercially, through casual off-duty rates and/or full-time TEM staff. In some regional cases, standby crewing might be offered by a local rural fire brigade. At a regional level, major motorsport events may enter into arrangements to provide standbys, as is the case in QFES' South Eastern Region.

The benefits that can be realised from services provided by QFES' TEM commercial standbys include an increased oversight of equipment and response standards, and better integration with QFES' in-scope operational response when incidents occur. QFES, through the TEM, would invite reforms to extend such benefits from interoperability, to the private standby market, to create a consistent and proportionate benchmark for motorsport event standbys.

### **Particular challenges and future opportunities**

The Queensland Government welcomes the Committee's focus on the contribution of MRAs to Queensland.

Research tells us many people face significant barriers to being active or playing sport, including age and health, disability, socio-economic factors, time availability and parenting commitments. The Queensland Government, through the policies set out in this Submission and elsewhere, is committed to inspiring Queenslanders to pursue an active lifestyle.

The Committee is encouraged to consider the impact and further growth opportunities for MRAs in the State. There are opportunities in MRA for young people to be mentored and participate, for Aboriginal or Torres Strait Islanders to participate, and people with a disability to be involved, and to support and grow regional and remote areas of the State. The social events around MRA promote community engagement, build resilience and skills training, and lead to health and wellbeing outcomes of all involved.

The Queensland Government recognises there is an increased demand for places and spaces for MRAs across our diverse State. This includes proposals from commercial organisations seeking to establish motorsport facilities in Queensland. However, a challenge for motorsport is its classification at times as a 'noisy and hard-to-locate' activity because they require large areas of land away from residential areas, and because they require environmental considerations to minimise dust and noise pollution and environmental damage.

However, the motorsport challenges are in no way insurmountable. Further, there are always new opportunities for carbon neutral race tracks and associated activities, such as those recently adopted by Formula 1 and FIM Enel MotoE™ – which is a class of motorcycle racing that uses only electric motorcycles.

Safety of MRA participants, and wider community, is also another paramount consideration. While this aspect varies greatly depending of the type of MRA practiced, there should be a continual focus on improving safety of individual MRA participants and safety standards of the MRA industry.

Finally, the Queensland Government is excited by the opportunities to foster and take advantage of new and emerging forms of motorised vehicles, that make up MRA. These include drones, autonomous vehicles and personalised mobility devices (such as eScooters) to name a few. These have numerous exciting applications, from recreational and competitive use, to preventing the loss of life or undertaking dangerous work, or as a transport mode that forms part of Mobility-as-a-Service.