

**Submission to the Transport & Public Works Committee for the
Inquiry into Motor Recreational Activities in Queensland**

Email: tpwc@parliament.qld.gov.au

or

Committee Secretary
Transport and Public Works Committee
Parliament House
George Street
Brisbane Qld 4000

My name is Chris Malone, a Brisbane-based car enthusiast. I have been involved in the local road-based car club scene for the last thirty years, and have held the position of President in the Pontiac Car Club of Queensland for the last twelve. I also held the position of Vice President of the Queensland Motorised Sporting Council from 2013 to 2016, the group that instigated the DTMR Motoring Organisation and Car Club forum through our Patron, retired MLA John Goss. I attended a total of seventeen of these meetings including the inaugural one held in June 2013. The QMSC has unfortunately now ceased operation. Most recently I have taken on the national leadership role in the Pontiac Car Club of Australia enabling me to have an increased oversight of issues affecting the hobby on a national level.

I wasn't able to make a submission within the required timeframe but on reading the submissions felt it would be important to contribute additional information on a number of subjects for the committee's benefit as well as putting forward a couple of suggestions of my own.

Table of Contents

Issue 1 - Logbooks for road-registered Special Interest Vehicles

Issue 2 - Road Safety of Historic Vehicles

Issue 3 - The Concept of Motoring Hubs

Thank you for your time in considering my submission.

Chris Malone

[Redacted]

Phone: [Redacted]

5 January 2020

With relation to Point c. The legislative, regulatory and policy framework in which the industry operates in all levels of government, and options for reform

Issue 1 - Logbooks for road-registered Special Interest Vehicles

I offer feedback on this topic due to my participation in the DTMR Motoring Organisation and Car Club forum (MOCC).

A number of submissions called for the introduction of logbooks for our club registration scheme, following the lead of several southern states. One of the biggest disadvantages of logbooks is the large burden of additional work on the clubs to administer them. In addition, record falsification (writing entries in pencil and erasing them if not challenged, or not completing the entry until the end of journey or at all) have become serious compliance issues in these states. QPS had expressed to MOCC members that they were not in favour of logbooks in Queensland for the same reasons. Our current Special Interest Vehicle (SIV) scheme is much simpler to operate, gives a good degree of freedom and has the widespread support of users state-wide.

This issue of changing to logbooks (or allowing extra freedoms) was studied extensively by the MOCC in 2013-14 concluding that the existing SIV non-logbook scheme was the best option. The final decision was reached in meeting No.5 (June 2014) while meeting No.2 (September 2013) and No.3 (December 2013) had extensive content on the subject. The minutes for meetings 3 and 5 are available on the internet¹ but I have copies of the earlier meetings, plus the extra meeting documents that aren't on the website. They reveal that a total of four options were considered with six costings performed. MOCC participants were asked to seek feedback on their preference. The Queensland Historic Motoring Council contained the widest group of affected clubs and thus their feedback is particularly pertinent. They found that 57.9% wanted to retain the existing scheme as-is. Another 29.1% favoured the existing scheme but with all Sundays treated as a free day. The other 13% favoured some version of logbooks, around half of these the Victorian full-logbook option. Importantly, 87% were not prepared to pay any extra, 10% only up to \$50 more and a very small percentage above this. The costings from DTMR clearly show that every extra-use option would cost more. 77% of clubs were also not prepared to perform the extra work required to manage a logbook scheme. DTMR also advised that there would be substantial implementation costs of a new scheme, which would be passed to end users. Extra administration in clubs would no doubt see club membership fees rise too. The MOCC meeting documents referred to in this paragraph are attached on the following seven (7) pages for the committee's benefit.

In summary, the case for logbooks was clearly defeated in Queensland in 2014, and I believe sentiment has not changed over the last five years. The vast majority of users support the current scheme and only a very small minority continue to agitate for logbooks.

¹ <https://www.publications.qld.gov.au/dataset/classic-and-vintage-cars-and-street-rods-motoring-organisations-and-car-club-forum>

Special Interest Vehicle (SIV) registration scheme registration options discussion paper summary for Motoring Organisation and Car Club, 11 September 2013

In view of the interest shown at the last Motoring Organisations and Car Clubs (MOCC) meeting and previous consultation with industry, a discussion paper has been developed to explore options for the implementation of alternative operating conditions, in particular, operation under a log book scheme similar to that of other states.

The following four options are being presented to the MOCC group 11 September 2013 for discussion. However, it should be recognised that the option of full registration is available for all special interest vehicles where registered operators require private use and find the SIV scheme conditions of operation too restrictive. Any option that the group is interested in, will need further investigation by TMR and a business case would need to be developed and presented to the Minister for approval.

Option 1 – Maintain current SIV scheme

The current SIV registration concession scheme is both cost effective and requires low administration of the system. The scheme enables car enthusiasts the benefit of reduced rates of registration fees and CTP insurance premiums with no limitations on the number of days or distance travelled (for club sanctioned events).

Option 2 – Offer current SIV scheme with option to purchase additional logbook days for private use

This option continues to offer operators the current SIV scheme, with the additional option to purchase an additional 20 logbook days for private use at the time of renewal only. The additional days would be required to be recorded in a log book and would cost an extra premium above the registration fees. The amount of days purchased must be used within that registration period and any unused days are forfeited. Operation under this option would require registered operators to be members of a registered car club and administration of the log books (distribution, auditing) would be the responsibility of the car clubs.

Option 3 – Implement a log book scheme

Under a log book scheme, operators would be restricted in their use of the SIV (similar to other states SIV models) but with differing operating conditions such as, to 52 days per year for private use. All daily operations must be recorded in a log book when the vehicle is operated more than 100 metres from the garage address. Log book must be carried in the vehicle and filled out for all operations prior to each day of operation. If the trip runs past midnight it will require a further day entry.

Option 4 – Running the current SIV scheme and a log book scheme concurrently

This option would allow operators to select between the currently offered SIV scheme and a log book scheme (as set out in Option 3) at the time of registration or renewal, whichever suits the conditions of use during that registration period. This would be a very complex system to administer and enforce. There would be significant system changes required to implement.

Issues

- Any variation to the current SIV scheme would require substantial system and legislative changes to implement and ensure that enforcement of the scheme is able to be undertaken.
- Complex changes to the registration database are estimated to cost TMR upwards of \$100,000 - \$200,000, which would have to be cost-recoverable through the scheme. This option would also potentially incur increased CTP and implementation and ongoing administration costs which would have to be considered in setting the registration fee (currently \$184.40). MAIC is being contacted on their view of the options.
- The administrative tasks involved with a log book scheme, such as issuing the log books and auditing requirements will have a large impact on both clubs and TMR.
- While the car clubs will be responsible for the administration and the auditing of log books, there will still be a cost to TMR to audit the system to ensure public confidence and safety of the operation is at an acceptable level. This would require the inclusion of additional TMR staff to administer this function which would also need to be funded through the registration fees.
- Any changes to the current system would require Car Clubs to be registered with the department which will be an additional costs and administrative processes.
- The final determined fees will be dependant on the number of participants in the scheme. For example, if there is low uptake of the SIV scheme, the cost to the participants will be proportionately greater to cover the cost of implementation.

NOT GOVERNMENT

MOCC feedback on the Special Interest Vehicle Scheme operating options

Option 1 – Current scheme

Option 2 – Current scheme with option to purchase additional logbook days for private use

Option 3 – Log book scheme

Option 4 – Current scheme and a log book scheme concurrently

| Organisation | Feedback |
|---|--|
| Australian Confederation of Motor Clubs Queensland (ACMC) | No feedback received. |
| Australian Street Rod Federation Inc (ASRF) | Prefer option 2. |
| MG Car Club Queensland (MGCCQ) | <ul style="list-style-type: none"> • Happy with the current scheme but would like a little more flexibility if it was on offer. • Do not want to pay for anything extra. However, if the charge was reasonable, it would have more widespread pick up. • Likes the idea of free Sundays as being proposed by another club. • TMR to determine what is cost effective and what can offer – how much is QLD willing to offer? • Other states have expressed that log books are onerous on clubs and have had to employ persons to undertake this task. • Feels that the current scheme disadvantages the more remote areas that have further or are unable to travel to some scheduled events. |
| Mustang Owners Club of Australia Queensland (MOCA Qld) | <ul style="list-style-type: none"> • Feedback has been provided through the QHMC survey. • In favour of existing scheme and do not wish to pay more for the scheme. |
| Queensland Historic Motoring Council (QHMC) | <p>QHMC Polled 113 clubs Total 12947 members</p> <p>Responses below include the percentage of results to respondents. Unfortunately due to the short timeframe not all clubs responded + the actual members listed here are only those that attended meetings or responded to their club hence a great deal of members did not vote BUT this is a good cross section of historic motoring vehicle clubs.</p> <p>OPTIONS FOR SIVS IN QUEENSLAND</p> <p>(1) Retain the current SIV scheme as it is? 57.9% 2193members</p> <p>(2) Retain the current scheme but with the option to purchase an additional 20 log book days at a cost yet to be determined by</p> |

| Organisation | Feedback |
|--|---|
| | <p>TMR: 6.4% 241members</p> <p>(2b) Retain the current scheme but the addition of free use on Sundays: 29.1% 1102</p> <p>(3) Adopt a log book scheme similar to the Victorian scheme but only 52 days use: 2.1% 79 Or 90 days as per Victorian system: 3.9% 148</p> <p>(4) Running the current scheme and a log book scheme concurrently: 6% 23 members</p> <p>Q 4. How much extra, if anything, would your members be prepared to pay per year in registration charges for these changes?</p> <p>(a) Not prepared to pay any extra 87% (3026)</p> <p>(b) Up to \$50pa 10%</p> <p>(c) \$50 to \$100pa 3%</p> <p>(d) More than \$100pa 0 %</p> <p>Q 5. Would your club be prepared to administer any new arrangements, accept responsibility for, and enforce your club member's compliance with the rules? (please circle a or b)</p> <p>(a) Yes 14 clubs 23%</p> <p>(b) No 46 Clubs 77%</p> <p>Additional comments including:</p> <ul style="list-style-type: none"> • Need to retain personalised number plates • Like more freedom to use the car on weekends Road test radius increase to 30 kilometers • Need to verify potential costs increase of each option to accurately gauge interest. • Option 1 (unchanged) if 2b unsuccessful. • Proof of club membership required for registration renewal • Remove road maintenance levy from SIV rego 15k radius for road testing is too restrictive |
| <p>Queensland Motorised Sport Council (QMSC)</p> | <p>First preference "... we are receiving unanimous support for Option 1. It is very difficult to find any support for the other options, and supporters of option 1 are concerned that the successful formula already in place will be changed. Their preference is for the base scheme to remain unchanged... SIV operators we spoke to have indicated they are quite happy to operate their vehicles within the current restrictions." Second preference "...with any additional use (if significant support discovered) to be an extra-cost option for just those users..."</p> <p>No support for options 3 and 4</p> |

Special Interest Vehicle (SIV) registration scheme Operating options summary for Motoring Organisation and Car Club

Note: Any option that the group endorses will need further investigation by TMR and a business case will need to be developed and presented to the Minister and government for approval.

1. Current SIV scheme

The current SIV registration concession scheme is both cost effective and has low administrative implications. The scheme enables car enthusiasts the benefit of reduced rates of registration fees and CTP insurance premiums with no limitations on the number of days or distance travelled (for club sanctioned events). Motoring Organisation and Car Club (MOCC) members have indicated that the current scheme works and satisfies their requirements.

Implications and costs

- There are no additional requirements to continuing with this scheme.
- Total registration cost \$184.40.

2. Current scheme extended to include a compulsory log book for private use

This option offers operators the current SIV scheme, with the addition of a log book for private use. Any travel for personal non-club sanctioned use would be required to be recorded in a log book. The log book must be carried in the vehicle and must be filled out prior to each trip. If the trip runs past midnight it will require a further day entry. The allocated days must be used within a 12 month registration period and any unused days are forfeited. The log book may be issued by TMR with the registration renewal paperwork. Operators will be required to retain their log books for a period of time (yet to be determined) for auditing by TMR. This will require car club involvement to ensure that registered operators are complying with the log book conditions.

Implications and costs

- There are minor system changes required to implement this option.
- Policy, form and administrative changes will have to be undertaken by TMR with support from the car clubs.
- Car clubs will have additional administrative requirements to support the auditing of log books.
- Estimated total registration costs range from \$230.71 to \$273.59 depending on whether a 14 or a 26 day log book is selected.

3. Current scheme extended to include an optional log book for private use

This option offers operators the current SIV scheme, with the option to purchase an additional log book for private use. The additional days would be required to be recorded in a log book and would cost an extra premium above the registration fees. The amount of days purchased must be used within that registration period and any unused days are forfeited. Operators will be required to retain their log books for a period of time (yet to be determined) for auditing by TMR. This will require car club involvement to ensure that registered operators are complying with the log book conditions. The level of fee increase will be solely reliant on the take-up of this option by customers.

Implications and costs

- There are substantial system, policy, form and administrative changes required to implement this option.
- Enforcement of this option would be difficult due to the optional nature of the log book.
- Car clubs will have additional administrative requirements to support the auditing of log books.

- Estimated total registration costs range from \$184.40 for the current scheme, and between \$241.71 and \$284.59 depending on whether a 14 or a 26 day log book is selected and the level of take up of the optional log book.

4. Current scheme extended to include private use on Sunday

This option was initially tabled by the Queensland Historic Motoring Council (QHMC). Under this option, vehicles can be used for private use outside the current SIV scheme conditions on Sundays. Private use on Sunday will be available for all SIV registered vehicles.

Implications and costs

- There is no log book requirement which would minimise the amount of changes required to implement this option, which also reduces the impacts on car organisations.
- Estimated total registration costs range from \$227.28 to \$304.18 depending on whether one Sunday a month or every Sunday is selected.

5. Log book only

Under a log book scheme, all daily operations must be recorded in a log book when the vehicle is operated more than 100 metres from the garage address, this includes private use or car club events. The log book must be carried in the vehicle and must be filled out prior to each trip. If the trip runs past midnight it will require a further day entry. The allocated days must be used within a 12 month registration period and any unused days are forfeited. Operators will be required to retain their log books for a period of time (yet to be determined) for auditing by TMR. This will require car club involvement to ensure that registered operators are complying with the log book conditions.

Implications and costs

- This option is a full replacement of the current scheme and will require considerable policy, form and administrative changes to implement. All operating conditions would have to be reviewed and usage under this option may change from the current scheme.
- This option will also require the greatest amount of administrative burden on the clubs. TMR will be relying on the clubs to audit and review log books on a regular basis.
- All clubs will have to be registered with TMR and a set of guidelines or criteria about how a club is defined will have to be developed in collaboration with the MOCC group.
- Estimated total registration costs range from \$270.10 – \$330.85 depending on whether a 40 day or a 90 day log book is selected.

6. Current scheme and a log book scheme concurrently

This option would allow operators to select between the currently offered SIV scheme and a log book scheme (as set out in Option 5) at the time of registration or renewal, which ever suits the conditions of use during that registration period.

Implications and costs

- This option is a full overhaul of the current scheme and will require considerable policy, form and administrative changes required to implement this option.
- This option will also require the greatest amount of administrative burden on the clubs. TMR will be relying on the clubs to audit and review log books on a regular basis.
- All clubs will have to be registered with TMR and a set of guidelines or criteria about how a club is defined will have to be developed in collaboration with the MOCC group.
- Estimated total registration costs range from \$184.40 to \$339.99 depending on whether customer chose the existing scheme or opt for a log book. Cost of the log book will also be dependent on the level of take up of this option.

Summary

Please note that throughout this document:

- All costs are estimates based on current 6 cylinder motor vehicle registration fees and high-level estimates provided by key business areas which are subject to change.
- CTP is included in the costs and has been estimated based on MAIC indication that fees will increase proportionally to the increased risk exposure and are subject to change.
- Costings do not include any consideration of additional club costs for administering optional logbook fees.
- Logbook estimates are based on a 5000 take up rate with a cost recovery model over a five year period.
- Each option includes registration, estimated CTP, TIF fee, system changes and administration costs for TMR.

NOT GOVERNMENT POLICY

With relation to Point f. The impact of the industry on Road Safety Outcomes

Issue 2 - Road Safety of Historic Vehicles

In the DTMR submission (048) the following statement was made :

“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 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 submission also highlights the foundational strategy behind this statement - “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.”

There is clearly a view of discouraging growth in the historical vehicle hobby in Queensland in the interest of better safety outcomes.

By contrast, NSW is seeking to encourage growth in their historical vehicle hobby. A key reason behind the permanent introduction of logbooks into NSW in 2019 was to allow more freedoms beyond the regular club event calendar, which would see more usage and potentially more historic vehicles being restored. At the commencement of the trial process in 2015, the NSW Minister in the Hansard record of October 15, 2015 stated “Approximately 300,000 New South Wales people, who are members of car clubs and associations, enjoy owning and safely operating classics. Statistics show that those rare and valuable cars are driven carefully. They are involved in very few accidents, are safe, and are better maintained than is the general car fleet.” He then described the proposed trial. He also added “This great and long overdue initiative will be welcomed by motoring enthusiasts who love their classics. It will preserve and allow the use of our motoring heritage and strengthen the large motoring aftermarket industry, which is worth approximately \$11 billion a year and employs 30,000 people across Australia.”

Why does NSW have such a different approach to the use of historic vehicles than Queensland? Their overarching safety policy is very similar. The NSW RMS Corporate Plan 2018-2021 states that this is: Reduce incidents, injuries, and fatalities on the NSW road network and on our waterways – “towards zero”².

Clearly NSW has recognised the safety performance of the historic vehicle hobby when Queensland does not. Queensland is purely looking at the historic vehicles from a technical point of view, not how they are maintained and operated.

While I am not advocating logbooks, I am seeking to highlight the potential threat to the on-road Motorised Recreational Activities in Queensland if DTMR and the Government in general do not take a more holistic view of the value of the historic vehicle movement. While the NSW plan envisages increased vehicle use, increased economic activity, the mental health benefits of greater participation and club growth, the current Queensland view will result in the opposite.

² See section 3 of <https://www.rms.nsw.gov.au/about/corporate-publications/corporate-plans/corporate-plan/corporate-plan.pdf>

Suggestion:

It would be appropriate for the Government to develop a policy on the use of historic vehicles on the public road network in Queensland. The process should involve a wide range of stakeholders so that a policy is developed that will encourage, rather than discourage, this important aspect of Queensland recreational life.

The following case study is presented as evidence of the exceptional safety performance of the historic vehicle fleet in Queensland.

Left Hand Drive Historic Vehicles

December 1, 2019 marked 20 years since the nation-wide adoption of the policy allowing registration of an historic vehicle (at least 30 years in age) in Left Hand Drive configuration. Prior to this vehicles were only allowed in this form under strict use conditions - the present policy now allows their registration for unrestricted daily use. South Australia was the first state to adopt the reform in November 1989, the process taking ten years to be adopted by every state. Queensland changed their rules in October 1999, with NSW in December of that year marking the completion of the task.

Left Hand Drive on the left hand side of the road undoubtedly puts the motorist at a disadvantage compared to other road users. This was the reason why the original ban was put in place in 1949, stemming from the initial request from the Victorian Police force. However, over the years since, consideration had been given to overturning the ban, generally finding that there was no substantive reason for it continuing. The ban was somewhat unique to Australia - other countries saw no issue and their accident statistics were not over-represented with vehicles in the opposite configuration to the majority of their road users. Australia's ban did give rise to a cottage industry of Right Hand Drive conversions, but the quality of this work was questionable in many cases, as well as the devaluation of historic vehicles by virtue of the major changes made.

The 1999 reforms sought to recognise these factors by allowing the use of LHD vehicles more widely than before, trusting that the owners would operate them accordingly knowing the safety implications involved. Twenty years later, it is clear that their trust has been justified. Historic LHD vehicles have not caused a safety issue on Australian roads. Accidents are almost unheard of, and certainly the nature of the cars would have given rise to major headlines even if only a few had occurred. This would be particularly the case in overtaking collisions. The cars, required to be at least 30 years of age to qualify (1969 in 1999 and 1989 in 2019) have also been of lower safety standards than that of modern cars during the time, putting them at a greater disadvantage and risk of accidents regardless of whether they were LHD or RHD. Probably the clearest evidence of the success of this policy has been that fact that there has been no cause to review the reforms or make amendments to them.

Presently in the local Queensland car scene, the majority of older American vehicles are in LHD configuration. RHD examples are not common as they once were. In some cases, owners of older converted vehicles have converted them back to LHD. Many RHD converters have ceased business, no longer providing parts or support for their customers from prior to 1999. Many RHD conversions involved custom parts which are difficult or even impossible to source now. This has led to a high attrition rate of the older RHD conversions. The LHD cars, by comparison, can use the full range of parts from the American aftermarket. The value of these cars is retained and enhanced. Clearly it has become the popular choice for American historic vehicle enthusiasts in Queensland.

The question then arises, why is this only limited to vehicles over 30 years in age? In Western Australia they see 15 years as a suitable age for a vehicle to transition into an enthusiast category and allow LHD registration. The recent Motor Vehicle Standards Act (MVSA) national reforms now see a rolling 25 year import benchmark for historic vehicles rather than the 30 year measure which came to an end in 2019, 30 years after the introduction of the original MVSA in 1989. Newer vehicles are also of greater safety standards than the older ones, so you'd think either 15 or 25 years would be a step in the right direction?

DTMR does have the ability to issue an exemption to the 30 year LHD limitation allowing a newer LHD vehicle to be registered in Queensland. I have seen this occur on rare occasions. This ability may be an easy way to offer enthusiasts some more freedoms in this area, possibly further controlled by limiting it to the representation of the car club they belong too. Clearly road safety outcomes will not be compromised and we have 20 years' worth of LHD experience to prove that.

Suggestion:

That the Government look at relaxing the current 30 year restriction on full-registration of Left Hand Drive vehicles to 25 or even 15 years as a concession to enthusiasts given the 20 years' worth of exceptional safety outcomes for vehicles over 30 years of age. This could be possibly limited to applications being made by recognised incorporated car clubs on behalf of their members and be granted by way of an exemption to current laws.

With relation to Point e. The impact on youth training and community engagement from motor recreational activities, including health and well-being outcomes;

Issue 3 - The Concept of Motoring Hubs

Mental Health is an area that has been rising in prominence in recent years, with motorised recreational activities not receiving the recognition of the important role they play in keeping people active, inspired and hopeful. MRA's are a very large past-time nationally involving hundreds of thousands of people. Participants often feel that both the Government and wider community are often seeking to quell their interest or even curtail it, both in on-road and on-track environments. We need to come to terms with the positives of this hobby, rather than just focussing on the negatives, and mental health is one positive that is barely recognised. You only have to attend the 'Munchies' car meet at Acacia Ridge every Friday night, or one of the many Coffee and Cars events held in Brisbane to see the positive social aspect that occurs on a small scale. These events are only the tip of the iceberg when it comes to the total number of motor vehicle enthusiasts in Queensland.

A number of submissions made reference to road-based car enthusiasts feeling that they have 'no home'. While sporting clubs have their sporting grounds and ovals, car enthusiasts have to wait for the organisation of a car show or a 'coffee and cars' event to have a place to meet with a group of like-minded people. This too is not without issue, as some events have found themselves needing to find alternative venues after raising the ire of nearby residents. Queensland is also lacking in museums relating to motoring, compared to the southern states. A few privately run museums have come and gone over the years, largely dependent on a particular person.

What is really needed is some form a community facility, much like a skate park or similar, aiming to bring the community together. The viability of motoring venues is often difficult given demand fluctuations over a week, which is why I believe a wider approach is needed to create a multi-purpose hub of seven-day activity, necessarily placed in an industrial area. Some examples of potential tenants and activities in a motoring hub would include vehicle restoration and maintenance (including trade training), automotive spares suppliers, car club facilities, museum and collection display areas (covering vehicles and memorabilia), men's shed groups, motor racing teams, classic vehicle sales enterprises, swap meets, markets and social nights. A pilot hub, if successful, could give rise to similar hubs in other parts of Queensland.

The development of an initiative of this nature would be complementary to the Government's wider aims including Activate! Queensland 2019-2029, the 10-year strategy to get more Queenslanders moving more often. It has been recognised that there are often significant barriers to being active or playing sport, including age and health, disability and socio-economic factors. The hobby of motor vehicles presents an opportunity for a wider cross-section of the community to be involved than in traditional sports, including over a much wider age span. Motor vehicle restoration is not an 'instant' hobby in the sense that it takes time to achieve goals, learning along the way, thus making it particularly valuable for 'at-risk' youth identified in the Queensland Youth Strategy. Such youth mentoring may start at the men's shed level and progress into trade training in commercial enterprises within the hub. Motoring hubs could therefore be a potential way for the Government to achieve multiple goals in the one initiative.

Suggestion:

That the concept of motoring hubs be further investigated due to the potential they present.