



Speech by


Howard Hobbs

MEMBER FOR WARREGO

Hansard Thursday, 1 November 2012

TRANSPORT, HOUSING AND LOCAL GOVERNMENT COMMITTEE

Report, Motion to Take Note

 **Mr HOBBS** (Warrego—LNP) (11.37 am): I move—

That the House take note of report No. 8 of the Transport, Housing and Local Government Committee tabled on 22 October 2012.

On 7 June 2012 the Legislative Assembly agreed to a motion that the committee review Queensland's current motorcycle licensing processes and its alignment with the best practice, evidence based approach adopted in other Australian and international jurisdictions. The committee was set a reporting date of 31 October 2012. The report was actually tabled early, on 22 October.

Our committee has taken its responsibility in conducting this inquiry very seriously. Motorcycle riders are inherently more vulnerable than car drivers due to the lack of protection offered by the vehicle and additional demands on riders to deal with road hazards. Unfortunately, this means riders involved in a crash are often seriously injured or lose their lives. The committee is mindful of the immense personal, social, economic and health cost this road trauma imposes on the Queensland community.

The committee has undertaken a detailed examination of the current licensing system and is focused on making recommendations that are likely to provide increased safety benefits while at the same time minimise regulatory burdens and costs. The committee has consulted widely and gathered evidence from key industry and training groups, motorcycle rider associations and road safety experts throughout the inquiry. I would like to acknowledge those who briefed the committee, those who provided written submissions and those who informed the deliberations through their participation in the inquiry process.

Members of the committee would like to acknowledge the contribution of the Department of Transport and Main Roads on motorcycle safety. Over the past decade, the department has incrementally improved the motorcycle licensing system based on ongoing consultation, research and review. The department provided the committee with invaluable support throughout the inquiry process.

I want to thank members of the committee. A special thanks goes to Mr Trevor Ruthenberg, the member for Kallangur, who enrolled and completed a Q-Ride training course so that he could have a personal experience of the program and pass his understanding on to the committee. Mr Ruthenberg is now the proud owner of a good road bike, so I wish him many happy years riding his bike. I also thank the committee secretariat for their support and assistance throughout the inquiry process.

The committee made 12 recommendations altogether. I will not go through them all but I want to mention a couple. Recommendation 3 states—

The committee recommends that the Department of Transport and Main Roads introduce compulsory pre-learner off road training and assessment as part of the Q-Ride training and assessment process in Queensland.

Recommendation 4 states—

The committee recommends that the pre-learner training and assessment (proposed in recommendation 3) incorporate specific risk taking and hazard perception training and assessment as a required component.

Another recommendation states—

The committee recommends that the Department of Transport and Main Roads introduce an additional requirement for riders to undergo a further assessment of their basic motorcycle skills by a Q-Ride registered service provider at least 6 months after receiving their RE licence.

We believe that those and the other recommendations will make a big difference. Recommendation 9 states—

The committee recommends that the Department of Transport and Main Roads introduce the following additional pre-requisites for being granted a learner licence under the Q-SAFE system:

- a) pass the improved written road rules test;
- b) be tested on comprehension of the *Ride On* DVD; and
- c) pass a motorcycle specific Hazard Perception Test.

We believe that will bring very significant benefits to most bike riders in Queensland.

There is a mix of statistics about motorcycles, so we did a full analysis and we came up with some very interesting points. Generally speaking, bike riders are not always at fault and the statistics really show this. For instance, many bike riders are hit by cars and many fatalities involve unlicensed riders. Other factors include riders with excess alcohol or the road conditions, and the motorcycle rider and the licensing regime do not have a lot of control over many of those factors. With that in mind, we looked to try to get the best mix that we possibly could. When you look at the statistics and the fatalities, you see that the road toll actually decreased for motorcycle riders between 2005 and 2011 but overall there was an increase in the number of registrations and licences. We believe that these changes are practical. They will upskill our bike riders and they will make Queensland a safer place to ride.

Question put—That the motion be agreed to.

Motion agreed to.