

Question on Notice

No. 864

Asked on 14 June 2024

MR S KNUTH ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

With reference to advice received from a member of my community that his 19-year old son has been restoring a 1950's V8 motor vehicle, however has since learned that in Queensland (unlike other states) he is unable to drive the motor vehicle once restored until age 21 years, which has caused him to lose interest—

Will the Minister (a) confirm if this is correct, (b) outline reasons why and (c) if so, consider legislative changes to allow older restored motor vehicles to be driven by licenced drivers from the age of 19 years old?

ANSWER:

I thank the Member for Hill for the question.

The highest crash risk for drivers on Queensland roads is in their first years of driving, when they are developing hazard perception and other on-road decision-making skills. Young drivers account for 25 per cent of all fatalities, yet only make up 14 per cent of the driving population. Research also suggests that young drivers in Queensland, aged 16 to 24 years, are 60 per cent more likely to be involved in a serious crash than licensed mature adult drivers and riders, aged 25 to 59 years.

Queensland's graduated licensing system is designed to provide novice drivers the opportunity to gain experience and improve their driving skills before they progress to a higher type or class of licence.

- (a) In Queensland, high-powered vehicle (HPV) restrictions apply to Provisional P1 and P2 licence holders under the age of 25. The restrictions are designed to prohibit young inexperienced drivers from driving vehicles with characteristics that render them high powered or high performing.

There are two definitions of a HPV depending on when the car was manufactured.

Before 1 January 2010, a HPV is a vehicle that has at least one of the following:

- an engine with eight or more cylinders
- a supercharged or turbocharged engine that is not diesel powered
- an engine with a power output of more than 210kW under the manufacturer's specifications
- a rotary engine with an engine capacity of more than 1146cc under the manufacturer's specifications
- an engine modification requiring approval under the Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2021 (VSS Regulation).

A car manufactured on or after 1 January 2010 is a HPV if it has:

- a power-to-weight ratio of more than 130kW/t
- an engine modification requiring approval under the VSS Regulation.

As such, a 1950s V8 motor vehicle is considered a HPV by the Department of Transport and Main Roads (TMR) because the vehicle is made before 2010 and has eight cylinders.

- (b) HPV's have greater acceleration and speed capability, and therefore require a high level of skills and experience to operate. These vehicles may present increased risk for inexperienced drivers who are still developing their driving skills to control. Restricting young, novice drivers allows their skills to develop in lower risk vehicles.
- (c) Legislative changes are not proposed for HPV restrictions as they are designed to protect young, inexperienced drivers. A driver may apply for a HPV exemption however, and if granted, be able to drive a HPV. Each application is assessed on an individual case by case basis, against strict criteria.

The high-powered vehicle restrictions may differ between Australian jurisdictions. However, it should be noted that many Australian jurisdictions prohibit particular vehicles for provisional licence holders.